

FULTON COUNTY, INDIANA

HANDBOOK

Q

QUACKENBUSH, EVA [Rochester, Indiana]

See: Wile Department Store

QUAKER OATS GIRL

See Linda Lukens

QUALITY FUR FARMS, INC. [Lake Manitou]

LOCAL MEN FORM QUALITY FUR FARMS INCORPORATED

An announcement was made from the secretary of state's office in Indianapolis today that Orbra H. Taylor, Taylor Jefferies and Fred H. Moore were the incorporators of the Quality Fur Farms Inc., whose object was to operate fur farms in Indiana. The capital stock of the company is \$3,000. One of the incorporators today stated that the company intends to raise muskrats on a large scale. The initial fur farm is located on the Taylor Jefferies farm at the southwest end of Lake Manitou. A pond a backwater of the lake which contains an acre and a half of ground has been fenced. Sixty pairs of muskrats of the Hudson Seal strain are now being cared for at the farm. The Hudson Seal muskrats were purchased from a fur farm in the northern part of Canada. They are much larger than native muskrats and much darker in color.

[The News-Sentinel, Rochester, Indiana, Thursday, January 10, 1929]

PETITIONS ENTERED TO DISSOLVE CORPORATIONS

Three petitions were filed in the Fulton circuit court today by the State of Indiana on relation of Omer S. Jackson, attorney general to dissolve corporations.

The suits were filed under a new state law which was passed by the last legislature which empowers the attorney general to dissolve any corporation which does not make an annual report to the state during the preceding two years.

The suits here were filed to dissolve the following corporations: Quality Fur Farms, National Pure Bred Swine Association and the Wonder Rug Cleaning Machine Company.

[The News-Sentinel, Thursday, April 8, 1937]

QUALITY MARKET [Rochester, Indiana]

Lawrence Remley of Logansport has leased the Vine Curtis Meat Market on Wall street. Mr. Remley is a butcher of 15 years experience both at outside killing and at fancy meat cutting.

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He will specialize in handling home killed meats. The initial add of the lessee appears in another column of the News-Sentinel. Mr. Remley has changed the name of the market from Wall Street to "The Quality Market."

[The News-Sentinel, Rochester, Indiana, Tuesday, February 22, 1927]

J. T. BURNS TO OPEN NEW MEAT-GROCERY STORE

A new and strictly modern meat and grocery market will open for business in this city, at 816 Main street next Saturday morning. The new store which will be known as the Quality Market, is owned by J.T. Burns, a former resident of this city.

The market is equipped throughout with new fixtures and a refrigeration system which will keep the foodstuffs in a most sanitary condition. Mr. Burns will operate a free delivery service and extends an invitation to all of his old patrons as well as new ones to drop into his store and inspect the stock of groceries and meats.

About 15 years ago Mr. Burns operated a meat market in the 500 block North Main street. For the past number of years he has been engaged in the meat and grocery business in Indianapolis. The new merchant was born in Kewanna where he first started in the meat and grocer business and has a wide acquaintance of friends in the western part of this county.

[The News-Sentinel, Thursday, June 9, 1932]

DON KUMLER PURCHASES MEAT-GROCERY BUSINESS

Don Kumler of this city has purchased the Quality Meat and Grocery Market situated at 816 Main Street and has already assumed active operation of the business. The new proprietor has secured the service of an experienced meat cutter and is fully prepared to give prompt and efficient service to his patrons.

The new owner is the son of Mr. and Mrs. Frank Kumler, and has been a resident of this community throughout his entire life. It is predicted he will meet with deserving success in this business venture.

[The News-Sentinel, Thursday, October 13, 1932]

QUICK, CARL [Macy, Indiana]

See: Downs Sawmill

QUICK & DAVIS [Akron, Indiana]

DISSOLVE PARTNERSHIP

The stock buying firm of Quick & Davis which for the past several weeks has been operating at Akron was dissolved Monday of this week. Mr. Quick announced today he would continue in this line of business at the Macy stockyards.

[The News-Sentinel, Tuesday, February 28, 1928]

QUICK & SONS [Rochester, Indiana]

LITTLE LIFTS FOR BUSINESS FIELD

Earl Quick and Sons, who recently leased the Pure-Oil Station at the southwest corner of Main and 4th street, are having a factory analyser at their station Wednesday, who will demonstrate the new Solvenize solution which rids the motor of carbon and all foreign substances.

Earl Quick formerly operated the Phillip "66" station at the same streets intersection. The new Pure-Oil station has been completely remodeled and redecorated and is equipped to most efficiently service trucks and autos from bumper to bumper. The sons of the firm are Barney and Joe Quick.

[The News-Sentinel, Tuesday, May 12, 1936]

BUYS FILLING STATION

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Earl Quick has purchased the Pure Oil filling station at the south end of Main street from Loren Emons, Mr. Emmons said today.

[The News-Sentinel, Friday, November 10, 1939]

MAX NICHOLS PURCHASES QUICK'S FILLING STATION

Earl Quick and son, Joe, today announced the sale of their Pure Oil Service Station at 400 North Main street. The purchaser is Max Nichols, who has been engaged in farming and trucking for a number of years.

Dale Daulton, who has been employed by the Quicks for the past four years, will manage the station for Mr. Nichols.

The Quicks have operated the station for the past eight years and they will continue in the business of selling fencing, fence posts, blade wire and galvanized tanks at their farm home one-half mile north of Rochester on Road 31.

[The News-Sentinel, Friday, November 20, 1942]

FULTON COUNTY, INDIANA

HANDBOOK

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R. & B. CHAIN STORE [Rochester, Indiana]

R. AND B. CHAIN STORE CLOSE LOCAL CONCERN

The R. and B. chain store which opened in the Barrett room at 707 Main street about five months ago, later moving to the Deniston room at 704 Main street, was late Thursday closed by its owners, from Mishawaka. The chain store proprietors did not find business as rushing in this city as they had anticipated. Their stock consisted of dry goods, shoes, men and womens wearing apparel. The store was kept in operation until 6 o'clock Thursday evening when it is said the stock was loaded on trucks in less than 45 minutes and taken to Mishawaka.

[The News-Sentinel, Friday, December 30, 1927]

R. & K. LUNCH ROOM [Fulton, Indiana]

[Adv] SUNDAY DINNERS. Baked Chicken, 65¢ Creamed Chicken, 50¢ Make Table Reservations. R. & K. LUNCH ROOM, Phone 25, Fulton, Ind.

[The News-Sentinel, Friday, November 21, 1930]

REMC [Fulton County]

RURAL ELECTRIFICATION FOR COUNTY RESIDENTS

Local agricultural leaders announce that arrangements have been made to complet the Rural Electrification organization in Fulton County. There will be a meeting at the Court House on Friday, March 6 at which time state officials will be present to explain the plan and give full information on how you may become a member.

The meeting will start the membership campaign which should be thorough and should be completed as soon as possible in order to get our project approved while the funds are still available. A large number of farmers will be needed to help sign up members and cover the county quickly.

The plan is so reasonable and fair that it is expected to have almost a 100% sign-up, but it will take cooperation and work in each township. Attend the meeting March 6 and help put over one of the most vital programs ever started in Fulton County.

[The News-Sentinel, Monday, March 2, 1936]

RURAL ELECTRIFICATION ADVOCATES HEAR PLANS

Plans to make Fulton County a bright spot in Indiana were made Friday when one hundred and fifty Fulton County farm leaders met in the Court House in Rochester and started the

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rural electrification campaign which is to be conducted in this county during the next two weeks. -

[The News-Sentinel, Saturday, March 7, 1936]

TO INCORPORATE

Indianapolis, April 24. (U.P.) - A petition for approval of articles of incorporation was filed today with the public service commission by the Fulton County rural electrification unit.

[The News-Sentinel, Friday, April 24, 1936]

TO ENERGIZE FIRST REMC CIRCUIT IN COUNTY

**TWO OTHER CIRCUITS TO BE BUILT SOON;
ENGINEERING WORKD STARTS NEXT WEEK**

The first REMC circuit in Fulton County covering approximately 160 miles, serving nearly 500 patrons and costing approximately \$150,000, will be energized this week, Ralph Murray, project superintendent, announced today.

Construction work on rural electrification circuits No. 2 and No. 3 serving the north and east areas in Fulton county, will be started soon following receipt of a Federal grant of \$166,000.

700 Customers

Under this new program approximately 184 miles of line serving 700 potential customers, will be built. While it will be some time before actual construction work starts on the east circuits, engineering work will start next week.

Rural residents who will ultimately be served by the proposed lines to the east and north are urged to wait until the lines are staked before having their homes and outbuildings wired, in order to facilitate the proper location of entrance services.

The Fulton county project is part of a large project embracing 290 [sic] miles of line serving 1,151 [sic] customers in Fulton, Rush, Fayette, Hancock, Shelby, Henry, Cass, and Miami counties.

REA has allotted an additional \$166,000 for the Fulton county project. Out of this allotment \$7,000 will be used to defray certain expenses connected with the initial operations of the project which cannot be covered by the construction loan. Power will be supplied by the Northern Indiana Power Company at a rate averaging 1.27c per kwh at wholesale.

Consruction of these lines will provide nearly 32,000 man-hours of employment in direct labor alone.

[The News-Sentinel, Tuesday, July 19, 1938]

R.E.M.C. OFFICE MOVES

The R.E.M.C. Office has been moved to the Hagan building at 606 North Main street from above the Taylor shoe store.

[The News-Sentinel, Monday, February 6, 1939]

REMC ANNUAL MEETING 1939 DIRECTORS ELECTED

The second annual membership meeting of the Fulton county REMC was held Monday afternoon at the Char-Bell theatre, at which time directors for 1939 were elected.

Directors chosen were: E. L. Mitchell, Rochester township; Leo Mow, Richland twp.; Omar Reichard, Aubbeenaubbee twp.; Thomas Graffis, Union twp.; Florance Hendrickson, Wayne twp.; Ross Baldwin, Liberty twp.; Frank Dawson, Henry twp.; Clarence Peterson, Newcastle twp. Following the election of the directors they met and chose the following executive committee: E. L. Mitchell, president; Clarence Peterson, vice-president; and Leo Mow, secretary-treasurer.

With one exception, all of the directors chosen at the meeting were members of the original board chosen a year ago. -----

[The News-Sentinel, Tuesday, February 7, 1939]

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COUNTY R.E.M.C. TO MOVE OFFICES SOON

The Fulton County R.E.M.C. will move its business offices in the next few days to the room formerly occupied by the Little Lunch Inn, 513 Main street, it was announced this morning by Ralph L. Murray, R.E.M.C. supervisor.

The local A.A.A. will take over the entire south half of the building. The Lunch Inn was vacated Saturday, following final completion of the deal. Mr. Little and family will make their home in Rochester for the present.

E. L. Mitchell, president of the R.E.M.C. board of directors, handled the transaction.
[The News-Sentinel, Monday, July 28, 1941]

LOCAL R.E.M.C. ASKS INCREASED TERRITORY

A hearing was conducted yesterday by the Fulton county R.E.M.C. before the Public Service Commission in Indianapolis for purpose of increasing the territory which the local R.E.M.C. is now authorized to serve, and also to release to the Miami-Cass county R.E.M.C. a small area of territory in the southeast corner of Fulton county for service. A final report on the hearing will not be available for several days. No opposition was seen to the requests, and it is believed that the commission will return a favorable decision.

[The News-Sentinel, Thursday, August 7, 1941]

REMC MOVES INTO NEW OFFICES THIS MORNING

The Fulton county REMC offices this morning moved into their new location at 513 North Main Street, formerly occupied by the Little Lunch Inn. The Fulton county agricultural conservation association will take over all rooms in the office at 515 Main, formerly shared by both county organizations.

Ralph L. Murray, REMC superintendent, stated that the local rural electrification office will again be in smooth operation by tomorrow. Six banks of fluorescent lights furnish illumination.

[The News-Sentinel, Wednesday, August 27, 1941]

REMC RECEIVES WIRE FOR 24-MILE PROJECT

Ralph Murray, Fulton County REMC superintendent, today announced that wire for construction of about 24 miles of REMC electric lines in Fulton, Pulaski, Cass and Marshall counties was received by the local office yesterday. Work on the project was begun this morning.

The new lines will supply 76 farm homes with electricity for the first time. Weather conditions permitting, the construction will be completed in approximately a week, Murray said.

[The News-Sentinel, Tuesday, December 30, 1941]

LOCAL REMC SERVES 1,500 RURAL HOMES

Final inspection of the D2 section of the Fulton County Rural Electric Membership Corporation is in its final stages, Ralph Murray, superintendent, announced today. The construction contractor, Contracting and Material Company, Evanston, Ill., is now completing the clean-up work. With completion of this work, the local REMC now has a total of 523 miles of rural electric line, bringing electricity to an ever-increasing number of rural homes, Murray said. More than 1,500 farms now have electric service as a result of the local company's activities.

Requests for more than 30 miles of additional line, to extend electric service to more than 100 additional rural homes are now on file in the cooperative office here, it was said. More than 250 homes along existing lines have not yet seen fit to take advantage of the electric service.

Total liability and net worth value of the local rural electric cooperative is now in excess of \$521,770. Further development of projects will be delayed, with exception of a few miscellaneous additions, for the duration of the war, Superintendent Murray stated.

[The News-Sentinel, Saturday, April 11, 1942]

MAKES INVENTORY

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The local REMC office received a wire Saturday from the Rural Electrification Administration, requesting an immediate inventory of all kinds of wire in the hands of the local cooperative. This action may indicate that connections along existing lines may be suspended in the very near future, officials stated.

[The News-Sentinel, Monday, May 4, 1942]

GETS WIRE

Ralph Murray, superintendent of the Fulton County REMC recently received notice from the War Production Board that his request for a priority for 25,000 feet of house wiring had been granted. This wire will be used in servicing homes in Cass, Miami, Pulaski, Marshall and Fulton counties which now have REMC lines passing them. Work on the wiring of the homes will be started as soon as the wire arrives.

[The News-Sentinel, Friday, June 26, 1942]

REMC GRANTED \$50,000 FOR NEW CONSTRUCTION

The Fulton county REMC organization has been granted an additional \$50,000 for new construction, operation and maintenance of their lines in this and adjoining counties, Ralph Murray, resident manager, announced Saturday.

The grant, authorized June 30, 1945, by the Reconstruction Finance Corporation through REA, will be used, Murray reveals, to extend electric service to many more farms in Fulton, Cass, Miami, Pulaski, Kosciusko and Marshall counties. Many of these projects of extension have been engineered, Murray pointed out, and materials have been ordered to start construction.

The local REMC lists a total of 2,001 subscribers in the six counties serviced from this office. Additional construction will add another 200 to the list.

[The News-Sentinel, Monday, July 16, 1945]

R.H.S. BAND [Rochester, Indiana]

See: Rochester Bands

R.H.S. BAND MEMBERS [Rochester, Indiana]

See: Rochester Bands

R. K. & M. AUTO CO. [Rochester, Indiana]

NEW \$30,000 GARAGE FOR MAIN STREET

Charles Robbins, who recently purchased the Mann lot on Main street between sixth and seventh, will just as soon as the weather moderates, begin the construction of a new two-story garage, which will cost \$30,000. The plans for the building were drawn by Heber Dunlap of the Rochester Bridge company and will be the largest garage in the city. The building will be occupied by the R. K. & M. auto company of this city.

The main building will be 82-1/2 by 165 feet and will contain upstairs and down, 16,000 square feet of storage space in which it is planned that there will be room for 108 cars, 80 below and 28 upstairs and will be of modern construction without a post. The main entrance will be next to the Miller harness shop and will be 12 feet wide and 20 feet deep before you reach the doors. This was done so as to enable a man to drive in out of the storm. The rear will face northwest at the alley intersections.

Off of the entrance there is a door which leads into the stock room. On the lower floor beside the stock room there will be a ladies rest room, a private office and a main office. There will also be a show room 25 by 35 feet. Back of all this there will be a vulcanizing shop, operated by Chas. Alspach, and the storage space. The upper story will be used mainly as a storage room for second hand cars; there will also be a paint shop on this floor. A furnace room will be located in the basement.

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A battery of oil and gasoline tanks have been purchased which will be operated from either the inside or at the Main street curb. Also free water and air will be provided. No repairing will be done, only service given on the cars which the company sells.

The building will be constructed of brick with the side walls and rear of western brick and the front of shale brick. It has been Mr. Robbins' policy to let as much of the work as possible to be done by home men and the materials purchased through Rochester dealers. Al Fenstermacher has the carpentering and will be general superintendent of the building. Albert McKee has the contract for the laying of the brick and all of the cement work such as foundations and floor. A. J. Barrett will furnish all of the building material needed in the construction and the Rochester Bridge company will furnish the steel used in the ceilings and sidewalls.

[Rochester Sentinel, Tuesday, February 17, 1920]

ROCHESTER COLLEGE BUILDING IS SOLD

Workmen Saturday morning started to raze the old Rochester College building. The same was purchased late Thursday afternoon from Dr. Howard Shafer by Charles Robbins. He purchased the building because of his inability to get brick with which to build his garage. All brick that he has ordered has been held up because of the switchmen's strike and the walkout of the brick makers.

The Rochester college was started and built about thirty years ago by Prof. Oram Banta, who was associated with Dr. Brown in the founding of Valparaiso University. The Rochester college, prospered for the first ten years of its existence but after that it led a rather checkered career and finally about ten years ago gave up the ghost.

Since that time the building has gradually gone to rack and ruin. Boy vandals have broken nearly all of the windows and generally damaged the building. Doctor Howard Shafer, whose father was the leader in founding the college had offered it to several factory owners, but none seemed interested enough to take it over.

[Rochester Sentinel, Saturday, May 22, 1920]

ROBBINS, KEPLER AND MONTGOMERY GARAGE COMPLETE

The Robbins, Kepler and Montgomery garage is rapidly nearing completion and according to Charles Robbins will be ready for business by the first of next month.

This garage building is one of the finest in this part of the state and will house 100 cars on the main floor without any interfering with each other. The general dimensions of the building are 82-1/2 by 165 feet and it contains more than 15,500 square feet of floor space.

The main room will be used for a work shop and storage. There is also a space closed in for a vulcanizing shop. The front rooms will be used for display purposes, office and parts and accessories. There are two rooms. The north room is for automobile display and the south room includes the office and two smaller rooms for parts and accessories.

Over the front portion of the building space has been provided for a paint shop and dead storage. Cars will be taken to the upper floor on a steel runway with a gasoline engine to pull them up. When not in use the track will be lifted out of the way.

There is not a post in the building to hinder progress of cars and the building is practically fire proof. It is equipped with its own steam plant and electric light plant and has been erected at a cost approximating \$40,000.

[Rochester Sentinel, Thursday, November 18, 1920]

USED A SLED

Eight panes of plate glass to be used in the Robbins, Kepler and Montgomery garage, were so heavy that they could not be loaded on a truck, so a sled was constructed to haul them from the depot to the building. The glass weighed 1,200 pounds and was all one horse could drag.

[Rochester Sentinel, Thursday, November 18, 1920]

TO MOVE GARAGE

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Shobe and Wagoner, local Studebaker and Maxwell motor car agents, have leased the garage formerly occupied by the R. K. and M. Company and will move their display room and service station into the new location by the first of the month.

[Rochester Sentinel, Monday, June 20, 1921]

GUY MONTGOMERY SELLS OUT GARAGE INTEREST

Guy Montgomery, who has been the "M" in the R. K. & M. Auto Co., has sold his interest in the firm to his partners, Chas. Robbins and Chas. Kepler, the partnership having been concluded on March 31st.

Mr. Montgomery became a partner with Chas. Robbins in 1916, under the name of C. E. Robbins. In 1917. Chas. Kepler was taken in as a third partner, the name then being changed to the R. K. & M. Auto Co. The new firm name is now Robbins & Kepler. Mr. Montgomery has not announced his plans for the future.

[Rochester Sentinel, Tuesday, April 3, 1923]

RACE [Rochester, Indiana]

See Mill Race

RACE TRACK [Richland Township]

A motorcycle race track was built by American Association of Motorcycles on the Dudgeon Farm located on the NW corner of 550N and Old US-31.

RACING CAR [Rochester, Indiana] John Young has purchased the McFarland Six which was one of the contestants in the first 500 mile race at Indianapolis, from Bernard Wallace of Peru and is having it fitted to use in connection with the Young Roof Paint Co. business.

[Rochester Sentinel, Tuesday, February 17, 1914]

SMALLEST SPEEDWAY CAR PASSES THROUGH

A four cylinder Cornelian racing car, which will take part in the 500 mile race at the Speedway, May 30, was scheduled to pass through Rochester this (Monday) afternoon, more than usual interest attaching to the fact because Ray Perrigo, asst. sales manager of Blood Bros., the Allegan, Mich., firm which makes the car, who is well known here, accompanying Louis Chevrolet, famous driver, who will pilot the machine in the big event.

This little car will be the smallest that ever competed in the speedway classic. The whole car weighs but 1,000 pounds and has a displacement of only 103.8 cubic inches, just over one-third of the limit. The motor weighs less than 190 pounds, and rates according to the S.A.E. formula, at 12.1 horsepower at 1,000 feet per minute piston spread. The car which possesses several unique features of construction, has already been in several races.

[Rochester Sentinel, Monday, May 10, 1915]

RACKET CLOTHING STORE [Rochester, Indiana]

Located W side of street at 728 Main.

Mens' clothing store.

Owned by Charles Pyle and his two sons-in-law, Hugh Moore and H. C. Herkless.

Also see R. C. Johnson.

[Adv] WHO? WHERE? WHAT NEXT? Everybody come with a rush and take advantage of the CLEARANCE SALE of China, Crockery, Lamps, Toilet Sets and everything pertaining to this line, as we have decided to close it all out.

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Goods are going very fast, so call early and get first choice for we must have the room for our monstrous aggregation of fine Tailor-made CLOTHING that will be here in a few days. Remember the place -- THE RACKET, Next door to the Sentinel.

[Rochester Sentinel, Thursday, March 2, 1899]

[Adv] THE RACKET will close out everything in the way of Tinware, Granite ware, Wooden ware at positively cost. - - - We also have a lot of Queensware to close out - - - W. H. GUTHRIE, Prop. Racket, Doc Douglass, Salesman.

[Rochester Sentinel, Monday, May 8, 1899]

LOCAL NEWS

The Racket clothing house will hereafter be lighted with electricity instead of gasoline gas. Workmen are today wiring the store, and when done a nice electric fan will be installed to make the room comfortable during the summer.

[Rochester Sentinel, Saturday, May 30, 1903]

[Adv] Thousands of presents to be given away. We will begin to give tickets with all purchases. - - - Don't fail to ask for a Catalogue - They are Free. THE RACKET CLOTHING and SHOE HOUSE. J. F. Dysert, Proprietor; Rochester, Ind.

[Rochester Sentinel, Wednesday, May 8, 1907]

NEWS OF THE DAY

Charles Pyle, who has been employed as a clerk in Dawson's drug store, resigned his position Wednesday evening and accepted a place with J. F. Dysert in the Racket.

[Rochester Sentinel, Thursday, August 31, 1911]

NEEDS ROOM; SELLS SHOE STOCK

Because of his constantly increasing clothing business and the fact that he needed more room, J. F. Dysert, proprietor of the Racket Clothing House, today sold his stock of shoes to Alspach and Son.

The deal was made this morning and the stock of shoes will be moved at once, though the new addition will tax the capacity of the Hub shoe store. For several years, Mr. Dysert has been handling shoes with good success, but found that it interfered with his clothing business. Because of lack of room he could not wait on shoe customers and those who wanted clothing at the same time. The deal was entirely satisfactory to both parties.

[Rochester Sentinel, Tuesday, October 21, 1913]

WORK BEGINS

Workmen Monday began to tear out the seats in the K. G. theater, which will be remodeled for the Racket clothing store.

[Rochester Sentinel, Monday, August 20, 1917]

J. F. DYSERT - TRULY A PROGRESSIVE BUSINESS MAN

Following out his ideas of improving and modernizing, J. F. Dysert, this week will move his clothing store, The Racket, into as well equipped home as can be found in this section of the state.

The new Racket room, in the K. G. building, will contain all of the latest show cases for protecting and exhibiting shirts, collars, hats, caps, etc. While everything is under cover, clerks can wait on customers in a shorter time, and a greater display of the goods is before the patron, as he

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enters the store. It is the new method in the clothing business which has been adopted by all leading clothing stores in the country.

The owner of the Racket believes in up-to-date methods and since coming to Rochester 10 years ago from Lima, Ohio, he has spent more than \$25,000 here, buying and improving property.

When asked recently why he came to Rochester, Mr. Dysert said: "When I was in business in Ohio, I made frequent trips to Chicago over the Erie thru Rochester and I often remarked to Ohio friends that Rochester was the best lighted city along the line. Later, when I heard that Mr. Guthrie wanted to sell, I at once investigated."

Speaking of Rochester at that time Mr. Dysert said that there was one thing which nearly kept him from locating here and that was the number of empty business rooms. That the city has made some strides in the last 10 years is shown by the fact that there is not an empty business room in the city today. Mr. Dysert has been in the clothing business since he was 15 years old, learned the cutting trade when he was 18 and when 21, was elected court clerk of Mercer county, Ohio, on the republican ticket, the only man on the slate to survive in a county where the head of the democratic ticket was elected by 4,300.

Mr. Dysert's 10 years in Rochester should set an example to several pioneer citizens, who own much property here and who allow frame shacks to adorn the city's business centers. Mr. Dysert says that it pays to improve and keep up-to-date and that he is glad he lives in Rochester. The city needs more men like him.

[Rochester Sentinel, Thursday, October 18, 1917]

WESTERN UNION TO MOVE

The large room, opening on Eighth St., formerly occupied by the Racket clothing store, has been rented by the Western Union Telegraph Co., for a new local office. The change will be made from the present location December 1st. Agent Harvey Waymire says that the new office will be modern in every way, new fixtures having been ordered which will give the public better service.

[Rochester Sentinel, Thursday, November 8, 1917]

CHANGE IN RACKET OWNERSHIP IS MADE

A change in the ownership of one of Rochester's leading retail businesses has been announced by J. F. Dysert, well known clothing man, in that R. C. Johnson, former principal of the high school, has acquired an interest in the Racket Clothing Store, while Charles Pyle has taken over a larger interest than formerly. Aubra Emmons will also continue to be associated with the firm.

Mr. Pyle and Mr. Dysert have owned the Racket for a number of years and while it has been understood generally for some time that Mr. Johnson would be associated with the firm, no definite announcement was made until now. Mr. Dysert, who also owns the Allman store will continue to be in charge there.

In connection with the change, Mr. Dysert issued the following statement: "In announcing a change in the ownership of the Racket Clothing Store whereby Charles E. Pyle has acquired a much greater interest and Raymond C. Johnson has taken a considerable interest, it affords me much satisfaction to have sold a part of my interest to these two young men and it is no less gratifying to have associated with them Mr. Aubra Emmons, who is always courteous and anxious to please his customers and those with whom he is associated. Believing that clothing values have declined to a price plane at which they will remain for some time, I expect to greatly increase the size of the Allman store stock with spring merchandise."

[Rochester Sentinel, Wednesday, January 26, 1921]

DYSERT BUILDING SOLD

A deal has just been consummated whereby Oren Karn became the owner of the building now occupied by the Racket Clothing store, which had been erected and owned by J. F. Dysert.

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The consideration was not named. The building will continue to be occupied by the clothing store as no change is being contemplated at least for the present.

[Rochester Sentinel, Saturday, February 12, 1921]

RACKET MOVED

The work of remodeling the old Allman clothing store has been completed with the exception of the decorating and the fixtures and all of the stock of the Racket has been moved to the new location where the firm is now doing business.

[Rochester Sentinel, Friday, May 20, 1921]

BUSINESS REVIEW OF ROCHESTER MERCHANTS

When a clothier is able to satisfy the most exacting demands of all his customers then it must be acknowledged that he has reached an enviable position in his trade. Such is the case with this house, which is one of the prominent clothing firms of this section of the state. People of every class have found that clothes from this store are satisfactory in every manner and made of the best materials. The most exclusive patterns and mixtures can be found in their complete stock and if you prefer the more moderate priced in the tasteful and approved designs of the season, they can be had here at the most reasonable prices.

They feature the Hart Schaffner & Marx in their ready made. No matter what priced materials you select if you buy from them, you get the satisfactory fitting that distinguishes their clothes from those of the average store. They give the wearer the air of distinction that belongs to well dressed men, but which may be hard to acquire. Thru the very commendable methods they have marked their career and the excellent quality of materials and workmanship have built up a reputation that extends through this section and which adds to the volume of their business each year.

The Hart Schaffner & Marx brand is offered at popular prices. They specialize in seeing that your suit fits you properly, and guarantee a tailor fit or money refunded. This service is one of the features of this store and we wish you to investigate.

The manager of this store and associates are well known and prominent men and have always aided in booming the home interests. They are well known in every corner of the county as progressive business men and authority on men's wear.

[Rochester Sentinel, Thursday, August 17, 1922]

LOCAL CLOTHING FIRM TO OPEN STORE IN WABASH

Dysert, Pyle and Johnson, owners of the Racket Clothing Store in Rochester, will open up a new complete men's clothing store in Wabash within a few weeks it was learned here today. R. C. Johnson, formerly of this city is now in Wabash directing the work in the new store and is preparing to hold the opening about October 1st. Until just recently the local firm owned a store at Sturgis, Mich., with Mr. Johnson in charge but they closed this out with a gigantic sale and then obtained a prominent location in Wabash and began work on making it the most modern and up to date store in that city. Mr. and Mrs. Johnson will make their future home in Wabash, where he will be in charge of the store.

[The News-Sentinel, Rochester, Indiana, Friday, September 7, 1928]

R. C. JOHNSON RETURNS TO THE RACKET STORE

The many Rochester friends of Mr. and Mrs. R. C. Johnson will be pleased to learn that they are returning to this city within the next day or so from Wabash, Ind., to make their future home. Three years ago the Johnsons moved to Wabash where Mr. Johnson opened and operated the Johnson Clothing Co. store.

The Wabash store which was owned jointly by Dysert, Pyle and Johnson, also owners of The Racket Clothing store, of this city, will be closed and the stock added to that of the Rochester store. Mr. Johnson will resume active duties at the Racket clothing store. Mr. and Mrs. Johnson are taking up their residency in the Harvey Clary property on South Monroe Street.

[The News-Sentinel, Tuesday, February 2, 1932]

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CHARLES PYLE BECOMES SOLE OWNER OF RACKET

Through a business transaction consummated this week, Charles Pyle, of this city, became the sole owner of The Racket Clothing store, one of the city's pioneer mercantile establishments.

The new owner, who has been a partner with the late Joseph F. Dysert since the year of 1916, purchased Mrs. Laura Dysert's interests and assumed complete management of the store, immediately.

The store will continue to operate under the name of The Racket Clothing store. This business was founded in the year of 1907, when J. F. Dysert purchased The Racket from William H. Guthrie. At that time the store was located in the building now occupied by the Farmers & Merchants bank. A few years later, it was removed to the location of the Karn Coffee Shop, and in the year 1918 Dysert & Pyle purchased the Sol Allman store. These two businesses were consolidated and The Racket Clothing store was moved to its present location, after which J. F. Dysert retired from active management in the business.

The new owner, in an interview today stated there would be no changes in the personnel of the store. Messrs. R. C. Johnson and Obra Emmons will assist Mr. Pyle in the management of the store.

[The News-Sentinel, Saturday, February 27, 1937]

RADEL, MATTIE [Rochester, Indiana]

See: Wile Department Store

RADER, DAVID [Akron, Indiana]

BIOGRAPHY

Capt. David Rader. - The above-named gentleman is a native of Ohio, born in Montgomery County March 29, 1830. His father, Philip Rader, was a Virginian by birth and a German by descent. He came to Ohio in the early history of the State, when the wigwam of the red man was to be seen nestling down among the forest trees, and the wild yell often proclaimed death to the few white settlers. He took part in the Indian war of 1812. Catharine Rader, nee Sheets, his wife, and the mother of the subject of this sketch, was a native of North Carolina, but became a resident of Ohio early in her life.

Their family consisted of six children, all of whom are living except one, and of whom "Cap" is the second. They died at their old home in Ohio just one year apart, the mother in 1852 and the father in 1853.

"Cap," as he is familiarly called, has lived a varied life. Having acquired a very meager education in the district schools, he set out early in life to do for himself. He came to Fulton County in 1845, and began work on a farm. But the spirit of adventure had seized him, and the alluring stories from the gold fields of California prompted him, in the spring of 1854, to take up the journey across the plains, to find the shining treasure hidden in the debris of ancient volcanic eruptions. The journey was accomplished with ox teams, making it slow and toilsome, yet enlivened by adventure and new scenes, and many a story is told by "Cap" of exploits to his friendly listeners. Four years of a miner's life was sufficient to teach him that "all is not gold that glitters;" so, in 1858, he returned home, and immediately engaged in the general merchandise business, at Akron, in Henry Township, under the firm named Curtis & Rader. He continued at this business until the beginning of the war, when he entered the service as Second Lieutenant in Company A of the Twenty-sixth Indiana Regiment. He was promoted to First Lieutenant, then to Captain of the company. The first real engagement he was in was at the battle of Prairie Grove, Ark., on the 7th of December, 1862. They then marched to the siege of Vicksburg, and remained there till the city was taken, July 4, 1863; then went to Yazoo City, and captured it. They then returned to Vicksburg, and were ordered to Morganza Bend, and on the 29th day of September, 1863, while in an advance guard, to intercept the enemy at the crossing on the Chaffellia River, in

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a skirmish which took place, he lost his right eye by a musket ball from the enemy. He was taken to the hospital at New Orleans, and remained there till November, then came home, and received his discharge March 11, 1864.

On the 6th day of March, 1864, he was united in marriage to Delilah Dawson, daughter of James Dawson, and sister of our townsman, Jonathan Dawson. She was a native of Ohio, but at the date of marriage was a resident of Fulton County. The result of this union is three children--James G., oldest son, died in infancy; Frank D., now quite a boy, and Estella E., died in infancy at the age of two months.

Mr. Rader is a genial and very sociable gentleman; always ready in conversation; a firm friend of the soldier. He is also a very shrewd man, prompt in business relations. Is a member of the G.A.R., Post 95. He says, while he has been unfortunate in some things, he has always been most successful in having the great events of his life occur in the month of March, viz.: His birth, marriage and discharge from the army.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 25]

RADER, FRANK D. [Rochester, Indiana]

See: Hotels - Fairview

FRANK D. RADER (Biography)

Frank D. RADER, well known young business man, only son of Capt. and Mrs. David RADER, is a native of Fulton county and one of the biggest hearted fellows of our city. He took an apprenticeship with Ed ZOOK, the tinner, in 1887, and learned all of the details of the tin and iron workers trade. Early in '94 he opened business for himself and is making a splendid success. He employs several hands and gives special attention to metal roofing, fancy cornice work and heating appliances. He does all kinds of tin and sheet iron work and does it promptly and substantially. He married Miss Hattie HOUSLEY, of Grand Rapids, Ohio, and they own a nice brick dwelling on south Main street. Mr. & Mrs. RADER, a sprightly baby boy, Harry [RADER], comprise the family circle.

[Rochester Sentinel, Friday, September 20, 1895]

STARTS FERRET FARM

Rochester is to have a ferret farm and Frank Rader of this city, is the power behind the movement. Mr. Rader has set aside a space on his farm sufficient to give plenty of room for the little animals to frisk and thrive and will give them his special attention. He has purchased every ferret in the county that was for sale and already a small colony of the little rabbit chasers are in his possession. By next winter the ferret farm owner expects to have a corner on the market with the goods to supply all demands and be able to sell the prospective buyer any special breed of ferret his heart desires. Whether the venture will be a paying proposition is quite uncertain, but Mr. Rader thinks it will and that's sufficient.

[Rochester Sentinel, Saturday, February 18, 1911]

RADER, PHILIP [Henry Township]

BIOGRAPHY

Philip Rader. - This well-known farmer and stock-man was born in Ohio July 7, 1824, being the oldest son of Philip and Elizabeth (Siddon) Rader; he is on the paternal side of German descent, and of Irish descent on his mother's side. The education acquired by young Philip was similar to that received by most boys of that period.

Coming with his parents to Indiana, the family settled on the place now owned by Abner Thompson, in 1842-43. Upon reaching the age of eighteen, Philip commenced the battle of life

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for himself, working as a farm hand for the sum of \$8 per month, losing no time. For the first nine months he received no pay, his employer proving to be an irresponsible person.

After coming to Indiana, he was in the employ of his father one year, receiving therefor the sum of \$100. Soon after, he purchased a small farm, and on December 18, 1846, was married to Margaret Stradley, a daughter of C. Stradley, a pioneer of this county. Mrs. Rader was born June 21, 1827.

The first purchase of land made by Mr. Rader caused his going in debt to the amount of \$300. To pay this caused him serious difficulty, which he surmounted by continual borrowing and promptly meeting his former obligations; finally he sold his place for \$1,100. Paying all his debts, he purchased the property originally settled by his father, again going in debt to the amount of \$2,100. After a long experience of short crops and continued sickness, he mortgaged his property for \$800, with which he engaged in the purchase and shipping of cattle, a speculation that at first very nearly proved disastrous; however, the trade turned, every venture proved a success, prosperity followed, and he exchanged his property for the premises upon which he now resides in 1864. This farm consists of 170 acres, now fully improved with numerous and convenient farm buildings and a handsome, commodious residence.

The lesson of Mr. Rader's life is an instructive one to the young men of the present day, without capital, save that of a good constitution, industry, ambition and strict integrity, he presents a fair type of the hardy race of pioneers to whom the present generation is so deeply indebted.

The marriage of Mr. and Mrs. Rader was blessed with eight children, of whom William N., Sarah Elizabeth, Schuyler C., Albert W. and Clara L. are still living, and are all married, residing in the immediate vicinity of their parents, with the exception of A. W. Rader.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 40]

BIOGRAPHY

Philip Rader is a retired farmer and pioneer of Henry township, who has devoted the best energies of his life to the improvement of the lands of Fulton county, transforming the wild tracts into rich fields, whose productiveness adds materially to the prosperity of the county. He came to Indiana from Ohio, his native state, his birth having occurred in Montgomery county, July 4, 1824. His father, Philip Rader, who was born in Wythe county, Va., moved to Ohio in an early day. He was of German descent and married Miss Cress for this first wife and after her death wedded Elizabeth Siddon, of English lineage. With an ax upon his shoulder, Philip Rader, of this sketch, left home to carve out his own fortune, and by working in this way he started life. After working for one year for his father for \$100, he was married Dec. 18, 1846, to Margaret Stradley, and with his bride and his small capital began housekeeping a mile east of Akron on a forty-acre farm which he had purchased. Five years later he sold this place with the intention of removing to Illinois, but circumstances prevented and he purchased his father's farm, which in 1863 he exchanged for 170 acres of land in Henry township, two miles east of the village. There he profitably carried on farming until 1886, when with the handsome competence acquired through his own labors he removed to Akron, where he has since lived retired. Mrs. Rader, who has been his faithful helpmeet for many years, was born in Delaware and her father, Caleb Stradley, was among the pioneers who opened up this locality to civilization. He was the first justice of the peace of Henry township, and for several years did his judicial business in his log cabin, two and one-half miles southwest of where Akron now stands. Mr. and Mrs. Rader are the parents of the following named children: W. N., of Henry township; Sarah E., wife of Joseph Nelson, of Disco; Schuyler, of Henry township, Albert W., of Huntington, Ind.; and Clara, wife of William Morrett, of Henry township. Deeply interested in America, Mr. Rader has traveled quite extensively over this country, thus gaining a knowledge of his native land that could not be acquired from history. Accompanied by his wife, he visited the Centennial exposition in 1876, returning by way of the Atlantic states and visiting New York, Niagara and other points of interest. Some years later they took a six months' trip through the West, at length reaching San Diego, Cal., and returning by way of the Central Pacific route. They thus visited some twenty-six states and territories, and viewed the grandeur of the Rocky mountains and other magnificent scenery of the West. After a life well

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spent in fruitful toil they are now enjoying rest from labor in their pleasant home in Akron, and Mrs. Rader is now the oldest living resident of Henry township. Her brother, Luther Stradley, was the first white child born in the township.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, pp. 118-119]

RADER & CHAMBERLAIN [Rochester, Indiana]

[Adv] RADER & CHAMBERLAIN - TINNERS. Dealers in Furnaces, Slate and Steel Roofing. All kinds of galvanized iron work a specialty. Get our estimates.

[Rochester Sentinel, Friday, November 15, 1895]

NOTICE OF DISSOLUTION

Notice is hereby given that the co-partnership heretofore existing between Frank D. Rader and Will C. Chamberlain, under the firm name of Rader & Chamberlain, is this day dissolved by mutual consent. Will C. Chamberlain will continue the business and become the owner of all books and accounts, and is hereby authorized to settle the same. Frank D. Rader, Will C. Chamberlain, Rochester, Ind., Jan. 14, 1896]

[Rochester Sentinel, Friday, January 17, 1896]

RADER & VAN TRUMP [Rochester, Indiana]

WOOL WANTED

We went to buy 5,000 pounds of wool, for which we will pay the highest market price in cash or exchange for Rochester Woolen Mill goods of all kinds. Don't forget us. First door east of Shepherd & Deniston's place. DAVID RADER, JACOB VAN TRUMP.

[Rochester Sentinel, Saturday, May 24, 1884]

RADIO [Fulton County]

LONG DISTANCE CONCERT

Frank Cleveland, of Elkhart, an amateur wireless telephone operator, heard in his home a concert that was being played in Washington.

[Rochester Sentinel, Saturday, April 16, 1921]

The Dawson and Coplen Drug Store has purchased a Westinghouse radiophone amplifier, which will transmit to patrons of the store the entire Westinghouse musical program every evening together with market and weather reports, baseball returns and general news items during the day. Workmen were busy Tuesday installing the aerals and radiophone and expected late Tuesday afternoon to have the outfit in working order in time for the evening musical program. It is stated that with the amplifier, which magnifies the sound waves that travel thru the air and ordinarily are heard by use of a receiver similar to that used on telephones, anybody in the store can hear what is being transmitted as plain as tho by word of mouth.

[Rochester Sentinel, Tuesday, February 14, 1922]

HEARS MESSAGES FROM FRANCE BY WIRELESS

The radiophone and wireless fad has now taken Fulton county by storm and new outfits are reported practically every day. But undoubtedly the largest and most complete set in this vicinity is the one owned by Floyd Grey, son of William Grey, farmer, who lives near Fulton.

Young Grey, who was a radio operator on one of the U. S. vessels during the war, still follows the calling and keeps in practice through his own personal set. He can both send and receive and the entire works, which represents an outlay of several hundred dollars keeps him well informed as to the world events. Grey has erected a very large aerial at his home and this with his massive set anebles him to hear messages from other countries. Recently he listened in while a vessel at Bordeaux, France asked permission to land and shortly afterwards he recorded the conversation from a Panama station. Grey also carries on conversation in telegraphic code with

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another young man who has a station about fifty miles distant. Both of the operators will be employed on ships on the Great Lakes next summer.

Here in Rochester Emerson Zimmerman and Donald Brower have erected an outfit at the Leo Zimmerman store but they have no phone attached, merely getting the telegraphic code.

The Dawson and Coplen phone is now working nicely and many people listen to the Westinghouse concert given at Chicago each night. Speeches, recitations and music are all heard as plainly as if the performers were in the same room.

[Rochester Sentinel, Thursday, February 23, 1922]

RADIO CRAZE HAS REACHED KOSCIUSKO

The radio craze has hit Warsaw. Wireless telephone outfits are in operation and more are being erected. Wireless outfits have been owned by a number of young men of the city for some time but it is only since regular programs have been offered through the big Westinghouse stations and through independent stations that the craze has been spreading.

[Rochester Sentinel, Friday, February 24, 1922]

TO RECEIVE MESSAGES

Emerson Zimmerman and Don Brower are now preparing a receiving set for their radiophone which when completed will enable them to receive messages from the greatest distance of any of the local enthusiasts. The length of their coil is 48 inches which will permit of receiving wave lengths of from zero to 7,500 meters.

[Rochester Sentinel, Thursday, March 9, 1922]

"RADIO STORE" IS TO LOCATE AT U.S. BANK

With the radio craze sweeping over the country, Rochester is now able to boast of a "radio store" according to announcement made Wednesday by Delta Winegardner, who is to handle radio supplies and parts together with sending and receiving apparatus, which he also installs. The business is to be carried on in the rear room of the United States Bank and Trust Company, where a receiving outfit is being installed. This receiving outfit will be used for demonstration purposes and Winegardner states that he invites any persons who care to, to listen in, as the station is to be kept open for the public.

[Rochester Sentinel, Wednesday, April 19, 1922]

RADIO PHONE ALLOWS ROCHESTER FANS TO ALL BUT SEE THE RACE

The Rochester Radio Store, by means of a sensitive receiving set, brought the Indianapolis Speedway right into town. They were able to get the returns right from the grandstand for the first 400 miles from then on WLK, the broadcast log station uptown, was the only one audible.

At about 9:15 Tuesday morning the names and numbers of the racers entering was given out, a short time afterward a concert by the Purdue Band was received. Then the horn announced that the drivers were lining up. Only one of the starting bombs was heard. At 10:00 sharp there came a loud report and a roar as the cars shot away from the mark.

From then on the cars could be heard as they passed the station in the grandstand. Most of the cars were announced as they went by, except when several were close together and at intervals the announcer gave out the leaders. At 11:00 Indianapolis stopped sending but returned at 1:00 p.m.

In the afternoon histories and descriptions of the drivers were given out but the cars could be heard speeding by once more. Number 35, Jimmy Murphy's chariot roared by oftener than any of the rest, he was in the lead. At 2:45 the reports ceased and some time later the station uptown was heard. The returns came in more slowly as they had to be relayed from the race track. They reported that DePalma was in tenth place at the 400 mile mark but had since advanced to sixth

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place. A short time later he said that DePalma was passing everything in sight and breaking records as he went.

There was much excitement around the receiving instruments as local fans waited for the next returns. The announcer read off the leaders at the 475 miles, "Jimmy Murphy, driving a Murphy Special is in the lead, second place is held by - - -," here a bunch of code from another cut in and listeners were unable to get them for a few minutes. Finally it was found out that Jimmy Murphy had first place; Harry Harts, second, Eddie Hearn, third; and Ralph DePalma, fourth. These places remained unchanged at the end of the race.

[Rochester, Sentinel, Wednesday, May 31, 1922]

RADIO FOR WEST SIDE

The West Side Hotel will soon be equipped with a fine radio outfit which will be used to entertain the guests during the summer. Frank Moss, proprietor purchased a complete set from the Radio Shop and has included a magnavox to amplify the sound. The concerts and messages will be received both in the dining room and on the porch.

[Rochester Sentinel, Tuesday, June 6, 1922]

COPLENS HAVE HEARD FROM LONG DISTANCES

Mrs. Herman Coplen believes she has made the long distance record radio catch here as the result of picking up Station W-H-J, Los Angeles, using only a one stage amplifier. She heard two musical numbers, part of a lecture and the announcement that Herbert Hoover would speak from that station Sunday. On the following evening Mr. and Mrs. Coplen heard the words "signing off 3:39" and as Coplen's watch showed the hour to be 7:39 the station he heard must have been at least as far west as the Hawaiian islands. Coplen would like to hear from any other local operators who have equalled or exceeded his record.

[Rochester Sentinel, Tuesday, November 28, 1922]

HIGH SCHOOL STUDENTS HEAR INAUGURAL RITES

Twentieth-century education of up-to-the-minute kind is in vogue at the local High school, so of course on such a day as Wednesday, the occasion of the inauguration of this country's president and vice-president, the logical thing to do was to make it possible for pupils to hear the President's taking of the oath of office and his inaugural address, thus getting the first-hand knowledge of civics.

A radio set, loaned by the Atwater-Kent dealers, was installed in the High school auditorium by members of the High School Radio club under the direction of Professor Rankin. The High school building has a permanent aerial above it, so a radio receiver can be "hooked in" at any time.

[The News-Sentinel, Wednesday, March 4, 1925]

BASEBALL BY RADIO

Rochester baseball fans today enjoyed their favorite sport by radio, receiving inning by inning accounts of the Pittsburgh-Washington world series game and the White Sox and Cubs. One cigar store operator has a radio installed in his store for the accommodations of his patrons.

[The News-Sentinel, Rochester, Indiana, Thursday, October 8, 1925]

RADIO BABY [Fulton County]

TIOSA COUPLE WILL BE MARRIED STATION WHT

Two young people from the Tiosa community have won county-wide publicity through a contest recently conducted by the U.S.L. Battery Co. Miss Irma O. SCHERTZ and Charles E RIDDLE of Tiosa will receive a honeymoon trip to Niagara Falls, the trip being given as highest award for suggesting the best improvement of the above company's products.

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The wedding ceremony of this young couple will be broadcasted from Station WHT, Chicago. The Rev. E. M. RIDDLE of Bryan, Ohio, brother of the groom-to-be, has been selected to perform the ceremony on the evening of June 1st. It is estimated that over one million radio fans will tune in and hear the program. Arrangements have also been made to take care of a large audience which will be present to witness the unique services and partake of the social activities.

The honeymooners will then be escorted to the train and bidden 'bon-voyage' on their trip to Niagara.

[The News-Sentinel, Rochester, Indiana, Monday, May 24, 1926]

RADIO MARRIAGE AT 7 P.M.

The marriage of Miss Irma SCHERTZ and Charles RIDDLE, both of Tiosa, will take place at 7 p.m. Tuesday evening, standard time at the WHT radio station, Chicago. A number of Rochester people will tune in and hear the ceremony. A Chicago battery company as a prize gave the young couple a free honeymoon trip to Niagara Falls. They will leave for the eastern city Tuesday evening.

[The News-Sentinel, Rochester, Indiana, Tuesday, June 1, 1926]

RADIO WEDDING OF TIOSA COUPLE WAS BEAUTIFUL AFFAIR

The radio was the center of attraction in almost every home in Fulton county at seven o'clock Tuesday evening, the hour of the wedding of Miss Irene SCHERTZ and Charles RIDDLE. Particularly was this true of the radio homes in the Tiosa community and in Rochester, where interest ran high in the attention that the popular young couple from Tiosa received at their wedding and which will be continued all during their honeymoon to Niagara Falls.

The ceremony was heard quite plainly by nearly everyone, the solos, chorus and wedding march making it seem as if it were right at home. The announcer described the bride's gown in complete detail (he must have been assisted by a woman) and also told how the radio room was beautifully decorated for the occasion. He pronounced the old home town as "Tessa" but that was not a great offense. The voice of the minister, Rev. E. M. RIDDLE, was very plain as was that of the bridegroom, but the bride's replies indicated that she might be a little nervous. All of those attending the wedding, the announcer said there was about 100, including many celebrities, seemed to enjoy the occasion immensely from the laughter heard. They also seemed anxious to get to the lunch that was served right after the ceremony. It was not learned whether the announcer kissed the bride or not as he suggested.

It is probable that this ceremony was heard by many thousands of people all over the country who were highly interested in the event, and the young couple, who will be feted all along their trip, will have had an experience they will always remember. Many telegrams of congratulations were read from individuals and organizations all over the country.

Station WHT, Wrigley Bldg., Chicago, June 2. - Surrounded by a blanket of flowers in the gorgeous WHT studio, Irma O. SCHERTZ and Charles RIDDLE of Tiosa, were joined in marriage by the Rev. E. M. RIDDLE, brother of the groom last night in what all present declared was the most beautiful ceremony they had ever seen.

The east end of the studio had been transformed into a chapel. Intertwined with the blanket of greens were calla lilies, roses and peonies. At intervals along the whole runway into the studio were baskets filled with the same kind of flowers in the blanket behind the minister.

A string trio opened the musical program with "Dreams of Love" by Lizt. The Bel Canto male quartette, one of the finest on the air, sang "Spring Night" by Filke, with a soprano solo part sung by Miss Hulda Blanke. This was followed by a tenor solo, "Mavis," by Craxton, sung by Edwin Kemp, another famed radio star. Miss Lillian Knowles presented "Oh Promise Me," by DeKoven as the next number. The string trio at this time played another number, "The Song of Love" from "Blossom Time." As the final number in this group, Miss Eleanor Gilmour sang, "Because," by D'Hardelot.

Thus preluded by a series of the most beautiful wedding music ever written, the actual wedding march was set to begin at 8:10 (daylight saving's time).

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With a few preliminary chords, the organ sounded the processional bridal chorus from Lohengrin. Mr. Riddle was accompanied to the altar by Edwin Kemp.

Tiny Jane Alfson led the bridal party, carrying a gold basket garland with pink sweet peas filled with rose petals, which she strewed before the charming bride. The dress of the bride was sunny georgette, short and full, made with tucks, having long sleeves and the new "v" neck. Her slippers and stockings were to match. Around her neck she wore a rope of pearls, the gift of the groom.

Her bridal bouquet consisted of valley lillies and white sweet peas tied with a broad white satin ribbon and showers. Her beauty was remarked upon by all, and the picture she made as she glided toward the altar was declared without an equal by all who saw the ceremony.

The maids of honor were: Lillian Knowles, Eleanor Gilmour, Hulda Blanke, and Helen Rauh. Their costumes were all in pastel shades of georgette and taffeta and were poiret models. Their corsages were pink sweet peas.

The Rev. E. M. Riddle read the ceremony with splendid intonation that was in keeping with the solemnity of the affair. Responses of the bride and the groom were clear and without a falter. Not a single untoward incident so much as a whisper marred the beauty of the occasion.

Motion pictures were taken during the congratulations of friends, and a score of telegrams were handed the happy couple just after they were pronounced man and wife. A brief reception followed, during which time refreshments were served in the reception room.

The couple were soon off to the railroad station and left at 9 o'clock for Niagara Falls amidst a shower of rice and the good wishes of Chicago officials of the U.S.L. Battery company and WHT staff members.

Upon their arrival at Niagara Falls today they will be met by the mayor and a group of municipal officials and representatives of the business men of the city, who will escort them to the bridal suite of Hotel Niagara where they will stay during their week in the honeymooner's paradise.

[The News-Sentinel, Rochester, Indiana, Wednesday, June 2, 1926]

WEDDING PHOTO IS IN NEWS-SENTINEL WINDOW

The News-Sentinel has on exhibit in the window a picture of the participants in the radio wedding in which Miss Irma Schertz and Charles Riddle of near Tiosa, became man and wife Tuesday night at the WHT broadcasting station in Chicago. The photograph shows Pat Barnes, director of WHT, Jean Sargent, matron of honor, the bride and groom, Rev. E. M. Riddle, Elanor Gilman, maid of honor, Edwin Kemy, best man and Jane Alfson, flower girl. An idea can be obtained also just how the room was bedecked with flowers for the occasion.

A telegram from Niagara Falls stated that the couple had arrived there safely and that the wedding breakfast had gone off, "like a charm." Entertainment is planned for them all during their week's stay. The News-Sentinel will receive complete stories of each day's events of the young married couple which will be carried in succeeding issues.

[The News-Sentinel, Rochester, Indiana, Thursday, June 3, 1926]

HONEYMOONERS ARE BEING FETED AT NIAGARA FALLS

Mr. and Mrs. Charles Riddle of near Tiosa, are enjoying a most unusual time on their honeymoon at Niagara Falls, following their radio wedding at Chicago, according to the reports sent back home.

They arrived at Niagara Falls Wednesday morning and were met by officials of the U. S. Light and Heat Corporation and escorted to The Niagara hotel to a bridal suite reserved for them. Mrs. Riddle remarked it looked like a department store with all of its presents, gifts and flowers, while the table was laden with letters and telegrams of congratulations. At 10:30 a wedding breakfast was served for the couple by the management at the famous Niagara Inn and here Mayor William Laughlin presided and presented the freedom of the city to the couple which was in form of a large wooden key with their names on one side. A table has been reserved for the young couple at the Louis restaurant for the remainder of the week.

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They have at their disposal during their stay there a Pierce-Arrow car and were driven into Canada during the afternoon, where they drove through the parks. They are receiving much publicity in the newspapers there and their entire program is given considerable notice.

The couple will have at their disposal the private car of the Niagara Gorge railway, "The Rapids," and will enjoy a trip over the belt line. They will also take a special trip to Toronto as guests of the Canada Steamship lines.

Harold Wright has arranged a special trip through the Cave of the Winds for the honeymooners, which will be unique, in that Mrs. Wright, herself a newlywed, will accompany the party. It will be her first visit to the cave also.

The couple will enjoy a cruise below the falls as guests of the management of the Maid of the Mist.

The Strand Theater is making a feature of the event with a reserved box, banked in flowers, for the newly-weds. It will also display pictures of the winners in the theatre lobby.

[The News-Sentinel, Rochester, Indiana, Friday, June 4, 1926]

NIAGARA HONEYMOONERS ARE RETURNING HOME

Mr. and Mrs. Charles E. Riddle of Tiosa, who were married at Station WHT, Chicago, while thousands listened in over the radio and who were given a honeymoon by the USL Battery Co., as the result of winning a contest, will return to their home at Tiosa either Wednesday night of Thursday morning. They spent the last day of their trip at Bryan, Ohio, with the groom's brother, Rev. Riddle, who performed the ceremony for them. They came from Buffalo to Detroit by boat and visited relatives in the latter city also.

Their honeymoon at Niagara Falls has been one entertainment after another all as the guests of honor of various organizations there. They have also received many wonderful gifts from the merchants of that city. Several theatre parties have been enjoyed, where Mr. and Mrs. Riddle were the main features of attraction.

Mr. Pat Barnes of Station WHT and his bride arrived in Niagara Falls Monday and accompanied Mr. and Mrs. Riddle on the balance of their trip.

[The News-Sentinel, Rochester, Indiana, Wednesday, June 9, 1926]

RADIO BABY COMES TO CHARLES RIDDLE HOME

The stork special today announces the birth of a real radio baby.

And it's a boy - Charles Lee [RIDDLE] - who arrived at the home of Mr. and Mrs. Charles RIDDLE, of near Tiosa, Friday morning. The infant's mother was formerly Erma SCHERTZ.

People of this community and radio fans from all over the United States will recall that this couple was married in Station WHT Chicago, while the radio world listened in. The ceremony took place June 1, 1926 and Rev. E. M. RIDDLE of Bryan, Ohio officiated. Afterwards the newlyweds spent their honeymoon at Niagara Falls, where they were feted royally by city officials and radio firms. They received many beautiful gifts and hundreds of congratulatory telegrams. Mrs. Riddle was responsible for this unusual ceremony in that she made the best suggestion for an evening's radio program.

Neighbors who flocked into the home today reported that the radio baby certainly seemed to have a strong broadcasting outfit but that there was so much static mixed in with it that they could not make out the message he was trying to send. But they think he was trying to say he will be a radio broadcaster when he grows up.

[The News-Sentinel, Rochester, Indiana, Friday April 1, 1927]

A 60-YEAR MARRIAGE THAT BEGAN AT A CHICAGO RADIO STATION

Considered Comment

Jack K. Overmyer

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Irma Riddle is 95 years old and doing quite well, thank you. She still resides on the Richland Township farm where she's lived for 57 years, drives her own car and keeps busy as a volunteer at Woodlawn Hospital and the Fulton County Historical Society museum.

Her son Charles Lee and his wife Lola now own the farm and live next door, her two other children and spouses are not far away and there are 13 grandchildren and 28 great-grandchildren to coddle as she chooses.

Nearly a century of good memories keep her company in the quiet times and none remain more enjoyable, even if still a bit astonishing, than the unusual circumstance of her wedding and honeymoon.

For you see, Irma Schertz was married in 1926 to Charles E. Riddle at an elaborate ceremony in a Chicago radio station studio that was broadcast to thousands of Midwestern listeners. It was a big event, akin today to a major television station conducting the wedding in prime time.

For a honeymoon the couple then were transported to Niagara Falls, and for a week treated as celebrities with banquets, tours and official recognition.

This remarkable experience was all Irma's doing, you might say, and came about this way.

By the mid-1920s the radio had become a fixture in most American homes and families gathered around their sets each evening to hear the many entertainment programs.

In 1926 Irma and Charles, who had been engaged 18 months, still were living with their parents on farms near Tiosa. Irma regularly listened to a popular program over Station WHT in Chicago, sponsored by the U. S. L. Battery company.

When listeners were asked to present ideas for a new program and promised a trip to Niagara Falls as a winner's prize, Irma perked up. Times were hard, money was scarce and that would be a great beginning to her delayed marriage, she realized. So she wrote in with a suggestion: why not have the show's orchestra members conduct a mock wedding.

The idea hit home with the show's producers and when they discovered Irma and Charles were engaged to wed, they challenged them to be married in a real ceremony on the program before claiming the elegant honeymoon trip.

"I was a bit scared by the thought of such a public wedding," says Irma, but she and Charles finally accepted the offer and when the groom's minister brother Earl of Bryan, Ohio, agreed to perform the ceremony the deal was sealed.

Everything came off better than they anticipated. The 8 p.m. wedding ceremony was held Tuesday, June 1, in the Wrigley Building at Chicago, where one end of the WHT studios had been transformed into a flower-filled chapel for the 100 persons who attended. There was music by a string trio, solos by three noted radio singers and an announcer who described the setting and the bride's dress. Brother Earl's recitation of the wedding vows came over clear and strong, it was reported.

Afterward there was a brief reception, then a rush to the railroad station for the trip to Niagara Falls, where on Wednesday morning the newlyweds were met by the mayor and municipal officials who escorted them to the Hotel Niagara. Their suite there "looked like a department store," said Irma, filled as it was with gifts and flowers, letters and telegrams of congratulations.

The rest of the week was a dizzying round of activities for the Tiosa twosome. They were given the key to the city and their own table in the hotel restaurant. They toured Canadian parks in a luxurious, chauffeur-driven Pierce-Arrow limousine. They toured the Niagara Gorge railway in a private car, were given a special trip into Toronto, went into Cave of the Winds and cruised beneath the falls aboard the Maid of the Mist. A highlight was their appearance as special guests at a party at the Strand Theater, where they had a private box.

It was all pretty heady stuff, to be sure, but in the end did not disturb the equilibrium of these sensible Hoosiers. Their marriage was in its 60th year when Charles died Oct. 21, 1985, leaving three children along with Irma to mourn. Son Charles Lee had been the first and he was declared "The Radio Baby" upon his arrival in 1927, since the attention gained by his parents had

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not yet faded. He was followed by daughters, Dorcas, Mrs. Fredrick Van Duyne of near Rochester, and Norita, Mrs. John Kuhn, who lives nearby in Richland township.

Charles and Irma moved with their family in 1943 to the 189-acre Richland Township farm on County Line Road 110, west of U.S. 31, where she still lives. Not only a highly successful and respected farmer, Charles was an active member of the Farm Bureau, serving as township and county chairman, then as a district director.

Irma came to Fulton County from Illinois as a 14-year-old schoolgirl. Her father, Henry Schertz, operated a hardware store in Rochester from 1918-21 before returning to his first love of farming. Always a country girl, she never strayed far from her duties as wife, mother and faithful farm helper. Obviously, this nonagenarian has found the life to be an agreeable one.

[Rochester Sentinel, Tuesday, March 28, 2000]

RADIO SALES & SERVICE CO. [Rochester, Indiana]

[Adv] Hear the New R.C.A. RADIOLA - - - RADIO SALES & SERVICE CO., over the Hub Shoe Store.

[The News-Sentinel, Monday, December 17, 1928]

RADIO SALES-SERVICE SHOP IN NEW LOCATION

The Radio Sales and Service Shop, formerly located in the rooms over the Hub Shoe store has established quarters in the Barrett building, 707 Main Street, and will hold its formal opening to the public on Saturday, September 21st.

The store will carry a complete stock of several of the leading makes of radios and also RCA, General Electric and Hot Point electrical appliances. The personnel of this concern consists of Marion Sanders and Louis Bradford, both of this city.

Mr. Sanders recently severed his connections as pressman with the News-Sentinel, while Mr. Bradford resigned from the sales and service department of the Northern Indiana Power Co. to devote their entire time to the radio business.

[The News-Sentinel, Wednesday, September 18, 1929]

[Adv] A New Peak in Radio Performance APEX RADIO - - - RADIO SALES & SERVICE COMPANY, M. W. Sanders, 707 Main St., Phone 551]

[The News-Sentinel, Thursday, November 14, 1929]

BUYS RADIO SHOP

Roy Hoch, well known local mechanic and radio repair man, has purchased the Radio Sales and Service Shop located in the Arlington block from Ralph Waechter and Frank Alber. The deal was transacted the forepart of this week and the new proprietor took immediate possession of the business, which deals in radios, accessories and electrical appliances.

[The News-Sentinel, Thursday, August 21, 1930]

RADIO SHOP [Rochester, Indiana]

[Adv] Atwater Kent Radio. A radio for an end-table! - - - Model No. 20 Price \$60.00. Add \$60 to each model for complete set installed. THE RADIO SHOP, 627 Main. Phone 18.

[The News-Sentinel, Tuesday, October 12, 1926]

RAILROADS [Fulton County]

American Central Railroad

C. & O.

C. C. & L.

C. H. & D.

C. R. & M.

Chicago & Atlantic Railroad Co.

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Chicago, Indianapolis & Evansville
Cincinnati, Peru & Chicago
Cincinnati, Richmond & Muncie R.R., later C. & O.
Erie Railroad [Chicago & Atlantic]
Indianapolis, Peru & Chicago Railroad Co.
Indianapolis, Rochester & Chicago Rail Road
Kendallville, Rochester & Western Railroad Company.
Lake Erie and Western Railroad [Indianapolis, Peru & Chicago RR Co.
Pennsylvania Central
Rochester, Wabash Valley Traction Line
Terre Haute and Logansport Railroad Co., owned in the 1890's by Vandalia Railroad,
later became the Pennsylvania Central.
Vandalia Railroad
Wabash-Peru-Logansport Electric Railway
Winona Interurban Co.

NICKNAMES:

Huckleberry Railroad - Indianapolis, Peru & Chicago Railroad [I. P. & C.]
Leave Early and Walk - Lake Erie and Western Railroad [L. E. & W.]

THE DISTANT DAYS WHEN RAILROADS GAVE US IMPORTANCE

Considered Comment

Jack K. Overmyer

This is the age of fast, and ever faster, travel. With our autos we are connected by an Interstate Highway within a few miles of almost any spot in the nation. Airplanes whisk us from ocean to ocean, continent to continent. Before we know it, interspace travel will be an option.

How ancient, then, is the railroad in the scheme of our lives, as I was reminded the other day. I stopped by the swaybacked remains of the Erie Lackawanna Railroad depot on West First Street, a 121-year-old relic still clinging to existence as a depository for the Boy Scouts' recyclables.

Returning to my mind were those days in the 1950s when one could catch the Chicago-bound Erie at 8 in the morning, do business in or otherwise enjoy the city, have a fine meal on the diner returning and be home by 9, rested and comfortable. Many local families earned their living and raised their children from the jobs it provided. The railroads carried our farm and factory products to market, brought the world's products to our stores and took us to distant cities.

The railroad era lasted a long time in the history of Rochester. A generation or more now has grown up with little knowledge of it, an omission I now shall try to correct.

For over 20 years after its 1836 founding, Rochester was a remote frontier town out of touch with the outside world except for bad highways that were seasonally impassable and preyed upon by bandits. This retarded our growth and diminished our importance. Railroads began appearing in the U.S. during the 1820s and by the 1850s reached their greatest expansion east of the Mississippi. A town without a railroad was doomed to a backwater existence.

Finally, in 1868 the Indianapolis, Peru and Chicago line came through Rochester from Plymouth on the north and in 1869 connected to Peru on the south. Rochester thus became accessible to and from South Bend and Indianapolis and thereby to the evergrowing national railroad network.

That first railroad became the Lake Erie & Western in 1887 and at the turn of the century made Lake Manitou a tourist mecca, particularly for Indianapolis folk. The line's name changed to the Nickel Plate in 1923 and then in 1964 it became the Norfolk and Western, now Norfolk & Southern.

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The north-south railroad was well received, but Rochester still thirsted for a second. This one had to be from east to west, giving access to the metropolitan commercial markets of Chicago, Cleveland and New York City. And it arrived in 1882 as the Chicago and Atlantic.

Only a few years later the C&A was absorbed into the Erie Railroad system and that remained Rochester's major transportation asset. It merged into the Erie Lackawanna in 1960, finally yielding to progress and bankruptcy in 1976.

Today only a short part of each track remains in use, as the Fulton County Railroad. Wilson's grain company uses 13 miles northward to Argos to get its commodities to market via another Norfolk line; another two miles runs westward to storage bins. One could say, ironically, the city has reverted almost to rail isolation.

It should be remembered that local citizens played major roles in securing both of these railroads. They approved payments of tax funds by the entire county for construction of the first one, in 1868-69. For the second, in 1882, residents of the four townships through which the line passed ponied up part of the construction money.

The railroads' near monopoly of U.S. commercial transportation started to crack early in the 20th century as portents of their diminished importance began to appear: private autos, intercity buses and electric trains, larger trucks, airplanes and a network of pipelines and better highways.

This is not to say that railroads are not still important to the U.S., nor that they have become obsolete. Today they move nearly as much freight as trucks, barges and airlines combined, particularly west of the Mississippi.

But as primary movers of people, as icons of American small towns, they are but a distant and nearly forgotten memory.

[Rochester Sentinel, Tuesday, June 9, 1998]

RAILROADS - AMERICAN CENTRAL RAILROAD

American Central Railroad. It will be recollected that some ten years ago this work was located and commenced under the Presidency of Hon. now General P. C. Schenck. Its course westward from Fort Wayne was by Liberty Mills, Rochester and Winamac, in Indiana, to Lacon, on the Illinois River, to that State, and crossing the Mississippi at New Boston. With many other roads its progress received a check, and, like the more important of those it is now about to be revived

[Rochester *Chronicle*, Thursday, September 28, 1865]

American Central Rail Road of Indiana. Notice to Stockholders of meeting at the Rockhill House, in the city of Fort Wayne. . . Tuesday, March 20th 1866. . . Robert C. Schenck President. Feb. 10 '66.

[Rochester *Chronicle*, Thursday, March 15, 1866]

American Central Railroad. There is considerable excitement about the American Central Railroad, as there is a probability of its being built . . . [names mentioned]: Gen. Robt. C. Schenck Dayton, Ohio. Hon. R. G. Pennington, Tiffin, Ohio. Ira I. Fenn, Lacon, Ill. Lott S. Bayless, Ft. Wayne, Ind. Thos. Tiger, Ft. Wayne, Ind. A. J. Holmes, Rochester, Ind. Hon Ezra Wright, Rensselaer, Ind . . .

[Rochester *Standard*, Thursday, March 29, 1866]

American Central Rail Road. There is considerable excitement about the American Central Rail Road, as there is a probability of its being built. The company has lately reorganized with the following Board of Directors -- Gen. Robert C. Schenck, Dayton, Ohio; Hon. R. G. Pennington, Tiffin, Ohio; Ira R. Fenn, Laren, Illinois; Lott S. Bayless, Fort Wayne, Ind; Thomas Tiger, Fort Wayne, Ind; A. J. Holmes, Rochester, Ind; Hon. Ezra Wright, Rensselaer, Ind. . . The work is progressing rapidly in Illinois, and now only awaits the confirmation of the action of the board held at Fort Wayne last week to start the work in Indiana . . . The road will run East and

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West through our county, giving us a market for all our surplus timber, in the wild prairies of the West.

[Rochester *Chronicle*, Thursday, March 29, 1866]

American Central R.R. There is considerable late news concerning this line of proposed railway. We were shown a letter from Lot S. Bayless, of Fort Wayne (who is Vice President of the road) directed to A. J. Holmes, the director at this place; notifying him to appear at a meeting on the 10th inst. at Galva, Ill, for the purpose of making the necessary arrangements for its early completion . . .

[Rochester *Chronicle*, Thursday, September 5, 1867]

Railroad Matters. The meeting we spoke of last week to take place on the 10th, at Galva, Illinois, for the construction of the Great American Central Railway, was postponed to the 27th. inst., on account of the French capitalists who have the matter in hand, not arriving until the 13th. They will leave New York immediately after their arrival, and come west to look after the interests of the road.

[Rochester *Chronicle*, Thursday, September 12, 1867]

Our Railroad. We clip the following from the Chicago *Commercial Express*, handed us this morning by our friend, Jacob Whittenberger, of Akron. . .

Among the more important projects lately concluded, is the American Central Railway, which is designed to run from Fort Wayne, Indiana, to Council Bluffs, Iowa, on the Missouri River, opposite Omaha city, Nebraska. The distance is 585 miles, and when completed, it will connect with the Union Pacific Railroad, and pass through Iowa, Illinois and Indiana, connecting with the Pittsburgh and Fort Wayne, crossing Ohio to Pittsburgh . . . and it is claimed that the distance between Omaha and New York will be shortened one hundred and thirty-six miles . . .

[Rochester *Chronicle*, Thursday, October 3, 1867]

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RAILROADS - CEMENT TROLLEY [Rochester, Indiana]

CEMENT TROLLEY

A trolley line that is unique, to say the least, may be put in operation in Rochester next spring, although plans have not, so far, been made to that end.

A Columbus, Ind., man whose name could not be ascertained today owing to the fact that the parties with whom he is dealing are out of town, is the moving spirit in this novel departure.

The stranger arrived in Rochester a few days ago and left as quietly as he had come, but the nature of his visit is now known. His proposition is that he install a 60-passenger gasoline coach to run on the pavement from the Erie tracks on North Main street to the Lake Erie depot. At that point the inventor's ideas come into play. The steering apparatus of the coach is locked and the car will move forward onto a cement track, which in itself is a new plan in railroad circles. The track, instead of being made of ties and steel rails, is to consist of two cement grooves into which the wheels run in much the same manner as wheels follow an ordinary rail. The inventor claims that the plan has been tried and is practical as the cars can be operated at a speed of sixty miles an hour with perfect safety.

The main reason for the man's visit in Rochester was to get the right-of-way along the old race bank to the Dam landing at the lake. It is also said that a company would be formed if local capitalists would take hold of the proposition and on that point lies the future of the 60-mile an hour line between the Erie railroad and Lake Manitou.

[Rochester Sentinel, Saturday, February 12, 1910]

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RAILROADS - CHICAGO & ATLANTIC [Fulton County]

We have in our office a couple of copies of the Rochester Flag, printed in 1854, in both of which is agitated the project of building an East and West Railroad.

[Rochester *Union-Spy*, Friday, September 2, 1870]

The Ft. Wayne papers speak encouragingly of the proposed completion of the Air Line Railroad. We learn the work is being prosecuted both east and west of us, and steps are being taken to insure its completion. . .

[Rochester *Standard*, Saturday, October 5, 1865]

. . . The Muscatine, Kewanee and Eastern Railroad. We give below the proceedings of a meeting of the corporators of said road held at Henry, Illinois, on the 29th ult. also a letter to our fellow townsman W. Sturgeon, Esq. . . .

[Rochester *Standard*, Thursday, May 13, 1869]

East and West Railroad. [editorial urging the county to support same] . . .

Railroad Meeting. . . at the Court House in Rochester, on Tuesday afternoon, August 17 . . . railroad from Fort Wayne west, to connect . . . to Omaha . . . [names mentioned]: Col. K. G. Shryock, Vernon Gould, Dr. Robbins, William Sturgeon, Wm. Ashton, Dr. S. S. Terry . . .

[Rochester *Union-Spy*, Friday, August 20, 1869]

Mr. Wm. Ashton and Wm. Sturgeon, Esq., are in attendance at a railroad convention at Kankakee, Ill.

[Rochester *Union-Spy*, Friday, August 27, 1869]

Organization of the Muscatine, Kewanee & Eastern R.R. Company. . . in Tremont Hall, Kewanee, Ill, on Wednesday, August 25, 1869. . . The meeting was addressed [among others] by Mr. Sturgeon and Wm. Ashton, delegates appointed by a public meeting of the citizens of Rochester, Fulton County, Ind. . . .

[Rochester *Standard*, Thursday, September 2, 1869]

Organization of the Muscatine, Kewanee and Eastern Rail Road Company . . . in Tremont Hall, Kewanee, Ill, on Wednesday, August 20, 1869. . .

The meeting was addressed by Mr. Sturgeon and Mr. Ashton, delegates appointed by a public meeting of the citizens of Rochester, Fulton Co., Ind..

[Rochester *Union-Spy*, Friday, September 3, 1869]

Rail Road Meeting. Notice is hereby given that a meeting will be held at the Court House in Rochester . . . on Tuesday, November 30th, 1869, for the purpose of organizing a company to build a Railroad from Ft. Wayne via Rochester to connect with the Muscatine, Kewanee & Eastern Railroad at Kankakee . . .

[Rochester *Standard*, Thursday, November 4, 1869]

Railroad Meeting at Rochester. Fort Wayne and Pacific R.R., Tuesday Nov. 30, 1869.

. . . met at the Court House in Rochester, Ind., for the purpose of organizing a company to build a Rail Road from Fort Wayne via Liberty Mills, Rochester and Rensselaer to Kankakee, or some point at the east line of the State of Illinois . . . [local names mentioned]: Mr. Mackey, of Rochester, elected Vice President, and W. Sturgeon, Secretary. . . Sidney Keith, Col. K. G. Shryock. . .

The committee not yet being ready to report, the meeting adjourned to meet at the M.E. Church at seven o'clock p.m. . . . The trustees of the church having refused admission, the meeting

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assembled in the parlors of the Central House . . . Wm. Ashton elected Vice President of the company . . .

[Rochester *Union-Spy*, Friday, November 26, 1869]

The East and West Railroad. . . [urging that it be built]. . . and [notice of meeting Feb. 16th at Kankakee City] . . .

[Rochester *Standard*, Thursday, January 20, 1870]

The Rail Road meeting, held at the Court House on last Thursday evening was well attended. Much enthusiasm was manifested, and the citizens seemed to be determined to do everything that lay in their power, to secure the building of the road at once . . .

--- Rail Road Meeting . . . on Thursday evening, February 10th, to discuss the propriety of aiding, by donation or otherwise, the East and West Railroad to run from Ft. Wayne to Omaha via Rochester . . . [names mentioned]: Vernon Gould, H. B. Jamison, Wm. Ashton, Sidney Keith, Edward Calkins . . .

[Rochester *Standard*, Thursday, February 17, 1870]

Railroad Meeting. . . in the Court House, on Thursday evening, February 10. . . East and West Railroad, to run from Omaha to Ft. Wayne, via Rochester . . . [names mentioned]: Vernon Gould, H. B. Jamison, Wm. Ashton, Sidney Keith, Edward Calkins. . .

[Rochester *Union-Spy*, Friday, February 18, 1870]

Important Railroad Communication. Being a Director connected with the Ft. Wayne and Pacific Railroad, and the only one from Fulton County who attended the Railroad meeting held in Kankakee City, Ill., on the 16th inst. . . [report of the meeting] . . . Wm. Ashton.

[Rochester *Standard*, Thursday, February 24, 1870]

What About Our New Railroad. . . we will be compelled to raise \$35,000 more by private subscription. . . it can be done in two weeks. But the people themselves must take hold of the matter in earnest. Mr. Ashton, the Vice President, has worked the matter up as well as he can, and we understand that Mr. Sturgeon, one of the directors of the Company, and who has had a good deal of experience in railroad management, will commence work along the line immediately, to assist the people in raising the required amount . . . The people at Kewanna are making a move in the right direction, and will raise a very liberal share of the amount yet to be secured, provided they can make Kewanna a point. Bruce's Lake is also largely interested in securing a line to that point. . .

Then what will Rochester, Akron and other points east do . . .

[Rochester *City Times*, Thursday, May 26, 1870]

An impromptu meeting of citizens was held at the Court Room on yesterday evening to confer in the matter of raising funds to secure the location of the Fort Wayne and Pacific Railroad through Fulton county . . . the project was favorably received. . .

[Rochester *City Times*, Thursday, June 9, 1870]

Rail Road Meeting. . . at the Court House, on Tuesday evening last . . . Ft. Wayne and Pacific Railroad . . . [names mentioned]: Wm. Ashton, A. T. Bitters, Wm. Sturgeon, Dr. A. H. Robbins, J. F. Fromm, Robt. Wallace, Sidney Keith . . .

[Rochester *CityTimes*, Thursday, June 9, 1870]

William Ashton and Wm. Sturgeon were the representatives of Fulton county at the Railroad meeting in Huntington.

[Rochester *CityTimes*, Thursday, August 13, 1870]

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At a railroad meeting held at Rochester, Ind., on the 18th inst., the Celina, Huntington & Chicago Railroad was organized, and thirteen directors elected. This is an extension of the Baltimore, Pittsburgh & Continental Railroad. If built the road will be in the interest of the Baltimore & Ohio Railroad, securing a Chicago connection, and will probably pass through this county between Pittsburgh and Great Eastern roads. -- *Laporte Argus*.

[Rochester *City Times*, Saturday, August 27, 1870]

The New Railroad. The surveying party from the West, on the kproposed line of the Celina, Huntington & Chicago extension of the Baltimore, Pittsburg & Continental Railway, reached here Saturday and surveyed the route through town on Monday. They report the route to Valparaiso as natural and easy of construction. . .

[Rochester *Union-Spy*, Friday, September 7, 1870]

The Railroad. At the time of going to press the survey of the proposed line of the Baltimore and Ohio road is finished. Mr. DeCoursey, Chief Engineer on the Western end of the route from Chicago to Huntington reports that from the former city to Eel River there could be no better line. The Chief Engineer upon the Eastern end, Mr. Paul, was expected to meet DeCoursey at Huntington on Thursday and Friday last. . . The people of Rochester and Fulton Co. generally are alive to the work and have reason to be proud of their representative. We copy the following from the Kenton (O.) *Republican*.

Among the many active men in Indiana who are laboring to carry the proposed railroad through that State toward Chicago, is Mr. William Ashton, of Rochester, formerly of this place. . .

[Rochester *City Times*, Saturday, September 17, 1870]

Railroad. A well attended and enthusiastic meeting was held on Thursday of last week at Kenton, Ohio, for the purpose of consolidating the Ohio and Indiana divisions of the Baltimore Road . . . unbroken line to the city of Chicago . . . Our worthy townsmen, Messers. Ashton and Sturgeon were present. . .

[Rochester *City Times*, Saturday, November 12, 1870]

At a meeting of the stockholders of the Ft. Wayne & Pacific Railroad, held in this place last week, the following officers were elected: R. S. Dwiggins, President; Mr. Baker, Vice President; Mr. Stackhouse, Secretary; K. G. Shryock and Sidney Keith, Directors.

[Rochester *Union-Spy*, Friday, November 23, 1870]

Railroad. Wm. Ashton informs us that the prospects for the extension through this county of the Baltimore & Ohio railroad are favorable, although no positive decision has yet been made by the company.

[Rochester *Sentinel*, Saturday, April 8, 1871]

Railroad Election. The people of Fulton County have responded handsomely to the appeal made to them to tax their property to secure an East and West Railroad. The election was held last Saturday, and, by a majority of 330, our people . . . on record as in favor.

- - -The colored men of Rochester, to the number of six, deposited their ballots in favor of the railroad tax las Saturday. The Democratic friends of the enterprise did not object to the aid thus afforded their views, and the heavens seem to be in about the same place they occupied before the dreadful darkeys were allowed a voice in their own government.

[Rochester *Union-Spy*, Friday, April 22, 1870]

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Railroad Meeting. Rochester, Nov. 28. . . A number of citizens of Fulton County met at the Court House in Rochester . . . [names mentioned]: Dr. Wm. Hill, Dr. Robbins, Wm. Sturgeon, Herman, Ashton, Metcalf, Wilson, Kendrick, Slick, Keely, Bibbler, Ernsperger, Cowgill, Feder, Lyon, Shepherd, Robert Wallace, William Davidson, Vernon Gould, Stephen Davidson, Dr. Terry, Blake, Cunningham, Keith, Calkins, Shryock, J. S. Slick.

[Rochester *Union-Spy*, Friday, December 1, 1871]

A meeting of the friends of the Chicago, Continental and Baltimore Railway is to assemble in Rochester on Thursday, the 4th proximo. The call is signed by T. A. E. Campbell, President.

[Rochester *Union-Spy*, Friday, December 29, 1871]

Railroad Meeting. . . yesterday in the Court House. . . to further the interests of the Chicago, Continental & Baltimore Railroad . . . Western Extension. . . [names mentioned]: Dr. Robbins, Colonel Shryock, T. A. E. Campbell of Valparaiso, President of the R. R. Co, J. P. Milligan, of Huntington, W. H. Davidson, Mr. Roach, Wm. Sturgeon, Wm. Ashton, Dr. Terry, Robert Wallace.

[Rochester *Union-Spy*, Friday, January 5, 1872]

Another Railroad Enterprise. Our readers have been informed from time to time that a project was and is extensively entertained both in Indiana and Ohio for the building of a railroad from some point east where it will connect with the Baltimore & Ohio R.R., to Chicago. The route, which is entirely feasible and eventually inevitable, passes through Rochester. [urging that a Director from Rochester be appointed and the railroad be routed through Rochester].

[Rochester *Union-Spy*, Thursday May 2, 1872]

Enthusiastic Railroad Meeting . . . on Monday night last [in the Court Room] . . .

The meeting was called to discuss the prospects and take stock in the Atlantic & Chicago Railway, an enterprise starting at Dayton, O., and terminating at Chicago. The company was represented by Mr. Heimer, of Huntington, an honest farmer-looking gentleman, who convinced all present that the building of the road was an absolute certainty. The routes were designated - the first via Sevastopol and Bloomingsburg, on which large sums have been pledged in aid of the road; the second via Akron, Rochester and Uniontown, a much wealthier route, along which meetings are now being held. The discussion was taken up by William Sturgeon, Drs. Robbins and Terry. . . everybody felt confident that the full amount required between Manchester and Uniontown, \$80,000, could easily be raised.

[Rochester *Union-Spy*, Thursday March 20, 1863]

At a railroad meeting in Germany neighborhood, Saturday night last, \$2,000 was subscribed in aid of the Chicago and Atlantic. A committee who say they will work was also appointed.

--- Railroad Notes. The work of raising Fulton County's quota of local aid required along the line of the proposed Chicago & Atlantic Railroad proceeds slowly, but hopefully. At a meeting held last Tuesday night, subscriptions to the amount of \$17,000 were reported, and it is believed that the full amount can be raised as soon as our citizens can be brought to a realizing sense that the company means business . . .

[Rochester *Union-Spy*, Thursday April 3, 1873]

Railroads. We are informed that G. J. Bippus, of Huntington, President of the Indiana division of the Atlantic & Chicago Railroad, in company with parties from the East passed through Rochester on Tuesday on their way to Chicago to be in attendance on a meeting . . . its object the consolidation of the Illinois and Indiana divisions of the Road . . . when you give us

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positive assurance that you are going to build your road, now in embryo, through Akron and Rochester, your demand for the amount of money agreed upon will be promptly met. Our people are generous and enterprising but they do not propose to be made dolts of any longer . . .

[Rochester *Sentinel*, Thursday, June 21, 1873]

The railroad meeting held at the office of Jamison & Calkins, one night last week, had for its object the appointment of a committee to correspond with the projectors of the Atlantic & Chicago Railroad, and discover whether there is yet a chance to secure the location of the route through this place. . .

[Rochester *Union-Spy*, Thursday July 10, 1873]

Railroad Consolidation. . . Articles of consolidation of the Chicago and Atlantic and the Chicago and Atlantic Extension Railway Companies into a company, to be known as the Chicago and Atlantic Railroad Company, were filed with the Secretary of State yesterday. The latter named road, which is now under process of construction, will extend from a point on the Ohio State line in Adams county, through the counties of Adams, Wells, Huntington, Wabash, Kosciusko, Fulton, Marshall, Starke, LaPorte, Porter and Lake to a point on the Illinois State line in the last named county, where it connects with a route known as the Chicago and Atlantic Extension Railroad, running from the termination of the other to the city of Chicago. It is also the purpose of the company to consolidate with a line extending from the eastern termination of the road in Adams county to the eastern boundary of Ohio, at a point at no great distance from the city of Pittsburgh, which will be the terminous of the complete route.

[Rochester *Union-Spy*, Thursday July 17, 1873]

Railroad Prospects. We would be glad to adopt the hopeful tone of the *Sentinel* in regard to railroad prospects, but fear that it is not best to be too confident. Of one thing, however, we are certain -- that is that the present year will witness the final location of the line of the Chicago & Atlantic Railroad in and through Fulton county, but whether that line will touch Rochester is an open question. A straight line from Huntington to Chicago would cross the I. P. & C. north of this place, and the people along that route are working like beavers for the road. . . . It seems to us that some plan might be adopted to transfer the donation voted to the Continenatl to the Atlantic & Chicago, or put it in such a shape that the first road that reaches Rochester may claim it . . .

[Rochester *Union-Spy*, Thursday July 24, 1873]

The Atlantic & Chicago railroad. . . . The building of this line of road has become a fixed fact line located, and active work being done on it between Huntington, Ind., and Marion, Ohio. The only portion of the line not yet located, and on which there is a spirit of rivalry, is between Huntington and a point on the banks of Maximkuckee lake, called Marmount. It is generally understood by our readers that the rival lines between these points are known as the Laketon, Akron and Rochester, and the Liberty Mills, Silver Lake, Sevastopol and Bloomingsburg lines.

[Rochester *Sentinel*, Saturday, July 19, 1873]

[Work on the CHICAGO & ATLANTIC is progressing - track laying should begin the first of next May . . . about twelve car-loads have already been delivered at Rochester. . .]

[Rochester *Sentinel*, Saturday, March 25, 1882]

The first PASSENGER TRAIN over the CHICAGO & ATLANTIC into Rochester from the east on last Monday morning promptly at 8:30, on schedule time. The train consisted of engine number 28, handled by Cal LINES, a baggage car, a combination coach and a first-class passenger coach. The train was in charge of Andy VARNES as Conductor. The start was made from Huntington and by the time the train reached this point it was comfortably crowded with

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passengers, many of whom were Akron citizens . . . At this place quite a number boarded the train for Chicago

[Rochester Sentinel, Saturday, April 7, 1883]

An EMIGRANT TRAIN consisting of twelve coaches containing nine hundred people passed over the C. & A. railroad on last Wednesday evening enroute for the great Northwest.

[Rochester Sentinel, June 16, 1883]

COL. BRYAN HERE TODAY

Col. Wm. Jennings Bryan, the famous democratic leader, passed through Rochester this afternoon over the Erie. He was on his way from Columbus where he spoke last night, to his home at Lincoln. It was not known that he was on the train until it arrived or there would have been a great crowd at the station to get another glimpse of the popular and famous American.

[Rochester Sentinel, Saturday, July 8, 1899]

LOCAL NEWS

A train load of Swedes from the vicinity of St. Paul, passed through Rochester yesterday evening, on their way to New York, where they will embark for a visit to their native land. The train was composed of six vestibuled coaches, and each was well filled.

[Rochester Sentinel, Tuesday, May 21, 1901]

LOCAL NEWS

A passenger on the Erie train this morning was a big baboon. It came from the zoo at Cincinnati and was going to Tacoma, Wash.

Local News

A monster turtle weighing about 500 pounds went over the Erie, yesterday morning, on its way to the exposition at Buffalo. It came from Texas.

[Rochester Sentinel, Tuesday, June 11, 1901]

“GENTLEMAN JIM” IN ROCHESTER

James J. Corbett, the once champion pugilist of the world and widely known as “Gentleman Jim” was in Rochester. He came in over the Erie from the east and went out on the same train, honoring the corporation of Rochester with about six minutes of his presence. He had no professional business in our town and was here just long enough for his friends to wave their hats and yell, “Goo’ bye Jim; take kere o’ yo’self!”

[Rochester Sentinel, Monday, February 2, 1903]

NEWS OF THE DAY

A Wells Fargo express car passed through the city on the Erie last night and contained the dead bodies of fourteen soldiers from the Philippine Islands.

[Rochester Sentinel, Wednesday, August 26, 1903]

NEWS OF THE DAY

A special train of ten coaches carrying Chicago Dowieites to New York passed over the Erie, this afternoon. Ten trains took the Dowie followers out of Chicago today, and they will storm sin in New York like a company of rough riders.

[Rochester Sentinel, Wednesday, October 14, 1903]

DOUBLE TRACK FOR ERIE

Chicago Inter-Ocean

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F. D. Underwood, president of the Erie system, is coming to Chicago soon to make a thorough inspection of the company's terminal facilities and decide as to what extensions and improvements shall be made. The Erie is the only company having its own rails from Chicago to New York and President Underwood's aim is to make it the greatest of trunk lines.

Within two years the Erie will be double tracked all the way from Chicago to New York. More than two-thirds of the work of double tracking is now finished; army of men is pushing the construction of the remainder. In proportion to its mileage, the Erie, during the past three years, has purchased more motive power and freight cars of all kinds than any other eastern railroad.

[Rochester Sentinel, Tuesday, June 28, 1904]

HAIL BRYAN IN ROCHESTER

Bryan Arrives

The Bryan special direct from North Manchester, reached the Erie station on revised schedule time and it was met by a great crowd of people. Mr. [William Jennings] Bryan alighted from the train looking fresh and happy and walked to his carriage accompanied by Enoch Myers and O. F. Montgomery and Hon. D. J. Crittenberger. Other democrats of prominence followed in carriages and then a procession of bands, marchers and carriages moved south on Main street to the public square where Mr. Bryan mounted a neatly decorated platform, was introduced to the six thousand people assembled by Hon. Enoch Myers and there, with the stars and stripes floating just above him, he commenced his speech. But so late the Evening SENTINEL could not get an outline of it for this evening's news. - - - - -

[Rochester Sentinel, Tuesday, October 25, 1904]

NEWS OF THE DAY

The laying of about twenty-seven miles of new steel rail has been begun on the Erie west of Rochester. Gangs are now at work at Germany and Leiters. The new rails are much heavier than those now in service. Each is thirty-three feet long and weighs 900 pounds. Since the purchase of new and large motive power the re-equipment of the road bed had been necessary.

[Rochester Sentinel, Thursday, July 27, 1905]

NEWS OF THE DAY

People east of town who have long wondered at a frequent tooting of Erie locomotives, in vigor beyond the ordinary, will be pleased to know that the extraordinary tooting of some trains is a signal to relatives of the passing of engineers Newt and John Darr. Every time they whistle for the Rowley crossing they give a few extra toots for their old home and the Reub Darr family which still lives there. Newt Darr's family also lives in the neighborhood and so he and John always let the folks at home know when they go through.

[Rochester Sentinel, Tuesday, December 5, 1905]

ERIE TRAINS COLLIDE AT AKRON

Sentinel Special Service

Akron, Ind., Mar. 13 -- a "double header" Erie west-bound extra freight train and the east bound Erie local collided one hundred feet east of the depot, at this place at 1:10 this afternoon. All the trainmen on the two trains saw the approaching catastrophe and, leaping from the trains saved their lives.

The local train was just pulling into the station from the west, and the double-header freight was given the block to stop, but the engineer of the first engine, being blinded by the snow storm, could not distinguish the red block and thought it white, which is the cause of the collision.

When the two engines came together there was a great crash, and the west-bound freight was completely stopped while the local, which is much lighter and was going at lower speed was knocked westward three hundred feet from where the collision occurred.

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The engines are total ruins, and it is said by railroad men that they are so badly mashed that they can not be repaired. But two cars left the track.

In leaping from the train Engineer Charles Thompson, of Huntington, received a five inch cut on the back of his head. The local crew was composed of Conductor Corren, Engineer Ertzinger, Sol Young, fireman, and Bert Adams and Mike Derry brakemen. The crew of the freight were Conductor G. W. Red, Engineer Charles Hubrey, and Charles Thompson, Firemen Teusch and Steggel, and Brakemen Marian and Daugherty. All live in Huntington.

[Rochester Sentinel, Tuesday, March 13, 1906]

THURSDAY

Edgar Apperson and A. J. McLain, of the Apperson Brothers' Automobile factory at Kokomo, brought two seven thousand dollar cars here Wednesday afternoon and shipped them to New York City. One was for President F. D. Underwood of the Erie Railroad company, and the other for a friend of Mr. Underwood.

[Rochester Sentinel, Friday, May 11, 1906]

NEWS OF THE DAY

The Erie has about completed storing ice for this season. Large quantities have been taken from Bass lake to supply this division. Wednesday a train load passed through this city to Marion, Ohio, containing forty-seven cars of ice. Each car load weighs twenty tons and the train load weighed 1,880,000 pounds. This ice is stored in Marion and used for packing purposes.

[Rochester Sentinel, Saturday, February 16, 1907]

NEWS OF THE DAY

A special train went over the Erie road a few days ago carrying seventy-six federal prisoners enroute from Washington, D.C., and Columbus, O., army barracks to the federal prison at Fort Leavenworth. All were under sentences for army desertion, sentences being from one to ten years. A full quota of army guards and officers were in charge of the train, a special car being reserved for officers. Each prisoner wore chains, making an attempt at escape unlikely. The war prisoners were attired in cheap civilian suits and had their hair cropped short.

[Rochester Sentinel, Friday, March 15, 1907]

NEWS OF THE DAY

Train No. 3, west bound on the Erie yesterday contained a detachment of sixty men enroute from Columbus, O., to the Philippines via Ft. Dodge, Ia. They belonged to the 29th U. S. Infantry and were a part of the regular army.

[Rochester Sentinel, Saturday, June 22, 1907]

NEWS OF THE DAY

The Erie has begun to leave an express car each day to receive the strawberries for the Chicago and Hammond markets. It is open from 2:30 until 8 o'clock. Ralph Richter is in charge of the car.

[Rochester Sentinel, Tuesday, June 25, 1907]

NEWS OF THE DAY

William Jennings Bryan passed through here yesterday over the Erie railroad on the afternoon train bound for Chicago.

[Rochester Sentinel, Monday, July 8, 1907]

WRECK ON THE ERIE

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There was a disastrous and fatal railroad wreck on the Erie near Leiters this morning. The west bound early train which leaves here at 7:45, crashed into the rear end of a disabled freight near the George Myers crossing a mile this side of Leiters and engineer Mike Mast was crushed to death in the cab, fireman Burkhart was hurt in jumping from the engine, and brakeman F. J. Henry had his back so badly sprained it was first thought it was broken. The passengers on the train were not injured much except P. W. Whithern, traveling man for the National Biscuit Co. of Ft. Wayne who had his nose broken. Daniel Agnew, the Misses Pletcher and a little daughter of Mr. and Mrs. Bruce Love were on the train from here and Attorney and Mrs. Chas. Peters, of Knox, were aboard but all escaped with no more injury than a severe jolt.

From the best information to be had a west bound freight train had the block between Germany and Leiters and stopped about a half mile east of Leiters to go in on the switch to make way for the milk train and, after it stopped to have the switch opened, in attempting to pull up, several cars on the rear broke loose and remained standing near the Myers crossing. The engineer did not notice that his train was broken in two until he was in on the siding and the block signal gave a "clear" signal to Germany which is four miles away and the passenger came hurrying along and ran into the rear of the freight before the freight crew could get back and pick up the loose cars left standing on the train track. There is a curve and some woods near the track and the on coming engineer could not see the "dead" cars until he was so close he couldn't stop.

Another report is that the Germany operator notified the milk train crew by proper signal of the freight ahead but they either did not see it or ignored it and went ahead into disaster.

When the engine struck the cut off cars it mashed the caboose into a complete pile of broken timber and ploughed part way through a box car loaded with sugar.

Engineer Mast stuck to his post and was crushed to death in his seat by some timbers from the cars or in his engine toppling over.

A wreck train and a rescue train were hurried from Huntington and the passengers and inured men were brought to Rochester and the injured then sent on to their homes at Huntington. The dead body of the engineer was not taken from the wreck for several hours as it was pinioned fast in the cab and it was then prepared for burial and sent to the family home at Huntington.

Mast had been in a serious wreck once before and was hurt so badly he was given the position of traveling engineer but he preferred to go back on the engine. He was married and had been in the service of the Erie ever since it was built.

[Rochester Sentinel, Friday, October 25, 1907]

THE DEAD ENGINEER

The hundreds who visited the Erie wreck scene near Leiters saw a picture of death as the result of duty which they will never forget. The dead body of Mike Mast, the milk train engineer, was not taken from the demolished engine for six hours after the accident because it was pinioned in the cab the entire lower part of the body being crushed into a mass of bruised flesh and broken bones. And all of this time the body from the breast up was in plain view. One gloved hand was on the bell cord and the other on the emergency brake lever and the cap was not disturbed in its position on the head. The wreck crew did not get the engine up so as to get the body out until about 2 o'clock in the afternoon.

One feature which renders the death of Mast more pathetic is the fact that he was intending to meet Mrs. Mast in Chicago. She had been absent on a visit with relatives in Illinois for some time and arrived in Chicago Friday evening over the C. & E. I. intending to meet her husband after he reached the end of his run. Hearing of the situation, Engineer Raank Lee telegraphed to parties in Chicago, telling them to meet her and prepare her for the awful shock which awaited her. Mast was the father of nine daughters one of whom is a Catholic nun, two are Chicago church soloists, and a fourth is an actress. He also had an adopted son which he took as a baby to raise not long ago.

It is learned from employees of the Erie that Mast was given a yellow block at Germany which should be received as a caution signal. It seems that he must have disregarded this and kept on at his usual rate. When the extra took the siding the conductor posted the flagman at the

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required distance up the track to flag the passenger in case they should not clear the main track. The flagman was at his post and signaled train 23 at its arrival. This had no effect on the oncoming train as it never checked its speed but rushed on to the disaster.

While these signals were disregarded will never be known but if they had been heeded it is sure that the wreck would have been averted. Captain Creamer, of this city, was the conductor in charge of the passenger train and Fred Gruppy was conductor on the freight.

[Rochester Sentinel, Saturday, October 26, 1907]

LEITERS

The collision on the Erie last Friday, was the third one on or near the curve at the Myers crossing. This is also the place where Ray Fretz and wife were wrecked about a year and a half ago. The crossings at this place have always been considered a dangerous one for both trains and road conveyances. Luckily no one has ever been killed but Engineer Mast, last Friday.

[Rochester Sentinel, Thursday, October 31, 1907]

ANOTHER IS KILLED

While driving across the illfated Myers crossing on the Erie railway, near Leiters, this morning William Ritchey, a well known old citizen and liveryman at Delong, was struck by the west bound Milk train and injured so badly he died soon after.

While no one but the trainmen saw the accident it is known that he drove onto the crossing of the track and the highway and the engine struck his buggy and tore it loose from the horses, demolished it, and carried Ritchey almost a half mile, on the front of the engine before it could be stopped.

The unconscious man was taken off and put aboard the train and taken to the Leiters depot where life soon became extinct as the result of a broken neck and other injuries incident to being struck by the engine.

Mr. Ritchey was almost 60 years old and had lived in Aubbeenaubbee township for many years. At the time of his death he was conducting a livery business at Delong and when struck by the train he was on his way home from having driven someone over south of Leiters. He leaves a wife and two children, viz: Perry Ritchey, the plumber, of this city, and Mrs. Allen, of Hammond. He was always a quiet and good man and his cruel death is regretted by a very large circle of friends.

The accident occurred at the same crossing where Mrs. Ray Fretz was struck and injured and where the milk train was in a collision a few weeks ago and in which the engineer was killed.

[Rochester Sentinel, Saturday, December 14, 1907]

BIG WRECK ON ERIE

One of the worst wrecks the west end of the Erie has ever experienced occurred this morning about seven o'clock, three miles east of Rochester when thirteen cars of an extra freight were wrecked and burned.

The train was running at an estimated speed of about thirty-five miles an hour when it is thought that a low hanging bolt caught on the ties or rail and threw thirteen cars off the track. A hot box is said to have then caused the greater amount of the damage by setting fire to the debris. In a short time all the wrecked cars were one blazing mass and the heat defied all efforts on the part of the section and wreck train crew to remove it. A tank of crude oil added to the fury of the fire by bursting and the contents pouring out, making a solid river of fire. The other cars were three of coke, three of coal, two of lumber, one of salt and several more that were in the midst of the fire.

The wreck train arrived from Crown Point about 9:30 o'clock and pulled a string of cars into the city after placing some new trucks in position under a forward car.

A temporary track was built around the wreckage on a frame work of ties and in the mean time all Erie trains were detoured by the way of Denver and up to this city over the Lake Erie.

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The loss in rolling stock and merchandise claims will amount to thousands of dollars to the Erie besides the loss incurred by the delay in traffic.

The news of the wreck was soon circulated and it is estimated that nearly a thousand people visited the scene during the day.

[Rochester Sentinel, Thursday, December 26, 1907]

THE ERIE'S FUTURE

There is considerable discussion in financial circles relative to the future of the Erie. The talk includes more about receivership for that road than ever before. "The hopes of shareholders to realize a little cash from script dividends have now vanished. There will be no more dividends and the shareholders may be glad if the road can avoid a receivership. Only a decided change for the better in the road's earnings can prevent such a calamity," says the Financial World. "The earnings of the Erie in the first six months of the current fiscal year show a drop of \$2,656,000, compared with the same time of the preceding year, and if this shrinkage in earnings should continue for the balance of the fiscal year the railroad will not earn enough to meet fixed charges; that is it will not earn the necessary money to pay interest on bonds, unless it can manage to reduce its expenses. April 5, 1908, there becomes due \$5,500,000 notes. How the railroad can meet this debt unless the creditors are willing to extend it cannot be seen. It will not be able to borrow any new money. It has in its treasury \$50,000,000 convertible bonds set aside for improvement, but the great depreciation in the price of these bonds makes it impossible to sell even a part of them."

[Rochester Sentinel, Tuesday, March 17, 1908]

NEWS OF THE DAY

Three cars full of Buffalo Bill's Indians were attached to the 1:35 o'clock east bound Erie passenger train Sunday afternoon. The red men were bound for New York City, where the big Buffalo Bill show soon opens at the Hippodrome. The Indians were all in full war paint and presented a most interesting spectacle to those who happened to be at the depot and saw them.

[Rochester Sentinel, Monday, April 13, 1908]

MAY UNITE ERIE

A special train passed over the Erie Monday carrying prospective owner E. H. Harriman and President Underwood, on a prospective inspection tour of the road in order to see what the road needs for its betterment. The tour will terminate in New York City.

If the reports freely circulated in New York City that E. H. Harriman rescued the Erie from a receivership last week with the intention of making it the eastern end of a great transcontinental system prove correct, as they are likely to do, he will have attained what has been understood to be his great ambition - the organization of the greatest railroad system in the world, with himself at the head.

Every section of the country, north, south, east or west, would be touched by this system, and all would be directly tributary to it. It would reach the Atlantic and Pacific oceans, both at the north and the south, be in virtual command of the commerce of the gulf ports and would penetrate all sections of the center of the country from ocean to ocean not only with a great trunk line, but with branches acting as important feeders to the main system.

From the beginning of its career to the present moment the history of the Erie has been record of financial distress, disasters, receiverships, reorganizations and fresh failures. The property has been the plaything of speculators and manipulators of the stock market, who have shown no scruples as to the methods adopted to enrich themselves at the expense of the public and of innocent holders of the securities.

[Rochester Sentinel, Tuesday, April 14, 1908]

NEWS OF THE DAY

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Mrs. Carrie Hatchet Nation passed through Rochester on the Erie this afternoon and gave Dr. Howard Shafer, Stewart Haslett and B. O. West a cheerful jolly on their good looks and their temperance noses.

[Rochester Sentinel, Wednesday, June 10, 1908]

MAKING IMPROVEMENTS

The Erie railroad is making improvements about its station in this city, which, while they are not absolutely needed, will add much to the convenience of the traveling public.

The station is being moved back from the tracks a distance of ten feet and a new foundation is being placed under it. The platform in front of the depot will be widened. Heretofore the platform has been so narrow that lady passengers were almost compelled to remain within the depot until the train had pulled in. The buildings will be repainted and other general repairs will be made.

The Erie has always kept a neat appearing depot and grounds and now propose to make it even better. The Lake Erie might take a hint from this action.

[Rochester Sentinel, Friday, July 31, 1908]

NEWS OF THE DAY

A woman and five children, foreigners, on their way from New York City to Chicago were the objects of pity this morning on the early morning Erie passenger train. Among the five children was a pair of twins, one of whom died after the train left Huntington. The woman could not speak English and the conductor was at a loss as to what to do, so the body of the child was carried on into Chicago.

[Rochester Sentinel, Thursday, September 22, 1909]

LEITERS

The Erie R.R. is going to extend their switch south to the Myers crossing or the fatal crossing as it is generally called. They will also open up the Leiters depot at nights thereby employing two more operators.

[Rochester Sentinel, Thursday, November 18, 1909]

FARMERS' SPECIAL

Purdue University Experiment Station in co-operation with the Erie Railroad will operate a Milk Production Special Train, December 15, 16, 17 over the Erie Lines in Indiana. The train is equipped and furnished free by the Erie Railroad while the Experiment Station furnishes the lecturers and printed matter.

- - - - - Thursday, December 16, 1909, Laketon to Bass Lake Junction. - - - - Akron, 10:00 a.m.; Athens 11:00 a.m.; Rochester 12:00 noon; Leiters 1:13 p.m.; DeLong 2:00 p.m. - - - -

Train will stop at each of the above places for about 40 minutes. - - - -

[Rochester Sentinel, Monday, November 29, 1909]

NEWS OF THE DAY

The California sight-seeing car arrived in Rochester this noon and is located on the Erie track, where it is intersected by Main street. The car was visited continually all afternoon and everybody got a souvenir. The car is open of evenings until 9:30 o'clock, and will remain here until Thursday noon.

[Rochester Sentinel, Tuesday, January 18, 1910]

ECKERT FAMILY FATALITIES

The auto party, composed of six persons left Logansport Friday morning with Charles LAMBERT driving the ECKERT family's six-passenger Premier. The route taken was first to Peru, then to Akron, from there to Mentone and then to Talma. At the latter place the party inquired of Lewis ELY, a brother-in-law of Mr. Lambert, the best way to reach Lake Manitou. Mr.

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Ely directed them to take the road to the ROWLEY crossing on the Chicago & Erie and then direct south to the Lake. This route was followed and when the crossing in question was reached a freight train, moving at a rapid rate toward Rochester, blocked the roadway. The machine was stopped just north of the track to allow the freight to pass and as the caboose swung by, Chauffeur Lambert started the car forward. As the track is hidden from the roadway at that point by high banks the party did not see a second train bearing down from the east and before the track could be cleared the crash came and the horrible catastrophe followed. The second train was the Wells Fargo express No. (--), due in Rochester at 5:24 p.m. and was brought to a stop within 200 feet of the accident. After about two or three minutes the train proceeded into Rochester and later returned to the scene to carry the dead and injured to this city.

Closely following upon the tragedy several people appeared on the scene and the sight that met their gaze was appalling in the extreme. The body of Mrs. John ECKERT was found lying a short distance from the track, with the skull caved in, in the rear part and the body horribly mangled between the shoulders. The woman's left arm was found inside the rails, where it had been amputated by the car wheels as they passed over the body. The body of Miss Anna WAGNER was horribly mangled and her condition proved she met instantaneous death. Miss Agnes ECKERT, daughter of Mrs. John Eckert, was only slightly injured and sat along the track amid the desolate surroundings, and sobbed in a hysterical manner at the horrible sight of destruction. When willing hands raised the battered frame of the auto from the bodies of Charles Lambert and Carl J. BUCHER the former lay still as in peaceful slumber and the casual observer would little suspect that his life had been snuffed out in the instant of the crash. Mr. Bucher, who was at Lambert's side, was but slightly bruised and, although stunned, was able to walk about at once. Going over to Mrs. KEIPP he murmured the one word, "mother." The lady addressed, although suffering from a severe scalp wound, was still conscious and realized the dazed condition of Mr. Bucher. In broken tones she replied, "This is your aunt, your mother is dead." At this the man walked over to where Mrs. Eckert lay and looking into her face, said, "Yes, mother's dead!"

The condition of Mrs. Keipp made it imperative that she be brought to this city at once, and the LOUDERBACK automobile was pressed into service. The injured woman was brought to Woodlawn hospital, where she was given medical attention at once. The Wells Fargo train returned from Rochester to the scene of the accident and the dead and injured were placed on board and brought to this city. The train was met by HOOVER's and ZIMMERMAN's ambulances, and the injured, Miss Eckert and Mr. Bucher, were taken to Woodlawn. The body of Mrs. Eckert was retained at HOOVER's chapel and the remains of Miss Wagoner and Charles Lambert were taken to ZIMMERMAN's.

The husband of Mrs. John Eckert, who is a prominent retail liquor dealer of Logansport, was notified by telephone of the awful affair and in less than an hour had made the trip to this city in company with several friends in an auto. He made a brief visit to Hoover's chapel, where he viewed the body of his lifeless wife and left the building in a heartbroken condition. He later visited the hospital and had talks with his daughter and stepson, Mr. Bucher.

After reaching the hospital it was readily found that Mrs. Keipp was the only one of the three who was in immediate need of medical attention. She was suffering from a severe scalp wound, a bruised eye and sustained injuries about the chest. Mr. KEIPP and the family physician, Dr. NELSON, came from Logansport shortly after Mr. Eckert's arrival, and an operation was performed on the injured woman's scalp. At the time of *The Sentinel's* going to press, Mrs. Keipp is resting easy, with her husband and Dr. Nelson in constant attendance. A Logansport ambulance arrived early this morning and the bodies of Mrs. Eckert, Miss Wagner and Mr. Lambert were removed to that city. At an early hour this morning, Mr. Bucher accompanied some friends home to Logansport in an auto and at 7:30 o'clock this morning, Mr. Eckert and a party of friends, accompanied by his daughter, Miss Agnes, returned to Logansport.

When the news of the awful affair reached Rochester the city's populace, aroused by a common feeling of curiosity and sympathy, started toward the scene and in an incredibly short time the place of the accident was thronged with hundreds of visitors. The roads were blocked in all directions for half a mile by autos, wagons, buggies and people, and the surging crowd seemed

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to have but a single object - to see the place where the fearful tragedy occurred. Long after dark the crowd had seemingly diminished but little and those who returned to this city were met by the sight of crowds of as equally excited people, all discussing every feature of the affair.

MISS ECKERT'S STORY

Miss Agnes ECKERT, lying on her cot at Woodlawn hospital, gave the following account of the accident to her heart-broken father, and a *Sentinel* representative:

"We approached the crossing at a pretty fast rate. There is a high bank on each side and none of us saw the train until just as we were going on the track. Then we all seemed to see it at once. Mamma and Mrs. KEIPP screamed. Mr. LAMBERT leaned out and put on the brakes. We were right on the track and I cried, "Go on, Carl," and started to get up. Just then the train hit us. When I came to I was lying up in the bank and something was holding me down. A man cut it. It was a strap and then I got up. I saw Anna lying right beside me and her head was all crushed in and she was all covered with blood. I looked toward the crossing and I saw the auto lying on top of Carl and Mr. Lambert. Then I looked up the track a little bit and saw Mamma and Mrs. Keip lying there. Mrs. Keip was sitting up crying. I ran over to Mamma and shook her and I saw her arm was torn off and then I don't remember any more until I woke up here."

SIDELIGHTS OF THE TRAGEDY

Mrs. John ECKERT was killed on her forty-seventh birthday, and the trip was planned to celebrate the event.

The automobile is a tangled mass of ruins and the remains were hauled in today to the ROSS FOUNDRY, where the good parts will be saved. Only one wheel was mashed down, the others being almost as good as new.

Mrs. C. E. LAMBERT, wife of the killed chauffeur, states that she had a premonition of her husband's sudden death and the fulfillment of this so promptly gave her a severe shock. She is under the care of a physician at Logansport.

Miss May WILLIAMSON of Logansport has reason to be thankful that housecleaning duties prevented her from accompanying the ill-fated party. Mrs. Keipp called her up and invited her to join the party but household duties prevented her accepting the invitation.

The first news of the accident was telephoned direct to John ECKERT at Logansport by a friend from this city and he thought it a gruesome joke. Half an hour later Rochester police advised Logansport authorities to seek the relatives in Logansport. Mrs. Lambert, the chauffeur's wife, heard that the accident had happened and telephoned to the police for verification. Her son, on his way to supper, saw the announcement of his father's death on a newspaper bulletin board and collapsed.

Peter WAGNER, 1716 Union street, Indianapolis, went to Logansport this morning to arrange for removing his daughter's body, on its arrival there, to Indianapolis for interment. Just a few days ago, the same people, in the same car, visited the Wagners in Indianapolis and picked up Miss WAGNER, a bookkeeper in the main offices of the Bell Telephone Company there, to return home with them. The young woman, who was mangled almost beyond recognition, was only 18 years old and had attained a responsible position in the accounting department there.

[Rochester Sentinel, Friday, August 12, 1910]

GRUESOME TRAGEDY RECALLED

In removing their stock and equipment from the old Broadway roller skating rink at Logansport, to their new quarters in the Fisher building on Market street, Moore & Carter, garage proprietors, uncovered an object that recalled to mind gruesome memories, the wreck of the John G. Kelp auto, which was struck by an Erie train near Rochester on Aug 12, 1910, and in which accident three people lost their lives, Mrs. Edna M. Eckert and Charles Lambert of Logansport, and Miss Anna Wagner of Indianapolis. The former pleasure vehicle is indeed a wreck, being nothing but a twisted and jumbled mass of wood and iron, but it has been carefully taken care of to be used as an exhibit in the trials at Winamac, in which relatives of the three people killed are

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suing the Erie Railroad Co for damages aggregating \$80,500. The suits number eight and were filed several months ago by McConnell, Jenkins, Jenkins & Stuart of Logansport. They are scheduled to come up for trial soon.

[Rochester Sentinel, Tuesday, November 7, 1911]

WON HER CASE ONLY TO DIE

Mrs. Bertha Kelp, wife of John G. Kelp, head of the Columbia Brewing Co., died suddenly Friday morning about 3:45 o'clock at her home 623 Miami avenue, Logansport, aged 51 years. The news of her death came as a great shock to many people, as they did not know she was ill. Mrs. Kelp had been ailing for some time, but she was not forced to her bed until Monday. She had been suffering with typhoid fever and death was the result of a sudden change for the worse, which is peculiar of the disease.

A sad feature of the death is the fact that Mr. Kelp was away from home making a business trip, and he did not know of the serious condition of his wife. Mr. Kelp left home Tuesday and told his wife where he was going. She was not seriously sick then. About 2 o'clock Friday morning she was asked by the attending physician the whereabouts of Mr. Kelp and she told him Chicago and then lapsed into unconsciousness. After her death no one knew where to send word in an effort to find Mr. Kelp.

Another coincidence in connection with the death of Mrs. Kelp occurred at Winamac Thursday at midnight when she was given judgment against the Chicago & Erie Railroad Company for personal injuries sustained in the auto smash-up near Rochester, Aug. 12, 1910. The ink on the court docket was only dry about three and one-half hours when Mrs. Kelp passed away.

People generally will recall the fatal crossing accident near Rochester when Mrs. John Eckert and Charles C. Lambert, chauffeur, of Logansport, and Miss Anna Wagner of Indianapolis, were killed. Mrs. Kelp was frightfully maimed and for a time lingered between life and death, and Miss Agnes Eckert and Carl J. Bucher of Logansport, were injured. A number of damage suits were filed against the railroad company as a result of the passenger train striking the automobile and the one in which Mrs. Kelp was plaintiff, was the first called at Winamac. She was awarded a verdict of \$5,000, but the attorneys for the railroad company asked for a new trial. Thursday the arguments were made and the presiding judge overruled the motion, signing the docket at the close, which was midnight Thursday.

[Rochester, Sentinel, Saturday, March 16, 1912]

VERDICT OF \$7,500

After occupying the attention of the Marshall circuit court all last week, the case of Mrs. Bessie Fretz against the Erie Railroad Company came to a close at 10:30 Saturday evening, when the jury returned a verdict in favor of the plaintiff.

This is the second verdict for a like amount in this case, the first being given by the same court in December, 1907. The defendant appealed from the decision of the lower court and secured a reversal in the supreme court on an error in two instructions to the jury.

The case is the outgrowth of injuries received by Mrs. Ray B. Fretz, then Miss Bessie Huffman, on the tracks of the Erie railroad at Boyer's crossing between Leiters and Rochester in October, 1906. Mr. Fretz was driving Miss Huffman to Rochester, when they drove onto the tracks without hearing the approaching train. Mr. Fretz saw the headlight and jumped from the buggy and endeavored to draw the horse and buggy across the danger line, but the train struck the buggy, killed the horse and carried Miss Huffman 620 feet down the track, inflicting injuries of a painful and permanent nature. The case has been hotly contested and scores of witnesses from Leiters and Rochester have given their testimony in the two trials.

Harley A. Logan of Plymouth, acting as special judge, heard the evidence in the last trial and instructed the jury. Arthur Metzler of this city, and N. A. Stevens of Plymouth, were attorneys for the plaintiff, and George W. Holman represented the Erie.

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Just what action may be taken by the defendant toward securing a new trial, or carrying the case to further issue is not known at this time, but the attorneys for Mrs. Fretz feel confident of having made a clean case against the railroad.

[Rochester Sentinel, Monday, February 27, 1911]

DELONG

The Erie section men are only allowed eight working hours per day now. The section has been lengthened west, so that it now extends through Monterey. Some was cut off the east end and was given to the Leiters section men to take care of.

[Rochester Sentinel, Wednesday, March 29, 1911]

AIRMEN IN CITY

For the first time, so far as is known, a number of aeroplanes accompanied by their drivers were in Rochester Tuesday evening. About 6 o'clock a special train running as a second section of No. 4 on the Chicago & Erie arrived in this city and the big banner on the sides of the cars soon attracted everyone who happened to be in the vicinity of the railroad. The first big banner announced the mission of the train: "Wells Fargo Express from Chicago to Boston" and on each of the seven other cars appeared the individual names of the world famous aviators: Sopwith, Ovington, Stone, Beachey, Ely, Robinson and Mestach. Back in the rear of the train this bunch of birdmen were seen lounging in the luxuries of the trip and engaged in earnest conversation; no doubt recounting the success and incidents of the big meet just closed in Chicago Monday, when a benefit was given for the wife of the ill-fated Johnstone, who met his death on the opening day while flying over the field. Of course, those who looked through the windows couldn't tell one from the other, but they all looked like winners.

In the express cars were twenty machines, all belonging to the men in the Pullman. Most of them were taken apart, but a glimpse of them could be gotten through the windows. There were nearly all the famous types excepting the Wright machine, from the monoplane to the hydroplane.

The next big meet begins in Boston Sunday and the aviators will reach there in plenty of time for trial flights.

[Rochester Sentinel, Wednesday, August 23, 1911]

FLYER WAS HERE

Well, at last, it has happened. Aviator C. P. Rodgers, the much heralded aviator, who has been hung up in Huntington for the past four or five days, reached this city this afternoon at 12:35 o'clock, and never hesitating in the flight, passed on westward and out of sight of the 500 or 600 people who lined the Erie tracks. About 11:40 the waterworks whistle sounded the signal that Rodgers had safely left Huntington and was on his way. The exact time of his leaving was 11:35 and the next heard of the birdman was at Servia, sixteen miles west of his starting point, which distance had been covered in twenty-one minutes. Five minutes later Rodgers passed Laketon, the six miles being negotiated at nearly a mile a minute clip. At Levings, a tower stop between Laketon and Disko, the aviator was a minute behind the special, but when the train reached Akron at 12:15, the aeroplane was directly overhead. When the aviator left Akron the waterworks whistle was again sounded and the craning of necks was then kept up until, with a mingling of cries of discovery, the birdman hove in sight about four miles in the east and directly over the Erie tracks. Then as the biplane drew nearer at a rapid rate the wavering motions of the wings as they slightly tipped, could be readily discerned and as it drew still nearer the hum of the propellers was plainly audible and in an instant the whole of its mechanism could be seen at a height of about 200 feet as it passed overhead and on in its westward flight. As the aviator passed over the crowd cheer after cheer was sent up to the plucky birdman, who, though not answering by any visible sign, nevertheless, must have heard. When Rodgers flew over Akron a funeral procession, which was passing down a street, was stopped and the mourners gave the aviator a rousing cheer.

When the special bearing the flyer's mechanics and repairs came into sight it was plainly a race for supremacy and as the train dashed through the city, Rodgers was but slightly in

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the lead. After leaving the city limits to all appearances the biplane seemed to be losing ground and the next heard from the aviator at Monterey showed he was making slower time.

After passing from sight of Rochester folks, the Erie station kept in touch with Rodgers and shortly after 1:30 o'clock it was learned the aviator, who had been scheduled to go into North Judson for oil and gasoline supplies had alighted in a field about two miles east of Aldine, which station is thirty-five miles west of Rochester. The reason for alighting there was that the aviator did not wish to go into the city and be bothered with the crowd. However, his troubles began when he attempted to again take to the air. The field in which he alighted was covered with tall prairie grass and the machine's wheels were caught and held at every attempt to move. Finally a farmer was summoned with a mowing machine and a big patch, sufficient for the aviator's needed run, was cut and after a several hours' delay the journey was resumed.

Up to the time from when Rodgers left New York until he reached Rochester, he was in the air 1,252 minutes and traveled 1,051 miles.

[NOTE: Previous news items disclose that he was enroute from New York to California.
-- W.C.T.]

[Rochester Sentinel, Thursday, October 5, 1911]

DOUBLE TRACK THROUGH CITY

A surveying party is now in Huntington getting ready to make a survey of the Chicago & Erie railroad looking to the double tracking of the road from Marion, Ohio, to North Judson. Much speculation has

While Erie officials would make no statements in regard to the double tracking of the road, yet when confronted with the evidence that the surveyors were now going over the line and that at least two of them would be stationed in Huntington they simply gave out the information that it might be possible for anybody to judge what was going on.

It is said that the prospects for the double tracking of 200 miles of Erie track are extremely bright, and when the work has been started the scenes around Rochester will present a busy appearance.

It is also learned from an authentic source that the Erie officials contemplate making the road a low grade system about sixteen feet to the mile, and this will likewise cause a great deal of work to be done in cutting down some of the grades now along the line and raising the track in other places. In the event this improvement is made the Erie will be enabled to haul their heavy trains on a very economical basis.

The Erie has spent \$10,000,000 during the year of 1911 in double tracking and it is authoritatively stated that the company now has enough money in the treasury to finish the double tracking of the system within the next two years.

It may not be many months before Rochester will see eighteen hour trains passing over the line of the Erie.

[Rochester Sentinel, Wednesday, February 28, 1912]

Mrs. Bertha KELP, wife of John G. KELP, head of the Columbia Brewing Co., died suddenly Friday morning about 3:45 o'clock at her home 623 Miami avenue, Logansport, aged 51 years. The news of her death came as a great shock to many people, as they did not know she was ill. Mrs. Kelp had been ailing for some time, but she was not forced to her bed until Monday. She had been suffering with typhoid fever and death was the result of a sudden change for the worse, which is peculiar of the disease.

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[Rochester Sentinel, Saturday, March 16, 1912]

DOUBLE TRACKING ASSURED

The news to the effect that the proposed double tracking of the Erie is now a settled fact reached this city Saturday, when a gang of surveyors arrived in Rochester and announced that they were getting things in readiness for the final estimates for the project. There are also two gangs of the surveyors stationed at Akron and Leipers, and each day they work out of the places as do the men who are stationed here. It is expected that their work in this section will be completed by the close of this week and that the task will be finished as far as they are concerned between Chicago and Marion Ohio.

When the real work of double-tracking begins there will be such a stir in the working circles of this city as has not been witnessed since the days when the road was originally built. This fact is known because the work is practically the same as the laying of the first rails. True, there is not as much grading to be done, but there is a lot of cutting down of grades and such work that it is regarded as a herculean task. Of course, the real work is much the same for the heavy steel rails, and they will be heavier than the ones now in use, will have to be placed in position the same as in days gone by.

It is the opinion of the local Erie officials that the new track will be on the south side of the present track and this fact will necessitate the moving of the depot from its present location, back south about fifteen feet. With the coming of the double track the capacity and safety of traffic will be perceptibly increased and it is expected that there will be considerable substantial improvements made in the company's local property.

[Rochester Sentinel, Monday, March 18, 1912]

ERIE WORK TO START THIS WEEK

The local end of the double tracking project inaugurated by the Chicago & Erie railroad has taken on actual working life in the past week and with the coming of Wednesday of this week, will see the first real work that has been done toward getting the plans under way in this vicinity. The R. F. Jones & Co., contractors of Cincinnati, who have the contract for the building of thirty-two miles of the extra track through this city and to the west have already established an office over the Wile Clothing Company's store, from which point the efforts of the working force engaged will be directed. E. Hauck, the head bookkeeper, is here and in charge of the office, while William Brown, who is engaged in the capacity of walker, is also here ready to take charge of the duties. A telegram to the men in charge this morning brought the information that the pipes which are used in completing a drainage system under the tracks before any fill is made are now on the way to Rochester and should arrive here Wednesday. If the pipes get here on schedule time the first work on this section of the contract will start Friday of this week. After the pipes are laid then the work of cutting down the grades and filling in the cuts will begin in earnest. The local division of the contract starts one and one-half miles east of Rochester extends to the west as far as North Judson. A number of miles of the contract has been sublet by the contracting company and

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Mr. Brown will be obliged to look after the entire thirty-two miles to see that it is being carried out to a successful finish.

When the work starts it is estimated by the local contracting firm that there will be 1,200 men on the job, a great many of whom will be imported for the purpose. Mr. Brown, who will have personal charge of the drainage system pipes stated this afternoon that he hoped to get enough men out of this city to complete the gangs for that purpose and he thought he would be successful in doing so. With this small army of men working it is estimated that with a fair run of good fortune the contract will be completed by the first of December. The wages being offered to common laborers is above the average in this community and it is expected that there will be a large number of Fulton county men engaged on the job.

[Rochester Sentinel, Monday, June 3, 1912]

CONTRACT WORK TO START MONDAY

The delay in the start of operations toward double tracking the Chicago & Erie through this city because of lack of Material will come to an end the first of the coming week, when operations will be started east of this city. For the past week it was hoped by William Brown, who is in charge of the preliminary work, that the pipes that play so important a part in the drainage system would be here in time to start before the week-end, but telegram after telegram failed to locate the missing freight and a tracer has been at work for the past several days getting it located. Now, after so long a delay, the pipes have been found and will arrive in Rochester in time to get the work begun, possibly by Monday. At present Brown has a force of twenty men engaged at North Judson throwing dirt from the side of the right-of-way upon the roadbed, but this morning he received a message that he was needed there and he left at once for that place. The work is progressing nicely at that place. These gangs are known as station men and they will be engaged in that kind of work all along the line.

R. F. Jones & Co., who have the contract for the work between a point one and one-half miles east of Rochester to North Judson, have taken an additional ten miles to the east of their contract and this has been sublet to a contractor named O'Connell, who is already on his way to Rochester from Aurora, Ill., with his outfit. O'Connell will begin work at the eastern end of the Jones & Co contract as soon as he arrives and this work will furnish employment for hundreds of men during the summer.

[Rochester Sentinel, Saturday, June 8, 1912]

RAILROAD CAMP AT LEITERS

The village of Leiters, west of Rochester, is now the scene of a railroad contractor's camping outfit and the arrival of the men and the material has caused quite a stir in the otherwise quiet surroundings of that place. Contractor O'Connell of Janesville, Wis., who has the contract for the double-track grading from a point one and one-half miles east of Rochester to Leiters, arrived in that place Monday afternoon with a carload of horses and a steam shovel, dumps, tools and men. The camp has already been established and the gangs will work out of there for a time at least. In that vicinity there are a number of cuts to be made and it will take some time to complete the work.

[Rochester Sentinel, Tuesday, January 11, 1912]

PIPES NOW LAID ALONG SECTION

The work of laying the pipes that will constitute the drainage system for the Chicago & Erie, when the double tracking is completed, will begin in a few days. On Friday two car-loads of the pipes were distributed along the right-of-way in Section 1, which runs between this city and Delong. A work train was employed to do the work and in a couple of days the remainder of the stretch of track between Delong and North Judson will be attended to in a like manner.

At the present time the officials of the Fred R. Jones Co., who have the contract here, are negotiating for the purchase of the banks along the old mill race for a couple of squares south from the Erie elevator, as well as a large bank of gravel in the creek bottoms adjoining the company's

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right-of-way. The engineers have estimated that the fill from east of the Main street crossing to the target will take about 75,000 yards and it is thought that this amount of dirt could be procured from the property now under consideration. The high banks of the race on each side would allow of a track being run down the center and dirt could be loaded from either side.

In speacking of the work now on at Huntington, the Herald of that city says:

“After a delay of several weeks on the construction work of the Erie double tracking dirt began flying Friday morning at the scene of activities west of the city. The establishment of a camp and all preparatory work has been completed and with the arrival of about seventy-five foreign laborers Thursday afternoon the work will now be advanced rapidly. The construction gang is now composed largely of Germans, Italians, Poles and negroes. The foreigners were kept in the city Thursday evening and early Friday morning were taken to the camp in wagons and on the work train. The steam shovel, which has been stationed in the local yards several weeks, was also taken there Friday morning and put into operation and with the temporary work tracks completed, the work was started in earnest.

“The delay was caused by the impossibility of the Eyre-Shoemaker company in obtaining a sufficient number of men and it was found necessary to import the foreigners. With all preparatory work now completed the work will in all probability be advanced rapidly and without further delay.”

[Rochester Sentinel, Saturday, June 15, 1912]

STEAM SHOVELS NOW AT WORK

A trip up or down the Erie at the present time would prove a revelation to the average person for there is more work being done on that road now in a day than there has been for a long time. At Leipers and Monterey there are two large steam shovels that scoop the dirt out at the rate of about two ordinary wagon loads at a time and these are kept busy every day cutting down the hills along the right-of-way. There are scores of men on the job and the two towns are enjoying a boom. At a point two miles west of Akron is a contractor's camp pitched in the woods, which houses a large number of men. These men by the aid of about ninety head of mules are scooping dirt along the roadbed daily and the work will soon be under full swing.

[Rochester Sentinel, Tuesday, July 12, 1912]

Emmet BRANCHT, an employee of NAVE BROS. CO., who have charge of contract work for the grading of the new DOUBLE TRACK on the ERIE near Delong, met his death last Friday morning by being run over by a heavy work train. Brief mention of this sad accident was made last Friday and full particulars are now available through the courtesy of *The Sentinel's* Delong correspondent, Leslie E. WOLFE.

A part of the force was digging a pit underneath a spur of the narrow gauge railway in order that the men could repair the engines underneath. Another shovel was needed and Mr. Brancht started toward the blacksmith shop to get the shovel. A train of ten carloads of dirt was coming toward him to be dumped from the top of the BERRESHELEN bridge. Brancht was on the track and made several steps toward the train expecting to get on the foremost car. Mr. PETERS, the foreman of the crew, realized the danger the young man was in and shouted a warning, but he paid no attention and in attempting to board the rapidly moving train was knocked underneath the car and run over by ten cars of dirt and the engine. He was horribly mangled and expired soon after the accident. Coroner GILBERT of Kewanna was called as soon as possible. Undertaker Philip WAGONER of Monterey took charge of the body. Relatives at Williamston, Kentucky were notified of the fatality and Saturday morning a brother of the dead man claimed the body and took it back home for burial. Brancht was a popular young man with his fellow workmen and the first fatality on the construction work unnerved the men for a time

[Rochester Sentinel, Tuesday, July 30, 1912]

DELONG

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Lester Mahler has contracted a mile and a half of the new double-track grading on the Erie, just east of Leiters. A force of Austrians and Americans will be used to do the work.

[Rochester Sentinel, Wednesday, August 7, 1912]

NEWS OF THE DAY

A trainload of Greeks went through Rochester last night over the Erie, leaving for New York, where they will embark for their native land to take a hand in the Balkan war. Another trainload will go through tonight.

[Rochester Sentinel, Wednesday, October 9, 1912]

OLD RACE BED NOW FORMS PART OF ROADBED FOR CHICAGO & ERIE DOUBLE TRACK

The last remaining part of the old Pottowattomie mill race banks, which held the running water that operated the flour and grist mill on North Main street for so many years, will, in a few short days, be a thing of the past and even now the hundreds of Rochester visitors who are each day upon the scene, look in wonder at the deep gutters cut out by the mammoth steam shovel, which is the means of getting the dirt loaded, ready to be taken out and to the Chicago & Erie right of way where it is being used to build up the road bed for another track. The steam shovel, which is the property of the Fred R. Jones Co., is under the supervision of William Brown and the manner in which it eats up the dirt from the high banks is an object of considerable interest to the observer. Work was first started a few days ago on the east side of the race bank at the old mill site and now the shovel is very nearly to the Fourth street fence, it being planned to reach that point Saturday. Then on next Monday the return trip on the west bank will be commenced. Already about 5,000 yards of earth, equal to that many wagon loads, have been taken out and that much more will be dug out before the work is done there. Up to date the deep gulley on the south side of the Erie from the elevator to the target has been nearly filled and the remainder of the dirt to be gotten there will more than finish the fill.

The sight of the dinkey track and its accompanying trains is a new sight to most Rochester people and for that reason there are many visitors on the scene all of the time.

[Rochester Sentinel, Friday, October 25, 1912]

NEWS OF THE DAY

A motor car, which carries instruments to determine the level of the track, is now being operated over the new Erie track between this city and Athens. The car will be run over the entire line as soon as the track is completed and in this manner the exact level is obtained.

[Rochester Sentinel, Monday, December 2, 1912]

ERIE WILL BUILD NEW TOWER SOON

A project which involves many thousand dollars and the bringing to Rochester of new employees will soon be made by the Chicago & Erie railroad, when the modern inter-locking and switch station is built.

According to the present plans the inter-locking tower, now located at the intersection of the Chicago & Erie and the Lake Erie & Western railroads, will be removed and a large building will be erected in its place. The tower now holds ten levers which are controlled by hand. John Steen and M. C. Jones are the present towermen and work in shifts of twelve hours.

The new building will hold thirty-two levers and will be controlled by electric power. The switch lights will be wired for juice, thereby doing away with the common lights which are in use at present.

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Under the present conditions, no switches are controlled by the towermen and must be handled by the brakemen. With the proposed improvement, the towermen can turn a switch by simply touching a button. As the Erie officials intend to put in many new side tracks at the local intersection, which will extend several hundred feet east of the corporation line, the electric control will facilitate the handling of trains.

Several new operators will be installed at the new tower to receive train orders. This move will not cut down the force at the Erie depot, as the law compells the railroad to maintain so many men at each station. The Erie company expects to begin work on these changes within a short time, as trains are now running over the double track between Rochester and Akron and new methods are needed to handle the increased traffic.

To give the public some idea of the amount of traffic which will be done by the Erie, they have issued a booklet entitled "Bigger Than the Panama Canal." In it is set forth the fact that the railroad carries millions of tons more of freight each year than the canal accommodates. The work is well illustrated, some of the photos showing that the two tracks are to be operated from two to three thousands feet in some places.

[Rochester Sentinel, Friday, January 10, 1913]

ERIE RESUMES ITS SCHEDULE

The first Erie train from New York City to pass through Rochester since a week ago today, arrived here about six o'clock Sunday evening, having left Gotham Friday night. It was No. 7, due here at 5:25 Sunday morning, but because of delay was placed on the 3's schedule. Three is due here at 3:15 p.m.

The Erie train which was reported last, has also been found and is now in Chicago. It had been detoured over some east and west road north of here, in as much as the Erie tracks in western Ohio and Eastern Indiana were impassable. The bridge at Decatur Ind. held, but it is understood that about 600 feet of the track on each side of the span were washed away. There was trouble in Ohio also, compelling the Erie to detour all through trains.

This is the reason none has been in Rochester during the past week, but it is hoped that the regular schedule was returned today.

Rochester Sentinel, Monday, March 31, 1913]

ERIE WILL BUILD UP TO DATE DEPOT

Rochester will soon have a new and enlarged Erie depot, which will be up to date and a credit to any town of the kind in this part of the state.

This move was made possible Tuesday evening by the action of the city council, which issued a permit to the Chicago and Erie Company to move their present depot 13 feet south. The company also agrees to enlarge the depot 20 feet on the east end, but they must maintain their present east end. An extension will be added on the west end of 25 feet, which will be used as a freight house. In order to accommodate the merchants and shoppers in Rochester, a side track will be built south of the depot, enabling the drays to unload directly from the cars or from a platform. The new siding will also be used to unload freight directly into the depot.

Officials Present

The Erie officials who were present Tuesday said the company intends to build a separate waiting room for the ladies and a smoking room for the men in the 20 foot extension which will be added to the east end. Sanitary toilets will also be installed. The company agrees to pay the cost of moving the lights which are now in the way of the proposed new depot.

The Erie people who appeared before the council Tuesday evening, wanted the board to issue them a permit to move the depot 20 feet east of the present location, but the council decided that the street was too narrow to permit of such a move.

[Rochester Sentinel, Wednesday, April 9, 1913]

LOCALS STOP HERE

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Beginning Monday morning, the freight locals on the Erie railroad will turn at Rochester. This was a former custom, but for the last year the trains have been turning at North Judson. Several member of the train crews will move to Rochester.

[Rochester Sentinel, Tuesday, May 13, 1913]

\$10,000 DAMAGE SUIT IS FILED

Mrs. Effie Hunter has filed suit against the Chicago and Erie railroad company for \$10,000 damages.

The action is the result of an accident at Leiters Ford on the evening of January 22nd. this year, in which Joseph Hunter lost his life when a freight train backed down upon him as he was crossing the tracks.

[Rochester Sentinel, Monday, October 6, 1913]

NEW ERIE DEPOT NEAR COMPLETION

Within one week the new ERIE DEPOT will be finished. Workmen are busy at present putting the finishing touches to the ladies waiting room and the big freight platform at the west end.

When the structure is completed and painted, Rochester will have as good a depot as is seen in many towns double its size. An addition of 15 feet has been added to the east end which will be used for a ladies waiting room. The old room will be used by the men. Two toilet rooms have been built.

Saves Trouble

Patrons of the railroad will soon have much less trouble in the getting their freight or sending it away. A large cement platform 20 feet wide, four feet high and 35 feet long has been built at the west end of the depot. It will add greatly to the convenience of freight shippers.

According to reports given the local agent, the Erie company will soon spend \$350,000 in installing an automatic blocking system. The signals are placed along the road every mile and are operated by electricity. The signals prevent two trains remaining on one mile of track at the same time. It will do away with many train orders and make travel more safe.

[Rochester Sentinel, Tuesday, October 7, 1913]

"JOHN D." HERE

A special train bearing John D. Rockefeller, the richest man in the world, and his party, passed through Rochester going east over the Erie about nine-thirty Tuesday morning. They had been down in the Illinois oil fields and were returning to New York. Unfortunately, the train did not stop here.

[Rochester Sentinel, Wednesday, January 14, 1914]

DOUBLE TRACKING REGARDED DONE

The big task of double tracking the Erie railroad from Rochester east to Huntington has practically been completed by the Douglas-Head company, only a small stretch at Akron remaining.

The work on this project was begun in May, 1912, and since that time the work has been pushed constantly, whenever the weather conditions would permit working.

The task of making the double track was an enormous one requiring miles of fills and cuts. Dozens of lives were lost while the work was in progress, most of the men killed being foreigners employed as laborers.

During the work there were four camps of the foreigners at Laketon, Disko, Akron and Rochester. These men will probably leave their camps in the near future and seek other employment.

It is stated that the construction company will take their steam shovels, trains, tools and other equipment to Akron, and store them there until they secure another contract.

The completion of the work will throw hundreds of men out of employment.

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[Rochester Sentinel, Tuesday, March 17, 1914]

ERIE IS FINISHING DOUBLE TRACKING

Work has started on the double tracking work for the Erie railroad between Laketon and Akron.

The construction of the new track between these towns is the heaviest which the construction men have had to contend with since the double tracking work was commenced. The work on the track between Laketon and Akron has been laying dormant for about three months while some of the other work on the road has been finished.

All possible haste is being made and all of the men who could possibly work to advantage on the road bed between the two towns have been engaged. The road bed takes in a fill which is twenty-two feet in height and a cut of eighteen feet. The fill and cut will eliminate several large grades in that locality.

[Rochester Sentinel, Thursday, August 13, 1914]

ERIE OFFICIALS HERE

An Erie special was in Rochester Saturday noon with officials who were on their way from New York to Chicago on a trip of inspection. The train contained F. D. Underwood, president of the Erie railroad, A. J. Stone, general manager, and R. S. Parsons, with a number of other Erie officials from different points along the road.

[Rochester Sentinel, Monday, October 5, 1914]

CANNON FOR BIG WAR THROUGH CITY SUNDAY

A train load of cannons were shipped through this city over the Erie railroad Sunday. There were thirty-five carloads of the big guns. They were the heavy artillery, and were shipped from Bethlehem, Pa. They were enroute to the Beth [sic] Steel company, Vancouver, British Columbia. No orders accompanied the train as to where they were going. It was thought that they probably would be shipped from British Columbia to some part [sic] where they could be used in the European war.

[Rochester Sentinel, Friday, November 10, 1914]

BULLETS WHIZ THROUGH CITY ON ERIE FREIGHT

Forty carloads of lead went through this city Monday, over the Erie railroad for New York City. The lead was shipped from Chicago and will be used in Europe for making bullets to be used in the war.

The shipment was under special rush orders and was attached to Erie fast freight train, No. 80. There was one man in charge of the lead shipment who had been sent along from the smelters but he would not give out any information regarding the place the lead was going to or which nation had purchased it. It is probable that the shipment was consigned to Great Briain.

[Rochester Sentinel, Wednesday, November 18, 1914]

DOUBLE TRACKING ON C. & E. IS FINISHED

The last piece of double track work on the Chicago and Erie division has been completed. The work just finished was that between Disko and Akron, where a large force of men have been employed for some time.

The Erie was double tracked at this point but owing to a large grade, the track had to be taken up and the grade leveled. The work was started during the fall and hurried along till completed. By completing the grade work and connecting up the double track again, the company finished a stretch of 265 miles of double tracking on the Chicago and Erie division. By January 1 the entire division will be completely equipped with the automatic signals and in a first class condition. One of the Erie officials said recently that some first class passenger trains will be put into service next spring probably and there is little doubt that what the Erie will be as good a road

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as the Pennsylvania or any other of the leading double tracked roads running through this section of the country, with just as good and just as fast trains.

The Erie has always catered to the freight business a great deal and probably a little more than to the passenger business. Now that the double tracking is completed, it will have the facilities to handle both sides of the business with the greatest ease. The effects of the Monday and Tuesday blizzard were felt on the Erie, No. 3, west bound, due here at 3:45 Tuesday afternoon, not arriving until about 7 p.m.

[Rochester Sentinel, Wednesday, December 16, 1914]

TRAFFIC ON ERIE GROWING DAILY

That the war in Europe and the consequent urgent need of supplies for the vast armies that are in the field is directly responsible for a material increase in the freight traffic of the Erie railroad is shown by the amount of war munitions being handled through Rochester.

At the present time the Erie has a contract to deliver 2,000 carloads of grain, consisting of wheat, oats and corn, to the wharves in New York City for export to one of the warring nations. The road is supposed to handle this immense shipment at the rate of 300 cars daily, but because of a delay in delivering the grain to the cars at the Chicago elevators, where it is received from the Northwest grain centers, the daily average sometimes falls below the 300 mark. But so well systematized is the freight handling facilities of the road since the double-track was installed that the required number is being handled with perfect ease.

Last week the Erie carried a train composed of 50 cars loaded with horses. All were light animals and were presumably destined for the cavalry service, although the destination beyond New York is not known to the road officials.

Sunday forty cars of oil cake, a sort of concentrated food for horses and considered highly nutritious, passed through Rochester enroute for Europe. This food is eagerly sought by the beligerents because it can be easily transported to the scene of action.

These are exceptional shipments that have been handled by the road in the last few weeks, but nearly every high class east bound train carries one or more cars of supplies for Europe.

Not alone, however, is the export freight traffic becoming, but domestic freight is picking up. The Erie now every ten days transports ten new steel street cars from Cincinnati to Chicago for the elevated roads in that city. The agents report that all along the line the freight business is increasing.

The increase in business has made busy many crews that had been idle a few weeks, and nearly all of the engines on this division are seeing constant service now.

[Rochester Sentinel, Wednesday, January 4, 1915]

ERIE CARRYING MILK TO CITIES

The milk and cream transportation business is one of the Erie railroad's big traffic features at present. The history of this business will show that the Erie was one of the first railroads of this country to engage in such a business. The first consignment of milk ever carried into New York City was carried by the Erie railroad in 1842 when the railroad was in its infancy.

Some of the leading men on this subject recently compiled a report which shows plainly that the people of New York City, or a majority of them, would be obliged to do without that of their daily milk if the Erie would exclude from such a business.

Every day Erie train No. 227 as well as several other local trains, leaves Huntington for North Judson. During this trip cans of milk are picked up at different places along the line and carried on to North Judson from which place they are sent to Chicago.

Chicago is another one of the large cities of the United States which gets its chief milk supply through the efforts of the Erie railroad. Some of the Erie trains are called "milk" trains because of the prominent part they play in this large business. The "milk" trains are usually slow ones though they are a great accommodation to persons desirous of making short trips throughout the northern part of Indiana without making much preparation for such trips.

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Enormous sums of money have been spent by the Erie railroad since the milk business became one of its chief occupations, toward furthering this business. At Chester, Orange county, N.Y., a great deal of money was spent on building a track across a large swamp which was once considered impassable. Orange county is famous throughout the East for its dairy business and the Erie railroad company realized that profit would come from such an enterprise as penetrating this region with a railroad.

[Rochester Sentinel, Saturday, March 13, 1915]

CONCERNING OUR ERIE AGENT

One of the old Erie agents to receive the attention of the latest issue of the Erie magazine is B. O. West of the C. & E. division at Rochester. Mr. West has been in the employ of the company nearly thirty-three years and is still considered one of the "old reliables" of the road.

He was born in Washington, D.C. in 1857 and lived in Washington and Prince George county until he was twenty-five years old. He was a farmer the last eight years of his life in that county.

He was first employed by the Mutual Union Telegraph company in 1881 during the construction of a telegraph line between Baltimore, Md., and Richmond, Va., as contracting agent and inspector of telegraph poles. A position was given him as civil engineer on the then called Chicago & Atlantic, or what is now known as the Chicago and Erie. He was later promoted to the position of agent at Rochester, which he has held since.

[Rochester Sentinel, Wednesday, March 17, 1915]

BELL TO RAISE F-4 GOES THROUGH CITY

The specially constructed diving bell to be used in raising the submarine F-4 sunk off Honolulu harbor went through Rochester in a special car attached to an Erie train recently. The diving bell left the Brooklyn yards last Thursday and must be in San Francisco by (today) Wednesday. It is consigned to the chief gunner of the United States steamship St. Louis.

The bell is being shipped by Wells Fargo express and all possible haste is being used to reach San Francisco by the date set. The Santa Fe held the connection at Chicago that time might be saved at that place.

[Rochester Sentinel, Wednesday, April 7, 1915]

TIPPECANOE BRIDGE TO LOCAL CONCERN

The county commissioners Tuesday morning let the contract to build a steel bridge on the Michigan road near the Tippecanoe river to the Rochester Bridge Co., for \$24,435. The local concern was the low bidder. The next bid on the steel bridge was made by the Central States Bridge Co at \$24,735.

Only one bid was presented on a concrete structure, that by the Illinois Bridge Co., of Chicago at \$45,000. They also placed a bid on a steel structure of \$26,000. No other bids were presented. The new bridge will be 215 feet long and 20 feet wide and will be completed by the local company by the first of July, according to Manager A. L. Deniston.

[Rochester Sentinel, Tuesday, January 4, 1916]

SOLDIERS PASS THRU

Eight train loads of soldiers passed thru Rochester over the Erie Wednesday morning going east. Robert Owens, Don C. Hoover and Ben Westwood, Rochester boys, were among the number.

[Rochester Sentinel, Wednesday, June 6, 1917]

PASS THRU CITY

According to an announcement by Agent B. O. West, Sousa's band was to pass thru Rochester on a special Erie train Wednesday, en route to New York. They will play in New York for a Red Cross benefit.

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[Rochester Sentinel, Thursday, October 4, 1917]

PASSES THRU

A special train carrying Sousa and his famous band passed thru Rochester over the Erie Wednesday at 4:30 on its way to New York City.

[Rochester Sentinel, Thursday, October 11, 1917]

U.S.R.R. HEAD PASSES THRU

Walter D. Hines, head of the U. S. Railroad Administration, passed thru Rochester about five o'clock Tuesday evening, on a special Erie train, west bound. No particulars regarding the trip could be learned at the local Erie station.

[Rochester Sentinel, Wednesday, April 16, 1919]

ERIE FARM CONVENIENCE TRAIN HERE SEPT. 29TH

A farm convenience train operated over the Erie by the Erie Development Service, state agricultural colleges and county farm bureaus is scheduled for arrival in Rochester Wednesday, September 29, at nine o'clock in the morning. The train will only be here an hour and a half, during which time it will be opened to the general public.

There will be a lecture coach besides the three coaches which are fitted with various conveniences for the home and farm, and speakers and demonstrators will explain the electric power plants, home water works, sewerage systems, heating plants, dairy equipment, kitchen and bath fixtures and many other desirable conveniences.

This train is of an educational nature entirely, and is for the purpose of encouraging a better living condition on the farm, and to furnish information to those desiring to equip their farms and homes with the modern conveniences found in the cities.

The train runs over the Erie in Indiana, Ohio, Pennsylvania, New York and New Jersey, starting at Highlands, Indiana September 27.

[Rochester Sentinel, Thursday, September 16, 1920]

SOLDIER DEAD PASS THRU

Soldiers who gave their lives on the battle fields of France and who are now on their way to their last resting places in their home cemeteries in the West, passed thru Rochester today on the Erie railroad. Thirteen cars made up the train and everyone of them were filled with the bodies of dead heroes, enclosed in sealed caskets and pine boxes. The train came direct from the piers at Hoboken where the bodies were unloaded from the transport and was bound for Chicago.

[Rochester Sentinel, Thursday, August 4, 1921]

ERIE RAILROAD WANTS SUGAR BEETS AND MILK

Two Erie Railroad Officials spent Thursday morning in the city in the interest of marketing farm products along their line.

J. H. Hackett, of Huntington, Division Freight Agent, and M. P. O'Brien of Chicago, Milk and Livestock Agent, were in conference with several local farm dealers with regard to the raising and selling of sugar beets and the shipping of milk to Chicago.

Since the building of the refinery at Decatur, Indiana by the Holland-St Louis Sugar Company, beet raising has become quite an industry in this section of the state and the Erie men want to get the farmers in this vicinity started raising the product. They held a conference with County Agent Binding with regard to a meeting of the farmers which will be held here on March 2 to discuss the subject.

Mr. O'Brien stated that he had just come from Akron where a new milk station has been built recently and that the Erie morning train gathers up a car load of milk every morning at this one station alone. The pay check, he says, to the Akron neighborhood farmers for their milk amounts to over \$1,000 each week. Mr. O'Brien is anxious to get Rochester township farmers to ship their milk to Chicago.

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[Rochester Sentinel, Thursday, February 23, 1922]

ERIE TO EXPLOIT LAKE MANITOU IN NEW FOLDER

The Erie is going to exploit Lake Manitou again this summer and will advertise the local summer resort all along its lines. Artists and writers are already busy getting data and pictures for a booklet which will contain the history, cottage and hotel list, amusement places and prices of all lakes and summer resorts located along the Erie east and west. On Wednesday L. B. Smith of Huntington, division passenger agent of the Erie was in Rochester getting all information he could regarding Manitou and Rochester. He also obtained several pictures of the lake and surrounding territory. The Erie will also advertise Lake Manitou in its time tables this year.

[Rochester Sentinel, Thursday, January 18, 1923]

BRIDGE COMPANY NOW REPORTS ACTIVITIES

Business at the Rochester Bridge Company's car repair shop and steel structural works to East Rochester are picking up rapidly, according to announcement made Monday by President A. L. Deniston, who stated that the Erie railroad has notified the local concern that 160 freight cars will be sent to the local shops for dismantling.

As a matter of fact the first contingent of these cars has already reached this city and work has been started at once. The force of men at the local plant is being gradually increased and Saturday had reached a total of 25. In the structural steel department, the company has been notified that six car loads of steel have been shipped from the mills at Pittsburgh and this work will be started within the next few days.

The local plant has on hand orders for about one thousand tons of structural steel work, but has not been able to get raw materials. With this difficulty alleviated, however, the officials believe that work will be resumed on a normal basis before the summer season arrives.

[Rochester Sentinel, Monday, March 26, 1923]

ERIE HAS ADDED MANY CARS TO EQUIPMENT

The directors of the Erie railroad at their meeting March 23, 1923, directed the purchase of 2,000 seventy-ton steel-underframe automobile cars and 1,000 forty-ton steel-underframe box cars.

In addition there are at outside shops being rebuilt 2,500 freight cars.

This adds 6,500 freight cars to Erie equipment within the next four months.

[Rochester Sentinel, Tuesday, March 27, 1923]

SILK PASSES THRU

Two trains of silk, each composed of six cars, passed thru Rochester over the Erie Saturday en route from Seattle, Wash., to New York. The trains averaged 70 miles an hour and made the run from Chicago to New York in 25 hours.

[Rochester Sentinel, Tuesday, February 12, 1924]

CHAMPION COMMUTER HAPPY TO LIVE HERE

Probably all records for long distance commuting in this section of the country is held here in Rochester by Thomas H. Parks, a veteran employe of the Erie Railroad, who travels each day in the year 100 miles to his office and 100 miles back to his home and family. He spends seven or more hours on the train every day. And to make it more amazing Mr. Parks, who is a man of 50 years of age, has been doing this for the last two years and his health is better than it has ever been, despite long hours on the train and the late to bed and early to rise schedules that he is forced to follow.

Mr. Parks is employed in the main offices of the Erie in the Transportation Building in Chicago.

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Every morning when it is darkest and coldest, to be exact at three o'clock, Mrs. Parks awakes her husband and gets him his breakfast. After finishing he starts for the Erie station, 16 blocks away, on foot and arrives there in time to catch the fast train at 4:07. He gets in Chicago at 7:05 and goes immediately to his office for his day's work. He lunches near the building. At 3:00 p.m. he quits work, walks to the Dearborn station and boards the accommodation at 3:45, which stops at every station and gets him home four hours later. He arrives in Rochester at 7:45, walks to his home and there finds supper awaiting him. After that he finds his bed a welcome place for the next six hours when it is time for him to arise again. But then he says he gets several hours of sleep on the train each way which gives him his full eight hours and more.

Enjoys Rest Days

But then on Saturday Mr. Parks gets a train out of Chicago that brings him home at 2:38 in the afternoon and he does not start back until early Monday morning which gives him quite a stay in the country. And then with holidays and vacations he has no complaint to offer at all, he says.

Mr. Parks has been one of the Erie's valued aids in their offices for 28 years. Moreover, he holds a splendid record of being off duty for only three months during all that time and this was when he was laid up in the hospital following a mastoid operation. For 23 years he and his family lived amidst the noise and bustle of Chicago and then they decided that they wanted to enjoy the life in a small town where their children could have some freedom and they could know the people in their neighborhood.

Naturally they looked along the Erie and selected Rochester, it being a station where all trains stop. Here they moved two years ago and found a home at 629 East 13th street, more than a mile from the station. Then Mr. Parks took up his commuter's life.

Likes Rochester

There are three children in the Parks family, the oldest son, Raymond, being in Chicago where he will soon be graduated from an undertaking and embalming school and take up his profession in that city. The other two attend the city schools here.

When asked how they liked the life of long distance commuters, Mrs. Parks said that both she and her husband were very fond of Rochester and the people and that they would not think of moving back to Chicago for anything. She said that during all his time of traveling he has never had an accident of any kind.

[Rochester Sentinel, Thursday, February 28, 1924]

GAS MOTORED COACH TO VISIT ROCHESTER

The gasoline motor-propelled coach being exhibited by the Erie railroad to persons along the line failed to arrive in Rochester at 2:38 o'clock Tuesday afternoon as scheduled, the hour having been changed to four o'clock. This coach is something entirely new in automotive transportation and is designed to compete with motor busses and interurban lines, making short runs with frequent stops. All along the Erie the public is asked to make an inspection of the coach and in this way officials of the road expect to get a line on what the public think of it as a mode of transportation, pending possible adoption of the coaches on the line.

[Rochester Sentinel, Tuesday, June 17, 1924]

DISKO RESIDENTS WOULD KEEP DEPOT

Frank Peters along with 39 other patrons of the Erie station at Disko have filed a petition with the state utilities commission asking that the Erie railway station be continued at that place. It was announced by the Erie company a short time ago that the station at Disko would be closed. The claim was that it did not pay to keep it open. Several other Erie stations are in the same list.

So far there has been no report from the utilities commission relative to the petition to have the station on the Pennsylvania at Liberty Mills and Laketon continued. At present the Liberty Mills station is closed, but the Laketon station is still open.

[Rochester Sentinel, Saturday, August 2 1924]

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ERIE DAIRY TRAIN TO VISIT IN CITY

The special dairy train to be run over the Erie railroad in Indiana in the near future will stop off at Rochester where all people of the community may visit it and learn the latest methods of dairying and milk producing. This announcement was made by M. P. O'Brien and T. M. Palmer, two Erie officials, who met with County Agent Lundin and representatives of the Fulton County Farmers Federation and the Young Men's Business Association in the basement of the First National Bank Monday evening for the purpose of closing arrangements for the visit to Rochester. The tentative date set for the train to be in Rochester is Oct. 28th. A similar meeting will be held Tuesday evening at Akron to arrange for a visit to that city.

[Rochester Sentinel, Tuesday, August 5, 1924]

SISTEEN HUNDRED SEE THE BULL SPECIAL HERE

Fifteen hundred and sixty-six persons passed through the Erie Better Bull Special Tuesday when it was stationed near the local depot. This figure was given out Tuesday evening by the checker who was stationed in the caboose attached to the train. This is the largest number of persons so far to pass through the train since it started on journey across the state. The closest rival is Akron where 1511 turned the stile. Six local persons purchased bulls Tuesday when the train was stopped in Rochester. They are Amos Sanders, Charles Shonk, Henry Barnhart, C. C. O'Neil, H. A. Wagoner and Charles Greer.

[Rochester Sentinel, Wednesday, September 29, 1924]

ORDERS DISKO STATION TO BE KEPT OPERATING

In an order made public Thursday afternoon the Indiana Public Service Commission refused permission to the Chicago and Erie railroad company to discontinue to provide full station facilities at Disko. Several months ago the railroad petitioned the commission for an order to close the station, saying that it was no longer profitable to them. Residents of the Disko neighborhood and shippers gathered data to refute the company's charges and made a determined fight before the commission.

[Rochester Sentinel, Saturday, October 4, 1924]

UNDERWOOD PRIZE BULL TO BE PRESENTED TO THE COMMUNITY OF ROCHESTER ON MARCH 11TH

T. M. Palmer, Farm Products Agent of the Erie Railroad company arrived in Rochester yesterday afternoon and is making arrangements for the awarding of the Underwood prize bull which Rochester won through the close co-operation in making the Better Bull Special such a big success last fall.

The local Young Men's Business Association through their president Mr. Otto Carlson, R. S. Lundin the County Agricultural Agent and others are working closely with Mr. Palmer in arranging for a big program for March 11th at which time President Underwood of the Erie railroad will present Fouracres Horace Brown, the bull from his prize herd at Wauwautosa, Wis., to the community of Rochester.

Fouracres Horace Brown, No. 233,743, was born October 12th, 1923, is solid color, has black tongue and switch, and is a son of Fouracres Majesty Houpla and Fouracres Fairy Cupid, who has a silver medal register of merit record as a three year old with 645 pounds fat and just recently completed a record of 790 pounds fat. As soon as more of the details for the program are worked out, they will be announced through the Rochester News-Sentinel.

[NOTE: See: Prize Bull Day]

[The News-Sentinel, Rochester, Indiana, Tuesday, February 3, 1925]

PILOT OF FIRST ERIE ENGINE THROUGH CITY STILL ACTIVE ON HUNTINGTON-MARION RUN - NEARLY 73

[Editor's note - The subject of the following story clipped from a Marion, O., paper, Bryan O'Connor, better known as Briney O'Connor, was the first engineer to pull the throttle on an Erie engine to enter Rochester. For many years he piloted the accommodation train which made

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a round trip each day between Huntington and Chicago. So faithful had been his service that the officials of the road named an engine in his honor which they permitted no other engineer to drive.

The Kouts wreck which he was in and in which 10 people were burned to death was caused by faulty orders sent out by a train dispatcher at Huntington who, as soon as he received word of the accident, left the United States and never was heard of. Ed "Dad" Mattice of this city was the conductor on the ill-fated freight train. A fast freight crashed into the rear of O'Connor's train as it was taking on water.)

Marion, O., June 2 - Bryan O'Connor, oldest engineer on the Erie running into Marion, and probably one of the oldest on that road, was just a little reluctant today when asked to relate some of his reminiscences during his long period as a railroad employee.

"I have not had as many thrills or amusing incidents as many others, but I guess I am the oldest man in service on the C. & E. division," Mr. O'Connor said with a smile of satisfaction.

"Briney" is nimble for one of his age. He runs into Marion every other day on passenger 226 from Huntington, Ind., arriving here 1:10 p.m., and going out on train 227, at night.

Born at Bradford, N.H., June 10, 1853, Mr. O'Connor lost his father when a boy and, after moving to Dunkirk, N.Y., he started work as a water boy for a gang of construction laborers on the Dunkirk, Allegheny Valley & Pittsburgh Road.

Surveyors in the work were in need of a boy and he was promoted to the work of dropping stakes and pulling surveyors' chains. When the road was completed he secured a position as a fireman under J. C. Haggett, master mechanic.

April 1, 1882, Mr. O'Connor accepted a position as an engineer on the Chicago & Atlantic, now the Erie, under J. Condit Smith, owner and builder of the road. R. C. Ackley, master mechanic, took engine 1 and Mr. O'Connor took engine 2 from the Brooks Locomotive Works, Dunkirk, N. Y., to Rochester, Ind., where he spent a year distributing iron and ties to the track laborers.

On completion of the road between Chicago and Huntington April 2, 1883, Mr. O'Connor was the engineer on the first passenger train out of Chicago.

He has been engineer on passenger trains for 42 years and was only in one serious wreck. This occurred at Kouts, Ind., October 10, 1887. With the block system now in use it would never have happened.

Mr. O'Connor has resided in Huntington since he entered the service of the Erie. He ran between Huntington and Chicago until the close of the World war and for little more than six years has been running between Huntington and Marion. He has a wife, five daughters and one son.

[The News-Sentinel, Rochester, Indiana, Wednesday, June 3, 1925]

ERIE BEGINS OPERATION OF A GASOLINE COACH

Beginning Saturday, the Erie railroad will operate a gasoline motor-coach with trailer from Huntington to Marion, Ohio, -----.

[The News-Sentinel, Saturday, June 6, 1925]

GASOLINE COACH MAKES A VISIT TO ROCHESTER

An idea of probable future railway transportation was given a group of people at the Erie Railroad depot Wednesday afternoon when they viewed one of the new gasoline propelled engine coaches which are being tried out on the eastern end of this division between Huntington and Marion. This car has just come out of the repair shops and was making a trial run under the personal direction of J. J. June, divisional superintendent.

The coach resembles a medium sized interurban car having a baggage compartment in front and the regular seating arrangement in the back part. The seats on one side however were broad enough to hold three persons. The front section was also equipped with side seats so that it can be used for a smoking compartment.

The large 200 horse power engine is located at the front end with the controls and throttle directly above where the smokestack allows the exhaust gases to escape. Mr. June stated that the car makes 52 miles an hour, is being geared down, and operates 7 cents cheaper per mile on fuel

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alone than a coal burning engine and that only three make up the crew of this car while five men are necessary on a train.

[The News-Sentinel, Wednesday, June 24, 1925]

534 CARLOADS OF FRUIT THROUGH CITY SATURDAY

When the car movement figures on the Huntington division of the Erie were checked Saturday, it was found that another record had been established, the train dispatcher has announced.

Seven sections of eastbound freight carrying fruit for the east passed through Rochester Saturday, these trains alone carrying 534 cars. In order to handle the heavy business, it was necessary to bring into use a number of engines that had been idled and placed temporarily on the list of reserve engines. One train of 64 cars was loaded entirely with grapes.

[The News-Sentinel, Rochester, Indiana, Wednesday, October 7, 1925]

ARCTIC FLIGHT PLANES TO PASS THROUGH HERE

The two Fokker commercial airplanes to be used in the Detroit Arctic expedition will pass through Rochester on Erie railroad flat cars and in automobile cars Saturday afternoon, according to advices from the Erie railroad.

The carrying train will be a special one, and may or may not stop here. It will be west bound, coming from Hasbrouck Heights, New Jersey. The train left Jersey City Wednesday night, was due to arrive at Kent, Ohio, Friday and at Huntington, Indiana at noon Saturday.

These airplanes are the largest which have been offered for rail transportation. They require one 47 foot gondola, two 40 foot flat cars and two 50 foot automotive cars. One of the planes has a wing spread of 74 feet by 16 feet width, temporarily reduced to 9 feet ten inches to allow for necessary clearance on railroads. This plane is equipped with three Wright engines. The other has a wing spread of 65 feet by 10 feet six inches width and will carry one Liberty motor. The cabins of both planes are 45 feet in length, eight feet six inches in width, and seven feet high.

The planes were built by the Atlantic Aircraft Corporation at Hasbrouck Heights. The flight to the Arctic will be commanded by Capt. G. H. Willikiss, Australian explorer, who will be accompanied by one pilot. They are expected to fly from Fairbanks, Alaska, to Port Barrow, 500 miles by air line, and from Port Barrow, Alaska on March 20th the hop off will be made for the North Pole a distance of approximately 1,060 miles. If landing at the Pole can not be effected, the plane will continue from there to Spitzbergen.

[The News-Sentinel, Rochester, Indiana, Saturday, January 30, 1926]

AIRPLANES FOR ARCTIC DASH GO THROUGH CITY

The two "Arctic Flight" planes, largest ever offered for rail transportation, of the attempt to be commanded by Capt. Willikiss of Australia within a few weeks, passed through Rochester on flat cars and in automobile cars at 8 o'clock Saturday night. The special freight did not stop here.

Five cars were required to haul the large planes, Fokkers, which were manufactured at Hasbrouck Heights, N. J., and shipped westward from Jersey City.

A photograph of the planes on the flat cars appeared in Monday's Chicago Tribune. The news reel at the Char-Bell Saturday night showed the planes in the factory.

[The News-Sentinel, Rochester, Indiana, Monday, February 1, 1926]

IMMIGRANTS GO THROUGH

A special train, west bound, bearing immigrants passed through this city at 6:30 p.m. Thursday on the Erie.

[The News-Sentinel, Rochester, Indiana, Friday, February 26, 1926]

ERIE TO WINONA

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The Winona Railroad Company is completing a physical connection with the Erie railroad at Akron, Ind. Several car loads of sand from the Warsaw gravel pit will be carried to Rochester by way of Akron in a few days. The sand is to be used in construction work on state highway No. 1, at Rochester.

[The News-Sentinel, Rochester, Indiana, Thursday, August 5, 1926]

ONE KILLED, 10 HURT IN SCHOOL BUS CRASH OMER MURRAY, 8, VICTIM GRADE-CROSSING DISASTER

One boy is dead, five boys and four girls seriously - perhaps some fatally injured, two bruised, and the driver seriously hurt, was the terrible toll taken early Tuesday morning when a school bus loaded with children was struck at a crossing by a fast freight train. The crash occurred at 7:55 a.m. at the Frank Beery crossing two miles east of Leiters Ford. The bus was on its way to the school at Leiters Ford and had picked up the sons and daughters of five families who live southeast of that town. [- - - names and ages of dead and injured - - -]

[- - - - lengthy story - - - -]

[The News-Sentinel, Tuesday, February 28, 1928]

PROBE UNDERWAY IN BUS CRASH DISASTER BIDDINGER STATES WARNINGS WERE NOT SOUNDED BY FREIGHT

[- - - - lengthy story - - - -]

[The News-Sentinel, Wednesday, February 29, 1928]

ROCHESTER IS MADE THE TERMINAL FOR FREIGHTS

Rochester has once more become a terminal point of the Erie Railroad. A change in schedules of several local freight trains makes this the end of the run for two trains and the beginning of the run for another.

Every day a local freight, known on the road as the "Package Local," starts at Huntington and comes to Rochester making all local stops between. At this city the engine is turned around and the train then returns to Huntington the same day making all local stops going back. The train makes only a short layover in this city.

The new schedule also has a local freight train that starts at Hammond every morning and comes to Rochester. At the same time a local freight starts from Rochester every morning and goes to Hammond. This schedule calls for the layover of the engine and entire crew in Rochester each night and along with the other freight puts the old turn table into use after years of idleness. The engines are also called [sic] up while in this city.

A number of years ago Rochester was the terminal for a number of freight trains and members of several crews had their homes here.

[The News-Sentinel, Tuesday, July 10, 1928]

ERIE R.R. ASKS TO CLOSE STATION AT ATHENS

Notice has been received by residents of Athens that a petition has been filed with the Public Service Commission by the Chicago and Erie Railroad, in which the discontinuation of an agent is asked. The railroad company, in its petition, states that the revenue is not sufficient to warrant the services of an agent. Should the service of an agent be discontinued, Athens will be without a post office and American Express agent. The petition was filed November 10th, 1928.

[The News-Sentinel, Rochester, Indiana, Friday, November 30, 1928]

SPECIAL CARS CARRY CHINAMEN THRU CITY

Forty Chinese in two special coaches went through Rochester Thursday en route to their homes in the Orient after three years residence in Cuba. They traveled in custody of Erie police, who were charged with seeing that none of the party left the train, thus giving them a chance to make illegal entry into the United States.

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The coaches, provided with all the comforts of home, also had bars across the windows and the Erie detectives kept vigilant watch at all times to see that the entrances were locked.

Chinese are allowed three years residence in Cuba where many of them work sugar plantations, altho others engage in commercial pursuits. Then they must return to the Orient and stay six months before being allowed to return to Cuba.

The trips through the United States to Pacific ports are made by permission of immigration authorities and railroads are bonded \$500 for each passenger.

Chinese going to Cuba have been few for some time, but the return trips are becoming more freaquent.

[The News-Sentinel, Friday, August 5, 1932]

CARLOAD OF CANDY

A carload of candy from the Phyleen Candy Company at Huntington consigned to distributors on the west coast passed through Rochester today on an Erie freight train. The car contained 10,000 boxes each having 24 five-cent bars and weighed 44,000 pounds in sugar, chocolate and nuts. Many of the candy bars are for soldiers in army cantonments on the west coast and in Alaska.

[The News-Sentinel, Tuesday, April 8, 1941]

DIESEL-DRAWN FREIGHT MAKES MAIDEN RUN

An innovation in railroading was witnessed by a few local people today when one of the Erie's new streamline Diesel power engines passed eastward through Rochester at 1:30 p.m. drawing a loaded freight train, which was approximately a half-mile in length.

The speed of the train was clocked slightly in excess of 60 miles per hour as she whizzed past the local depot.

Charles Quackenbush stated that the Erie had recently purchased 17 of these new streamlined Diesel engines which are to be used on freight runs on the eastern end of the line. One of these giant Diesels, it is stated, will do the work of at least two steam engines and are far speedier than the coal burners.

[The News-Sentinel, Thursday, October 26, 1944]

TROOPS MOVING

Indication of the heavy troop movement from east to west was reflected last night when more than 15 troop trains psassed through the city westbound bearing soldiers, sailors, coast guards and marines.

[The News-Sentinel, Saturday, September 22, 1945]

The Erie had been constructed as a single track railroad in the 1880's. It was the shortest rail route between New York and Chicago. During the period 1909-12 we saw the double-tracking of the Erie and the original construction of the Winona Interurban (Electric) from Goshen to Peru.

All of the nexessary earth moving for these projects, was accomplished with dump wagons drawn by teams of mules. The drivers of these teams were known as "mule skimmers". Akron fairly seethed with the members of this rare professional group for two or thee years.

[FCHS Quarterly No. 44, p. 6]

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CHICAGO, INDIANAPOLIS & EVANSVILLE

HERE'S ANOTHER RAILROAD

According to the announcement made at Indianapolis yesterday, the new steam railroad, Chicago, Indianapolis & Evansville, will be built in the spring. It is said that the money has been secured and the road is sure to go. The new road is promoted by Kenefic & Co., who have been railroad contractors since the early 70's. The preliminary survey for most of the line has been completed and was announced that the surveying gang would start from South Bend next week to make a complete survey of the line. The new road as proposed is to connect South Bend, Rochester, Logansport, Indianapolis and Evansville.

[Rochester Sentinel, Monday, November 13, 1905]

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RAILROADS - CHICAGO, RICHMOND & MUNCIE

LOCAL NEWS

A. D. Toner, of Kewanna who secured the contract for all the grading for the C. R. & M. Ry. from North Judson to a point about two miles east of Kewanna, began work at Judson this morning, with seventy teams. The distance he has to grade is about twenty-five miles.

[Rochester Sentinel, Monday, July 1, 1901]

LOCAL NEWS

The grading on the C. R. & M. from where A. D. Toner's contract ends two miles east of Kewanna to Peru is to be done by a Mr. McKinley. A car load of mules was to arrive in Kewanna last night, and the contractor, with a large force of men, will begin the work immediately.

[Rochester Sentinel, Thursday, July 11, 1901]

LOCAL NEWS

J. D. [sic] Toner, who had the contract for grading on the C. R. & M. railroad from North Judson to two miles east of Kewanna, completed his work, with the exception of that within the corporation of Kewanna, Tuesday evening. All the right of way has not [?] been secured to Kewanna.

[Rochester Sentinel, Thursday, October 10, 1901]

The C. R. & M. depot at Fulton is to be a nice building. It will be 22x66 feet and 16 feet high and will contain six rooms. The east room will be the waiting room, and the west will be used as a freight room. Between the two outer rooms will be divided into four rooms -- a ticket office, living room, and kitchen. These rooms will be occupied by the station agent and family. There will be an eight foot platform around the entire building, with a 16 foot runway at each end along the track.

[Rochester Sentinel, Saturday, December 14, 1901]

C. R. & M. NEWS

Harry Capp and Charlie Coblenz arrived home from Peru, Thursday. They have been working with the C. R. & M. track laying crew since they left North Judson, several weeks ago, and are home for a week's visit. Track has now been laid into Peru, the two crews coming together about twelve miles northeast of that city about noon yesterday. The first train entered Peru Monday. Another crew is rapidly laying track southeast from Fulton, and it will be a short time till they reach the Miami county capital and the road will then be open all the way to North Judson.

Eight miles northwest of Kewanna the Cincinnati, Richmond and Muncie railroad is building a station and has purchased ground for side tracks and cattle pens, and has agreed to use all reasonable efforts to establish a first class grain market and encourage the location of business enterprises in a way that will no doubt soon make Lawton for that is the name of the new town quite a lively little station.

[Rochester Sentinel, Friday, January 3, 1902]

TRACK ALL LAID

The C. R. & M. railroad is now complete from Cottage Grove to North Judson, the workmen having finished laying track between Peru and Fulton, yesterday. Next Sunday the first train will go through the Liberty township metropolis and from Judson on to Chicago over the Erie tracks.

Considerable progress is being made in building the road between North Judson and Chicago and Cottage Grove and Cincinnati and it is believed that the road will be finished between Chicago and Cincinnati by September 1. Mail service will begin on the new road July 1.

It is the intention of the C. R. & M. company to boom Bass lake in Starke county, where so many Peruvians own lots. The road passes within four miles of the lake and the railroad

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company will build a gravel road from the tracks to the lake. This will be done the coming summer and next year the company will establish a hack line to meet its trains and carry passengers to the resort.

[Rochester Sentinel, Friday, May 16, 1902]

FULTON'S FIRST TRAIN

The new C. R. & M. railway put its first passenger train through from Peru to North Judson Sunday afternoon. The train reached Fulton at 4:30 in the afternoon and several hundred people were at the depot to "see 'er come in." The officials of the road were aboard and they invited Dr. Richards, of Fulton, to get up on the platform with them where he made a speech eulogizing the management of the road for its magnificent equipment and thanking Don Martin, D. O. Hoffman, Will Zook and Mort Enyart for assisting him in getting the road for Fulton.

Then the train pulled out and the crowd disappeared in a very happy mood as Fulton has long needed a railroad. Hereafter trains will leave Fulton, going east, at 9:30 a.m. and 3:30 p.m., and going west at 12 noon, and 4:30 p.m.

[Rochester Sentinel, Friday, May 23, 1902]

LOCAL NEWS - MONDAY

Stock buyers, who ship from Fulton on the new road are loud in their praises of the courtesy extended by C.R.&M. officials. Whenever there is a load of stock to ship a train is backed up to the pens and the trainmen help shoo the hogs or cattle into the car. The train always waits until they get the stock into town, and then, after the trainmen go up town and take a soda on the shipper, they pull out.

[Rochester Sentinel, Friday, July 25, 1902]

NEWS OF THE DAY

The railroad passing through the southern part of this county now known as the C. C. & L., and formerly known as the C. R. & M., is again to change names. That the C. H. & D. railroad system intends sooner or later to abandon the name is indicated by the lettering on the new and remodeled passenger coaches of the latter line, which this week are in service for the first time. Instead of the name Chicago, Cincinnati & Louisville, there appears C. H. & D. and Pere Marquette System, and in small letters at the extreme ends of the coaches are the letters C. C. & L.

[Rochester Sentinel, Friday, March 31, 1905]

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RAILROADS - INDIANAPOLIS NORTHERN [Fulton County]

HERE WE COME AGAIN

Peru Journal.

The indications are, the Journal gets it on very good authority, that some time in the future the Indianapolis Northern electric line, which will be in operation from Indianapolis to Peru by the end of this year, will make an extension of the line from Peru direct north to South Bend. Should this possibility prove a fact the line would run out Broadway, through Ridgeview and on out by the Mexican pike for some distance.

[Rochester Sentinel, Friday, September 11, 1903]

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RAILROADS - INDIANAPOLIS, PERU & CHICAGO [Fulton County]

See Condon, Clark

A Railroad. The project of a Railroad instead of a Plank road, from this place to Peru seems to meet the hearty approbation of all interested. We are confident it will cost no more to grade and furnish ties for a railroad, than to grade and plank the same distance.-- What will you do for us, Peru?

[Rochester *Sentinel*, Saturday, September 17, 1859]

Railroad Meeting. On Thursday evening last quite a number of our citizens assembled at the Court House, and were addressed by Mr. Gleason, who has been connected with the Cincinnati, Peru & Chicago R.R., as Engineer on this line. Mr. Gleason seems to think that the completion of a Railroad from Plymouth to Peru is far from being impossible. His plans for its construction are 1st. The formation of a new Company, and the purchase of the road bed, and right of way, from the old Company. 2d The construction of a cheap road instead of a first class thoroughfare, as formerly proposed from Plymouth to Peru. He estimates the cost of construction ready for laying the track, including bridges and ties at \$70,000, and thinks there would be no difficulty in securing the iron, and the completion of the road after it is made ready for track laying, by mortgaging the Road. This has generally been true of all other roads. Mr. Gleason is a candid man and we doubt not states facts, or at least conclusions of a candid practical mind. The meeting was also addressed by Mr. Fulwiler, of Peru, but we have not room for further comment this week.

[Rochester *Sentinel*, Saturday, March 17, 1860]

Pursuant to the adjournment on the previous evening, the citizens of Rochester who were interested in the opening of the Rail Road from Peru to Plymouth, met at the Court House, on the evening of Friday, March 16, 1860. When, on motion of I. W. Holeman, A. J. Holmes was called to the chair, and S. Keith was appointed Secretary. Short but spirited addresses were made by L. J. Brown, I. W. Holeman and K. G. Shryock, Esqrs., setting forth the importance of having the road speedily opened, and showing in clear and hopeful terms that the thing can be done, if the citizens will only make "a long pull, a short pull, and a pull all together." Mr. Gleason then came forward and stated substantially the plan which he had presented on the previous evening.

K. G. Shryock then offered the following resolution which was unanimously adopted:

Resolved, That we will hold a meeting at the Court House, in Rochester, on the 11th day of April, 1860, at 1 o'clock p.m., for the purpose of organizing a Company to construct a Rail Road from Plymouth by way of Rochester, to Peru, in Miami County, and that notice of such meeting be given in each of the papers published in this County . . .

[Rochester *Mercury*, Thursday, March 29 1860]

Notice is hereby given that there will be a meeting of the Stockholders of the Cincinnati Peru and Chicago Railway Company on the first day of June, 1860, at the Court House in Plymouth, Indiana, for the purpose of electing nine directors for said Company for the ensuing year, when and where the stockholders are required to attend. Horace Corbin, Sec. May 10, 1860.

[Rochester *Mercury*, Thursday, May 10, 1860]

The Rail Road. The Committee appointed for the purpose of getting subscriptions have been at work in earnest, during the past week, and are confident of raising the required amount. We have not learned how much is subscribed.

[Rochester *Sentinel*, Saturday, May 23, 1863]

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Mass Meeting. The citizens of Fulton county are requested to attend a Railroad Meeting at Rochester, on Saturday, June 6th, 1863, at one o'clock p.m. Now is the time to get a Railroad to Rochester. If the present opportunity is suffered to pass unimproved we may never expect to enjoy the advantages of a Railroad to Rochester. Turn out, and give one day to your own interests.

[Rochester *Chronicle*, Thursday, June 4, 1863]

Railroad Meeting. Today at the Court House. Turn out everybody! Now is our best, and perhaps last chance to procure a railroad.

[Rochester *Sentinel*, Saturday, June 6, 1863]

Railroad Mass Meeting. The mass meeting to take into consideration the building of a railroad from Peru to Plymouth met pursuant to previous notice at the Court House, in Rochester, on June 6th, 1863, and was organized by appointing Daniel W. Jones, Chairman and J. J. Davis, Secretary.

On motion, a Committee, consisting of Messrs. H. Miller, Shaffer, Ralstin, C. Ernsperger, George Wales, S. Davidson, Wm. Sturgeon, E. E. Brown, E. L. Bennet, D. W. Lyon and A. J. Holmes, was appointed to draft a plan for raising a donation of \$100,000 to the Company to be organized to build said railroad . . .

[Rochester *Chronicle*, Thursday, June 11, 1863]

Rail Road Meeting. [Reporting Railroad meeting at Court House last Saturday, was well attended. To build the railroad from Peru to Rochester would require \$100,000, to be raised by tax not exceeding 2-1/2% on the taxable property, one half to be paid "when the Passenger Cars run regularly from Peru to Rochester, and the other half in a year afterwards."]

[Rochester *Sentinel*, Saturday, June 13, 1863]

EDITORIAL. "A Railroad" [The County Commissioners have appropriated \$50,000 toward construction of railroad from Peru to Rochester, "as a continuation of the line from Indianapolis to Chicago." An additional \$25,000 is needed to be subscribed, a part of which has already been done. The subscription is to be paid after "the cars run into Rochester; and then in such installments as to make the payments comparatively easy on the subscribers."]

[Rochester *Sentinel*, Saturday, August 22, 1863]

[Editorial copied from LaPorte *Democrat*, concerning Cinn. Peru & Chi. R.R.]

Mr. Druliner, superintendent, stated that ownership of the road is in litigation before the Supreme Court in Washington. The case concerns ownership of the railroad, with W. J. Walker, lessee, one of the principal contestants in the suit. "No doubt but the counties through which the road passes will vote all the men and money necessary to complete the enterprise.

"It would be to their own pecuniary advantage to do so, even should they receive nothing in the way of dividends. Fulton County is more especially interested in the completion of the road, than any other along the line; and we believe her citizens have at all times evinced a disposition to do the fair thing in the matter of material aid. . ."

[Rochester *Sentinel*, Saturday, January 16, 1864]

A Railroad to Rochester . . . Auditor Holmes has furnished us with the following table, showing what the tax of from five to eight of the heaviest tax-payers in each township . . . [amounts omitted here - WCT] . . .

WAYNE: E. C. Andress, R. T. Beattie, Joseph Hill, Daniel H. Rush, Simon Wheeler.

UNION: Thomas W. Barnett, J. P. Collins, A. T. Jackson, John Slick, Isaiah Slick.

AUBBEENAUBBEE: C. Campbell, John Ellis, Moses King, Milton Moore, Thomas Meredith.

LIBERTY: John Aydelotte, Minor Alley, James Martin, Andrew Oliver, Joel Townsend.

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ROCHESTER: Stephen Davidson, W. H. Davidson, M. Danziger, A. J. Holmes, Hamilton & Taber, Hugh Miller, John B. Niles, James Keely.

RICHLAND: Harrison Dudgeon, David Mow, Wm. Niles, D. W. Jones, Young Ralstin.

HENRY: Allen Biggs, Jacob Bright, Shadrick Highland, Uriah McCloud, Isaac Pontious, Jacob Whittenberger.

NEWCASTLE: Reuben Batts, John Culver, S. H. Farry, Henry Haimbaugh, James Wright, John Drudge . .

[Rochester *Chronicle*, Thursday, December 8, 1864]

A meeting of the Stockholders of the Indianapolis, Rochester & Chicago Railway Company was held at the Court House in the town of Rochester, Fulton County, Indiana, on Monday, June 5th, 1865, at which meeting a majority of the stock in said Company was represented.

On motion, Charles J. Stradley was called to the chair, and A. F. Smith appointed Secretary. On motion, the stockholders present proceeded to the election of Directors for the ensuing year. Messrs. N. A. Smith, Wm. Sturgeon and A. F. Smith were appointed judges of the election. Upon counting the votes, Maynard French of Cincinnati, K. G. Shryock, Charles J. Stradley and Wm. Sturgeon, of Rochester, Lewis Wilkinson, of Mexico, Jessee Higgins of Peru, and N. A. Smith, of Troy, N.Y., having received each 1240 votes, that being a majority of stock subscribed, were declared duly elected Directors of said Company. The Directors then proceeded to elect, by ballot, a President, and upon said ballot being had, M. French, of Cincinnati, was elected President.

The Board now being fully organized, business will be vigorously commenced upon the road from this to Plymouth, and as soon as possible upon the entire line from Plymouth to Peru. Parties will immediately be put into the field to obtain the right of way, and as soon as this can be accomplished, the work will be commenced.

[Rochester *Chronicle*, Thursday, June 8, 1865]

Stockholders Meeting. A meeting of the stockholders of the Cincinnati Peru & Chicago Railway Company, will be held in Rochester, Fulton Co., at the Court House, at 10 o'clock on Thursday, July 6, 1865. James Walls, W. B. Smith, L. F. Brown, J. Higgins, and Other Stockholders.

[Rochester *Chronicle*, Thursday, June 15, 1865]

Rail Road. Messrs Sturgeon and Holmes returned last evening from LaPorte, with flattering news as to our Rail Road. . . The teams and hands are promised to be here by 12th of this month to commence the work.

[Rochester *Standard*, Saturday, August 5, 1865]

The Rail Road contractors and hands have come on to work on the I. R. & C. Rail Road. Work has already commenced at Plymouth. We understand further that there is plenty of funds now in the hands of the company to complete the Road, we shall now hope that nothing shall hinder or delay its progress, and that the bright hopes of our citizens will be fully realized. If this undertaking proves a success as it now appears will be the result, all honor will be due Mr. French for his untiring and unremitting energy.

[Rochester *Chronicle*, Thursday, August 17, 1865]

Railroad. Our Rail Road is no longer a doubtful question. Messrs. French and VanDuzer arrived here the first of the week, with hands and teams, for prosecuting the work. Shanties have been erected along the line, and the work is progressing rapidly. A very short time will connect Rochester with the LaPorte end of the road at Plymouth. . .

[Rochester *Standard*, Saturday, August 19, 1865]

Railroad. Our Railroad is progressing finely, the grade, we are told being about completed to within a short distance of Argos . . .

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[Rochester *Standard*, Saturday, September 16, 1865]

Railroad. The Indianapolis Rochester and Chicago Rail Road is being more rapidly completed than. . . anticipated when Messrs VanDuzer and Co. came on to commence the work. The entire line has been put under contract to able and energetic bidders who are sub-contracting and building the road with all possible dispatch. Last week the grading was commenced on the south side of the Tippecanoe River. . .

[Rochester *Standard*, Saturday, October 5, 1865]

The Ft. Wayne papers speak encouragingly of the proposed completion of the Air Line Railroad. We learn the work is being prosecuted both east and west of us, and steps are being taken to insure its completion. . .

[Rochester *Standard*, Saturday, October 5, 1865]

Railroad. We are informed by the contractors on the rail road that the work is to be prosecuted with re-doubled energy. That Messrs. Smith & French are giving it their especial attention and that old worker, Mr. VanDuzer will be here to-day with his family. Success to the company.

[Rochester *Standard*, Thursday, November 9, 1865]

The Work Goes On. We are informed by our gentlemanly townsman, Mr. Van Duzer (of the firm of Smith & Van Duzer, general contractors on the Indianapolis Rochester & Chicago Rail Road) that over one half of the grading is already completed, with many ties, and much timber on the ground for the erection of the several bridges on the route . . .

[Rochester *Chronicle*, Thursday, January 4, 1866]

Rail-Road Meeting. Notice is hereby given that there will be a meeting of the Stockholders of the Indianapolis, Rochester and Chicago Railroad Company, at their office in the town of Rochester, Fulton County, and State of Indiana, on the seventh day of June next at two o'clock p.m. for the purpose of electing the proper officers of said company, and for the transaction of other important business. By order of the Board. M. French, Pres. W. Sturgeon, Sect. Protm. May 15th, 1866.

[Rochester *Chronicle*, Thursday, May 17, 1866]

Railroad. We were informed yesterday, by Superintendent VanDuzer and Sutherland that positive news had been received of the purchase of the iron for the track. . . The grading between this place and Plymouth is being rapidly dressed up for the ties and iron.

[Rochester *Standard*, Thursday, June 21, 1866]

Railroad. Once more the prospects of our Rail Road seem to brighten. Mr. Paddock formerly book keeper of the Company here, informs us that he confidently looks for the Paymaster and officers of the company here in a few days to pay up and rearrange for work. We also see by Plymouth *Democrat* that they have had flattering news at that place.

[Rochester *Standard*, Thursday, November 1, 1866]

Rochester Rail Road. If ever any public thoroughfare was needed in any county we need one in Fulton. . . We are reliably informed that a very wealthy company have purchased the I. R. & C. R.R. that their interests are centered in this Road, and they say to us, if you will extend the time for completing the R.R. to Rochester, so that we can have the \$60,000 offered to the old company, we will secure you a Railroad at once . . . petitions praying the Board of County Commissioners to extend the time . . .

[Rochester *Chronicle*, Thursday, November 29, 1866]

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Gen. Gleason, engineer of the I. R. & C. R.R. was stopping at the Central Hotel on Sabbath last. We learn that fine progress is being made of the survey, and it is generally supposed that work will be resumed before long with considerable energy.

[Rochester *Chronicle*, Thursday, December 20, 1866]

We are pleased to notice the arrival in town of Messers J. F. Van Duzer and J. Sutherland, both contractors on the Rail Road from this place to Plymouth. Mr. Sutherland reports everything flourishing in Winamac, where he has just finished a contract for the construction of a wagon bridge across the Tippecanoe river at that point. . .

---I. R. & C. R.R. We are informed by a prominent citizen of this place, that letters have been received from the owners and parties connected with the purchase of the road stating that the difficulties have concluded and that they will be here prior to the meeting of our next term of Court to adjust all claims and push forward the work. . . We hope the above is correct and if the old company cannot finish the road that the new one can, and drive it forward to completion immediately. . .

[Rochester *Chronicle*, Thursday, January 17, 1867]

Rail Road Again. A Rail Road meeting was held at the Court House last Tuesday evening. Present, Mr. Marsh, one of the present owners of the road, and Col. Gleason, Engineer. We learn from them that the Road will be built through Fulton county by next fall. On a straight line it would run East of Rochester about three miles; the amount asked to be subscribed is \$75,000. . .

[Rochester *Chronicle*, Thursday, April 18, 1867]

Rail Road. There are two sets of Engineers now at work surveying the Railroad that is to run through this county.

[Rochester *Chronicle*, Thursday, May 2, 1867]

Rail Roads. We have been informed by Wm. Sturgeon that Knoxon was at Plymouth on the 14th of this month and settled the debts and liabilities existing against the Railroad Company in a satisfactory manner to all parties interested; that arrangements have been made to build the road this summer. Messrs Litchfield & Marsh say they will build a road this summer also through our place. The contending parties have got their mad up, and now determine to build two roads running parallel with each other. This is a great deal more Railroad than we have asked for, and we do not know whether we can stand so much or not; we shall, however, reward, pay, patronize and sustain that party who shall first get the cars running to our town.

[Rochester *Chronicle*, Thursday, May 23, 1867]

Railroad. We learn from good authority, that the Railroad Company having paid their indebtedness, are again preparing for work on the line running through this place and contemplate having the cars running to Rochester by September or October next. At the meeting held here on Monday the 3d inst., the following Directors were elected: M. French, W. Sturgeon, S. L. Rose, A. Noxon, R. Kenedy, G. W. Rodgers and S. Courter. A. Noxon, Vice President and financial Agent, and Wm. Sturgeon, Assistant Secretary and Treasurer, with his office at this place. The office of President to be filled.

[Rochester *Standard*, Thursday, June 13, 1867]

Railroads. From present appearance, we are about to have in a few days, two Railroads running to and near this place, the roads run parallel with each other, the new route is to be built by Litchfield & Co. The route is now being surveyed, and will pass this place three miles east. When they will commence to grade, we have not learned, as far as we are concerned we will be thankful for one road in the one direction, but prefer to have it pass through this place.

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[Rochester *Standard*, Thursday, June 20, 1867]

Assistant Treasurer. Mr. Wm. Sturgeon the Treasurer of the C. R. & I. Railroad, has the confidence of the hands on the road, and also of the people of this county, as a correct and upright financial agent.

--- Our fellow citizen, James P. Sutherland, left yesterday with family, for Crab Orchard, Kentucky, where he has a Railroad contract. Mr. Sutherland has not been used altogether right by the company at this place; they failed to pay him as soon as he should have been paid, and it made him personally liable to his workmen. But notwithstanding the embarrassments under which he was placed, he settled up honorably with his men. . .

[Rochester *Chronicle*, Thursday, June 20, 1867]

Rail Road News. The I. R. & C. Railroad has the best prospect for its early completion it ever had. The company is hiring all the hands they can get so as to have the road completed to this place by October. They are now negotiating for the iron. Railroad men are jubilant over its fine prospects.

[Rochester *Chronicle*, Thursday, June 27, 1867]

Railroad. We saw a long article in the Cincinnati *Gazette*, of a late date, concerning our Railroad which looks very encouraging, the article was written by correspondent from LaPorte, and he said that Noxen & Co., have got their "dutch up," and will build the Road and no mistake, that the line will be finished from Plymouth to Peru on or before March, 1868. . . We understand they will have a large number of hands at work on the line between this place and Plymouth in a few days. Success to them.

[Rochester *Standard*, Thursday, June 27, 1867]

Railroad. We are told by Wm. Sturgeon, who has just returned from Chicago, that the Railroad Company intend to build our Railroad immediately, and no mistake. Already hands are at work between here and Plymouth, and that in the course of a week, they expect to have three or four hundred men at work on this line . . .

[Rochester *Standard*, Thursday, August 1, 1867]

Ir's Coming. The hands commenced working on section No. 12 of the I. R. & C. Railroad yesterday.

[Rochester *Chronicle*, Thursday, August 1, 1867]

Hands Wanted. We are authorized to announce that the I. R. & C. R.R. Company are ready to employ all the hands that may apply to them for work on the Railroad. The hands are to work section No. 12. Call on William Sturgeon Treasurer of the company.

[Rochester *Chronicle*, Thursday, August 1, 1867]

Rail Road. The Cuttings have the control of the building of the Railroad from here to Peru.

[Rochester *Chronicle*, Thursday, August 8, 1867]

Fulton County Railroad. We are informed that the difficulties existing between the two companies having under consideration the Railroad running from Peru to Plymouth have been amicably adjusted and that a large force was put upon the work last week, which is to be hurried to a completion this fall or early in the winter. Mr. Macy, the President of the Peru and Indianapolis road, made a proposition to the present contractors of the new road to take it off their hands and complete it at once, and stands ready to do so at any time, which will insure the building of the road at all events . . . Logansport *Pharos*.

[Rochester *Standard*, Thursday, August 29, 1867]

Ra

The Peru and Plymouth road, we are informed by Mr. Rice the engineer of the road from this place to Plymouth, will, as he thinks, be completed to this place by the 1st of Jan. '68. . .
[Rochester *Chronicle*, Thursday, September 12, 1867]

The Railroad. The Peru and Rochester Railroad is progressing rapidly. The entire road between the two places is now under contract and subletting is going on all along the line. A large corps of workmen are at work between Peru and Eel River. The prairie north of the city is ditched on both sides of the track, and a large portion of the grading is done across it . . . Peru *Sentinel*.

. . . committees have been appointed to wait upon the people of this county, and they are doing it with a will, also we believe with pretty good success, we were told that only five thousand dollars yet to raise. We cannot believe that citizens will let this golden opportunity pass for a Railroad. \$20,000 is the amount that [is] to be raised by subscription, and that with the \$60,000 appropriation by the County, is the amount required; and not a cent of it to be paid, until the cars are running into Rochester. Those men that propose to build the Road, have got the Collateral to do the business, and will, if our citizens do their part. They propose to have cars running into this town by the 1st of May, 1868, and no mistake. . .

[Rochester *Standard*, Thursday, October 24, 1867]

Railroad Meeting at Fulton. The anti-railroad men of Liberty and Wayne Townships met at Fulton, on Monday the 27th inst., at a railroad meeting called for the purpose of getting an expression of the people in that vicinity. They expressed themselves against extending the donation of the county on the grounds (as stated by their spokesman, Mr. Sellars) "that railroads were a curse to the laboring community," that they deprived the laborer of the only means he had of support, that they destroyed the cattle of the farmer immediately along the line of the road, and the farmers who raised horses to sell had their market cut off, for there would be neither work for horses or teamsters.

[Rochester *Chronicle*, Thursday, October 31, 1867]

Railroad. We are told that there are only one hundred and fifty hands at work on the Railroad between here and Plymouth; the ground is frozen so deep that they cannot work to any advantage only where there are deep cuts to be made . . .

[Rochester *Chronicle*, Thursday, January 30, 1868]

Rail Road Meeting. Pursuant to notice, a number of our citizens met at the Court House on Wednesday evening, March 18. . . past and future prospects for the completion of the Indianapolis, Rochester and Chicago Rail Road, from Plymouth to Rochester . . . [names mentioned]: Dr. Robbins, Col. K. G. Shryock, Sidney Keith, L. M. Spotts, Milo R. Smith, Wm. Sturgeon, Robt. Wallace, E. Calkins, F. W. Stock, I. T. Van Duzer and Samuel Keely. [plan of subscriptions adopted: subscriptions to be held in trust] provided said road was completed, and the cars running from Plymouth to Rochester by Sept 1st 1868, and provided the depot be located within 100 rods of the place where said Rail Road crosses the Pottawattomie Mill Race. . .

[Rochester *Chronicle*, Thursday, April 2, 1868]

The Railroad. Information from the "front" is to the effect that work upon the railroad is being prosecuted with vigor. Large gangs of hands are grading between Plymouth and Argos, and a force has been set to work between the latter point and the Tippecanoe River. The iron for the track has been shipped from New York, and the work of track-laying will commence about the 10th of May . . .

[Rochester *Chronicle*, Thursday, April 30, 1868]

Railroad Matters . . . [editorial concerning location of the depot in Rochester] . . .

[Rochester *Chronicle*, Thursday, May 7, 1868]

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Rail Road. The latest we can learn concerning our Railroad, is that the company intends building it to the Tippecanoe river, and then if the citizens of Fulton county do not raise them the amount they wish, they will turn the road and run it east of Rochester. The amount wanted is \$60,000. They are, we are told, pushing the road along pretty lively, and will soon be ready to lay the ties and iron from Plymouth to Argos, and also a goodly portion this side of Argos. We understand the iron is already purchased. . . Mr. William Sturgeon tells us, that the company positively asserts that they will not build the road to Rochester unless the citizens of Fulton county do raise them a certain amount of Stamps.

[Rochester *Standard*, Thursday, May 7, 1868]

Surveyors. The Surveyors of the Cincinnati, Chicago & Louisville Railroad, are surveying the Route this side of the Tippecanoe river. We were told that they intend to commence work this side of the river in a short time . . .

[Rochester *Standard*, Thursday, May 21, 1868]

Railroad Talk. The President and one or two of the Directors of the railroad breakfasted at the Central House the other day . . . The iron for the Rochester section is arriving at Plymouth, and the locomotive will certainly be at Argos on or about the 1st of July, and will be heard here not more than two months later.

There is a movement on foot to build a railroad from South Bend to Plymouth to connect with the one coming here. There is not much doubt that in a very short time the intervening space between LaPorte and Michigan City will be spanned by a railroad, also to connect with the Cincinnati, Rochester & Chicago Road.

[Rochester *Union-Spy*, Thursday, May 28, 1868]

Railroad. Our Railroad, we are told, is progressing as fast as the workmen can drive it. They are nearly to the river with the grading and will in a few days commence work this side of the river. . .

[Rochester *Standard*, Thursday, July 16, 1868]

The Railroad. Has effected a crossing of the Ft. Wayne track at Plymouth, and iron is being laid between the latter point and Argos. The friends of the road assure us that the cars will be in Rochester before the 1st of October.

[Rochester *Union-Spy*, Thursday, July 23 1868]

Our Railroad. We are told that the R.R. Company have commenced to lay the iron at Plymouth and that the grading is nearly finished to the River, also they are at work this side of the river, the cars will run into this town by the middle of September. We hope so at least.

[Rochester *Standard*, Thursday, July 30, 1868]

The Railroad. We are informed that the railroad bridge over Yellow River is completed, and that the locomotive crossed it Monday last. Track is being rapidly laid to Argos, and the inhabitants of that enterprising town will soon be out of the wilderness. The bridge over the Tippecanoe is progressing, and grading is going on between the river and Rochester.

[Rochester *Union-Spy*, Thursday, August 6, 1868]

Rail Road. We learn that last Thursday, the cars made their first appearance in Argos; and that inside of two months they will have the road completed to Rochester. It is also reported, upon good authority, that the cars will run through from Plymouth to Peru, before it freezes up, at least we hope so. Then we will be out of the wilderness. . .

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[Rochester *Standard*, Thursday, September 17, 1868]

The Iron Horse in Fulton. It is with a great deal of pleasure that we chronicle the advent of the iron horse in Fulton County. Yesterday the track-layers crossed the imaginary line that separates us from our neighbors of Marshall-- . . . It was the dawn of a new era in our history. . .

[Rochester *Union-Spy*, Thursday, October 22, 1868]

Across the Rubicon. . . . The railroad bridge over the Tippecanoe River is completed and track-laying is in progress on this side of that stream.

--- Railroad. We walked out yesterday to the railroad track and saw three rails laid and spiked within a mile of Rochester . . . if the skies remain clear the locomotive will be in Rochester by Saturday noon, sure.

[Rochester *Union-Spy*, Thursday, November 5, 1868]

The Rochester Railroad. The workmen are busily engaged laying the ties and rails on this road. They have already crossed the prairie north of the city. About two miles of the road is completed from Peru north, and an engine is running over it carrying the material for the work. - Peru *Sentinel*.

Railroad. The Bridge across Tippecanoe River is completed, and the Cars crossed the River last Tuesday. We are told by those who know, that the cars will be running to Rochester, about the 15th. Good.

-- Rail Road. The track-laying on the R.R. was completed to Rochester last Saturday at about 10 o'clock a.m., and on Monday, the first train came in from Plymouth, loaded with freight. When the track was completed to town a number of our citizens, on Saturday afternoon, sent two or three lager of Beer and some eatables over to the Road, and gave the hands a treat. Those track layers were deserving of it, for they worked manfully to get the track laid to Rochester as soon as possible. Everybody in town were, and are excited over the Road, and "Rochester has got a Railroad," or "Rochester is a Railroad Town," "Have you been over to the Railroad," is heard on every corner. Nearly everybody in town visited the Road on Saturday, and not a few on Sunday. Go there when you would, you would see hundreds of people, walking up and down the track, every one elated over the Railroad. Rochester is now connected with the outer world, and we can now get the news before it is old and stale, as heretofore, we can also go to Plymouth, without jolting a fellow to pieces.

Regular passenger trains will commence to run about next Monday.

[Rochester *Standard*, Thursday, November 12, 1868]

Trains. We are informed that there is no probability of a passenger train coming to Rochester before Monday next. The track in many places needs to be levelled before trains can proceed with safety or any degree of speed. The citizens of Rochester, who have waited fourteen years for a railroad, can afford to be patient a few days longer.

--- Rochester a Railroad Town. . . Last Saturday began an era in the history of Rochester. The track of the Cincinnati, Louisville and Chicago Railroad that day crossed the corporation line from the north, at an early hour, and before the sun disappeared in the west the rails had been laid beyond the southern limits of the town. It was and is intended to be a continuation of the Peru and Indianapolis Railroad from Peru to LaPorte, Ind., where connections will be made with trains running on the Michigan Southern and Northern Indiana Railroad. In the year 1855-6 the portion of the road between LaPorte and Plymouth was completed. . . The laying of the track through Rochester was witnessed by large crowds of both sexes. . . Monday a force was engaged laying a side-track near where the station is to be located. The depot will be almost east of the Court House, on the Akron road. A shaft has been already sunk for a tank, and, we presume, work will soon commence on the depot building.

[Rochester *Union-Spy*, Thursday, November 19, 1868]

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The Railroad. . . It appears that the franchise for the construction of a railroad from Laporte to Peru, via Rochester, was owned by Mr. Litchfield and Alfred Noxon, of whom the present company or association are purchasers. The present owners are Chas. Courter, President; Geo. W. Rodgers, Roscius Kennedy, Guernsey Kennedy, Jas. Herrick and J. R. Herrick. These gentlemen represent a capital of \$2,500,000 . . . The track, when finished will be inferior to none in this country. The iron is of English manufacture . . . From 2,600 to 2,800 ties are required to the mile. The cost of constructing the road has been about \$15,000 per mile. . . Work on the road south of Rochester is being pushed forward as rapidly as the weather permits. The track has already been laid three miles out of Rochester, and from Peru to Eel River. All but one contract for grading is completed, and that has been given to Charley Frank, and is, therefore, as good as done.

No regular trains will be placed on the road before next Monday, when two mixed trains will arrive from and depart towards the North. The water tank is completed, and temporary depot buildings will be put up here during the coming month. Last week a side track, capable of accommodating several trains at once, was laid. A turntable for engines is in process of construction.

[Rochester *Union-Spy*, Thursday, November 26, 1868]

Excursion. On Monday afternoon last, an Excursion train on the C. C. & L. R.R. came in from LaPorte with about two hundred persons on board. It did not remain here more than two hours, then returned again. When do the Rochester and vicinity folks have an Excursion? Some prefer to wait until the road is finished to Peru. Any time will suit us.

-- The First. The first passenger coach on our Railroad, made its appearance in our town last Sunday afternoon, and from the best of our knowledge, from two to three hundred persons were at the R.R. to welcome its arrival.

[Rochester *Standard*, Thursday, December 3, 1868]

Excursion. The first regular train from LaPorte to Rochester arrived here between 1 and 2 p.m. last Monday . . . From LaPorte - Gen. Packard, Congressman elect, Judge Osborn, of the Circuit Court, Col. J. H. Shannon, Sims Major, of the *Union*, V. W. Axtell, of the Teegarden House, R. Munday, P. King and H. P. Holbrook.

From Plymouth -- Col. Bailey, C. H. Reeve, Bender and Pomeroy, of the *Republican*, A. C. Capron, H. Corbin, D. T. Phillips, J. G. Osborne and A. C. Thompson of the *Democrat*.

From Argos -- Capt. M. L. Smith and Dr. S. W. Gould.

[Rochester *Union-Spy*, Thursday, December 3, 1868]

Station Agent. Mr. Henry Benson, the polite and gentlemanly station agent at Plymouth, has been transferred to Rochester in the same capacity.

Plymouth Democrat. . . . Last Monday the regular train started from Laporte to Rochester, and one from Rochester to LaPorte. . . Among those from LaPorte we saw Mr. H. Druliner, Col. Shannon, V. W. Axtell, of the "Teegarden House," W. H. Salisbury, General Packard, Congressman elect; Gen. Orr, Reuben Munday, Dr. Crandall, H. Truesdell, Judge A. L. Osborn, P. King. . . .

The country through which the road passes from here to Rochester is principally unimproved timber land, a great portion of it very valuable. . . After passing the Tippecanoe River, going south, the country is not as good as it is north of the river, being of light barrens, and somewhat marshy. . . under the careful management of Conductor Rice and Henry Stuart, engineer, good time was made. . .

Plymouth *Republican*. On Last Monday the first through train from Laporte to Rochester, Ind., passed over the C. C. & L. R.R. . . . By invitation of C. H. Reeve, we got "aboard" . . . Among the number on board were the Hon. Jasper Packard, Judge A. L. Osborn, lady and daughters, Messrs. Truesdell, Holbrook Salisbury, E. H. Scott, Superintendent, Sims Major of the *Union and Herald*, and the gentlemanly conductor Welcome Rice from LaPorte. From Plymouth

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we noticed the Hon. C. H. Reeve, Hon. H. Corbin, Hon. M. A. O. Packard, Hon. T. P. Phillips, Col. Bailey, H. Work, Sr., C. C. Buck, H. B. Dickson, Rev. Mikels, Dr. Gray, A. C. Capron, A. C. Thompson, Platt McDonald and J. G. Osborn. We also noticed Prof. R. D. Utter, of the V. M. & F. College from Valparaiso, and C. W. N. Stephens, merchant at Walkerton. . . For the speedy and perfect construction of this work, the community cannot fail to give credit to the worthy contractor, Mr. Herrick.

Laporte *Union and Herald*. Last Monday the trains commenced running regularly between LaPorte and Rochester. . . . The following well known solid citizens were of the party. Gen. Orr, H. P. Holbrook, Judges Osborn and Hannah, R. Munday, A. Bush, Fred Baumgartner, P. King, H. Truesdell, E. Vail, Gen. Packard, Col. Shannon, H. Druliner, Robt. Morrison, Dr. R. O. Crandall, C. Harris, of the M. S. & N. I. R.R., N. B. Ridgway, Geo. Seymour, W. H. Salisbury, E. Bennett, R. G. Randall . . . At Plymouth we were joined by Messrs C. H. Reeves, H. Corbin, G. Blain, H. Work, A. C. Capron. . . We instantly formed in a mob and headed for the hotel. . . The Continental, Mr. I. T. VanDuser, proprietor, received most of us . . . While eating, Col. Shryock burst in upon us and was greeted with enthusiastic cheers. . . the locomotive travels at the rate of 20 miles an hour - good average speed for *any* line . . .

--- A petition for a daily mail to Plymouth is being generally signed here. At present, the contract is for a tri-weekly mail. The railroad is filling Mr. Reese's contract, and every alternate day carries the mail gratuitously.

[Rochester *Union-Spy*, Thursday, December 10, 1868]

Express. All goods that come to this town by Express is delivered to the proper place, anywhere in town within a very few minutes after its arrival, by Mr. Hatch, who is always on hand with his wagon. . . He charges from 10 to 25 cents, according to the size of the package or box.

[Rochester *Standard*, Thursday, December 31, 1868]

A temporary passenger depot has been erected at the railroad for the accommodation of the public. It is the purpose of the company, we learn, to erect a substantial passenger and freight depot next summer.

--- Rumors are afloat . . . that work is about to be renewed on the railroad between Rochester and Peru, and that trains from the South may be expected in a short time. Hope so.

[Rochester *Union-Spy*, Thursday, January 14, 1869]

C. C. & L. R.R. Timetable . . . but one train will arrive at and one depart from Rochester daily, Sundays excepted. . .

[Rochester *Union-Spy*, Thursday, February 11, 1869]

Railroad. Several car loads of Railroad iron passed through town last Tuesday. It is to be used in completing the road between here and Peru. We were told that the cars would be running through to Peru in about two weeks.

--- Chicago, Cincinnati and Louisville Railroad Time Table. . . Arr Rochester 11:45 a.m., Leave Rochester 1:15 p.m. . . . E. H. Scott, Superintendent.

[Rochester *Standard*, Thursday, April 15, 1869]

The track is all laid on the C. C. & L. Railroad, and regular trains will be run over the entire length of the road in a few days.

[Rochester *Standard*, Thursday, May 13, 1869]

The railroad track is now completed to Peru, and through trains will commence running Monday next, it is expected.

[Rochester *Union-Spy*, Thursday, May 13, 1869]

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We are able to announce as a certainty that trains will commence running through to Peru next Monday. Our information, this time, is derived from Superintendent Bradley, and may therefore be regarded as official.

[Rochester *Union-Spy*, Thursday, May 27, 1869]

The first train ran through to Peru last Sunday. Several citizens of Rochester were passengers. The time-table of the road will be found in this paper.

[Rochester *Union-Spy*, Thursday, June 3, 1869]

The first train came in from Rochester on the new road, on Sunday evening last, in order to be ready for a start from this place on Monday morning. A number of Rochester people who formerly resided in this place were among the passengers, of whom we recognized Captain Ed Calkins, Omer Bearss, Henry Jamison and possibly others. . . Mr. Cowgill came over on Monday and west east.

We were at the depot Tuesday morning when the train started north and noticed the following Peruvians, who shipped for Rochester and other points along the line: J. H. Jamison, Wm. Hauk, Colonel Ambrose, Martin Swauger and Hon. J. N. Tyner. . . -- *Peru Republican*.

[Rochester *Union-Spy*, Thursday, June 10, 1869]

The Railroad Company is putting up telegraph wires along the line.

[Rochester *Union-Spy*, Thursday, July 1, 1869]

Chicago, Cincinnati and Louisville Railroad Time Table . . . [shows stops each way at]: LaPorte, Walkerton, Tyner City, Plymouth, Argos, Railsbacks, Walnut, Rochester, Lincoln, Birmingham, Deeds, Eel River and Peru.

[Rochester *Standard*, Thursday, July 8, 1869]

There are sixteen miles of the Chicago, Cincinnati & Louisville Railroad in Fulton county appraised at \$500 per mile. The taxes for 1869 will amount to about \$160.

[Rochester *Standard*, Thursday, July 31, 1869]

Plymouth. Telegraph poles, ready to receive the insulators and wires, have been placed along the line of the C. C. & L. R.R. from Peru to LaPorte. A large quantity of the insulators are at the depot of the company in this place, and it will not be long until direct telegraphic communication will be established between LaPorte, Plymouth and Peru. --- *Plymouth Democrat*.

[Rochester *Union-Spy*, Thursday, August 20, 1869]

The telegraphic operator at this station, Mr. Wilson, is an adept at the business, and parties employing the telegraph may be sure that their messages will be transmitted promptly and intelligibly.

[Rochester *Union-Spy*, Friday, October 1, 1869]

The Express Office has been removed to Ashton's Bazar and F. IM. ashton appointed Express Agent.

[Rochester *Union-Spy*, Friday, October 8, 1869]

The running time of the trains on the C. C. & L. Railway will be changed shortly. The delay in getting new locomotives made has caused the present system of running two trains south at nearly the same time. The contemplated change will, we understand, be a great convenience to the public.

[Rochester *Standard*, Thursday, October 14, 1869]

We were guilty of a blunder in giving the name of our *worth-y* telegraph operator. His patronymic is not Wilson, but Worth.

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[Rochester *Union-Spy*, Friday, October 15, 1869]

Depot Building. The depot building in this place is a reproach to the railroad company, and a source of a great deal of discomfort for travellers. . .

[Rochester *Union-Spy*, Friday, October 22, 1869]

Whether our notice had any effect or not, the railroad company are now repairing the depot building in such a manner as to render it comfortable, if not beautiful.

[Rochester *Union-Spy*, Friday, October 29, 1869]

C. W. Courter, Esq., President of the C. C. & L. Railroad, was in town one day last week, looking after the interests of the road.

--- The Rochester passenger depot is undergoing a thorough overhauling. It has heretofore been a miserable affair-- the wind whistling through it as it does through the branches of a forest tree; but from present indications, we will have a comfortable depot in the future.

[Rochester *Standard*, Thursday, October 28, 1869]

Whether our notice had any effect or not, the railroad company are now repairing the depot building in such a manner as to render it comfortable, if not beautiful.

[Rochester *Union-Spy*, Friday, October 29, 1869]

The Rochester passenger depot is now a pretty decent sort of a concern, and in addition, is occupied by two pretty (one is decidedly good looking) decent men. Worth, the telegraph man, is a whole team in himself; and Hughston, the chap that sells tickets, is not a slow coach by any means. We'd mention Mack Ashton's (express agent's name, but he is such a bashful young man, we're afraid he'd blush.

[Rochester *Standard*, Thursday, November 11, 1869]

The C. C. & L. Railroad has done during the past week a considerable business in the way of freighting coal and iron.

[Rochester *Standard*, Thursday, December 9, 1869]

There was quite an obstruction this week in travel on the C. C. & L. Railroad. What is termed the "Hiner Cut," about one mile north of Peru, caved in on last Sunday night, during the heavy rain storm, covering the track, and totally preventing the passage of trains. Arrangements were made, however, for the passage of one train, and the transfer of passengers, each way, until the obstruction was removed. The road is now clear.

[Rochester *Standard*, Thursday, January 20, 1870]

Chicago, Cin. and Louisville Railroad Time Table. . . [shows stops at]: LaPorte, Stillwell, Kankakee, Walerton, Knots, Tyner, Plymouth, Argos, Railsback, Walnut, Sturgeon, Rochester, Lincoln, Birmingham, Deeds, Eel River, Courter, Peru. . .

[Rochester *CityTimes*, Thursday, July 21, 1870]

The Express Office is now at the depot.

[Rochester *Union-Spy*, Friday, August 12, 1870]

Mr. J. A. Hughston, agent C. C. & L. Railway, at this station, and J. C. Jilson, agent at Plymouth, have each placed us under obligations for favors . . .

[Rochester *Sentinel*, Saturday, January 14, 1871]

The Cincinnati, Chicago & Louisville Railroad Company is no more, having sold its line to the Peru and Indianapolis R.R. Co. Through trains from Indianapolis to Michigan City, where close connections to Chicago will be made, will soon commence running. . .

[Rochester *Union-Spy*, Friday, May 19, 1871]

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We trust that J. A. Hughston, the present freight and passenger agent at this station, may retain his place under the new management. . .

[Rochester *Union-Spy*, Friday, June 2, 1871]

Ab. Bearss is the lucky man. He has received the appointment of route agent on the railroad from Indianapolis to LaPorte, and will hereafter attend to distributing the mail on the train between those two places. This appointment should be satisfactory to all, for Ab. has just exactly the qualifications to discharge the duties of that position in a proper manner.

[Rochester *Sentinel*, Saturday, July 1, 1871]

Persons with a pass getting on the accommodation train at Sturgeon, are called "dead heads" by an angry conductor, and slamming of doors, breaking of glass, and general cursing prevails; such were the acts of courtesy shown Postmaster Davis and William Sturgeon, last Saturday.

[Rochester *Sentinel*, Saturday, September 2, 1871]

The depot building at this place is a disgrace to the name and a libel to our town. More business is transacted with the road at this station than at any other between LaPorte and Indianapolis, and yet the company maintains here for an office and passenger house a cold, comfortless unsightly shet, which has the general appearance of a cow stable. . .

[Rochester *Union-Spy*, Friday, November 17, 1871]

Railroads. [editorial condemning service on the P. & I. R.R.]

. . . Returning from Indianapolis last week, we were subjected to a number of unnecessary delays . . . In the first place, the train did not leave the Union depot until an hour after the advertised time. Then long stoppages were made at every station. Finally, we sidetracked at Birmingham, and waited two mortal hours in an atmosphere thick with the odor of perfume d'skunk, for the train going South, which was also late . . .

[Rochester *Union-Spy*, Friday, March 1, 1872]

Jim Snodgrass is repairing the I. P. & C. R.R.

[Rochester *Union-Spy*, Thursday June 12, 1873]

Whiskey and Death . . . This community was horrified to learn last Sabbath morning that on the night previous, two young men had been run over and killed by a freight train on the line of the I. P. & C. R.R. The accident occurred near Tiosa, . . . two neighbor boys, named respectively, George Mechling and Henry Brumm. [Mechling] induced Brumm to accompany him to Walnut [where they stayed several hours] . . . Mechling was aged 18 years; Brumm, 18 years and six months. The parents of both are well-known residents of this county. . .

[Rochester *Union-Spy*, Thursday July 3, 1873]

Killed by the Train. The mangled remains of two young men aged 18 years each and named respectively Henry Bromme and George Mechling, both residents of Richland township, of this county, were found on Sunday morning on the track of the Indianapolis, Peru & Chicago railway. It is said that one of the young men had been in town on Saturday afternoon and had been drinking heavily. He returned home in the evening, and thence in the company of his unfortunate companion, went to the town of Walnut, where they both indulged freely for some time, after which each supplied himself with bottle of whiskey, and started south on the track very much intoxicated. When within a half a mile of Miller's station, it is supposed they laid down upon the track, where the northern bound freight train passed over their bodies. The engineer discovered an object on the track, but not in time to stop the train. As soon as possible after the bodies were discovered, a jury was impanelled and an inquest held which resulted in a verdict that death was

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caused by the locomotive and train above named, and exonerating the company from all blame. Our Sturgeon correspondent has stated the facts more in detail, and to his communication the reader is referred for particulars. It is, perhaps, useless to moralize upon this sad event, as a recital of the facts points to the lesson . . .

--- We have a new Superintendent on the I. P. & C. R.R., Mr. Southard having resigned and accepted the Superintendency of the Detroit & Eel River road.

[Rochester *Sentinel*, Friday, July 4, 1873]

We learn that the work train ran over a cow belonging to Will Savage the other day, which caused her death. We sympathize with Mr. Savage in his loss, which will fall heavy on him as he has a large family.

[Rochester *Union-Spy*, Thursday August 1, 1873]

David Macy, Wm. Cutting, Haywood Cutting, J. S. Leon, V. T. Mallott, Albert Southard and H. H. Walker were elected Directors of the I. P. & C. Railroad . . .

[Rochester *Sentinel*, Saturday, August 9, 1873]

Richard Sutliff, conductor on the gravel train on the I. P. & C. R.R. . . . was thrown from his train . . . He was not hurt much.

[Rochester *Union-Spy*, Thursday August 14, 1873]

Mr. A. C. Bearss, Mail Agent on the I. P. & C. R.R., has removed from this place to Michigan City . . .

[Rochester *Union-Spy*, Thursday August 21, 1873]

The night trains have been put on the road again. The train going South passes Rochester at 10:56 p.m. and the one North, at 1:05 a.m.

--- An excursion train on the I. P. & C. Railroad will leave Rochester on Monday morning at 6:30 for LaPorte arriving at 9:25 a.m. This will be a good opportunity to see Barnum's great show at cheap rates, the round trip fare being \$1.90. Returning, the train will leave LaPorte at 6 o'clock p.m.

[Rochester *Sentinel*, Saturday, August 23, 1873]

A freight conductor on the I. P. & C. R.R., named Armstrong, got his foot badly mashed by the cars last night. It is thought that amputation will be necessary.

[Rochester *Union-Spy*, Thursday August 28, 1873]

Mr. J. M. Clifford, freight and ticket agent, is a genial fellow, and is well deserving the position.

[Rochester *Union-Spy*, Thursday October 16, 1873]

It was currently reported on the street yesterday morning that Joseph Carr, formerly a resident of this place, but more recently of Indianapolis, would pass through on the noon train on his way to Michigan City, to serve a term of four years in the penitentiary. It has been said that Joseph's fingers have always been too long, and that loose things adhered to them too closely. At the close of the Indianapolis Exposition, a large wall tent owned by some parties at LaPorte was missing from the Exposition building, and suspicion pointed to Carr, whereupon he was arrested and found guilty. That is why he was northward bound. Mr. Carr is very respectably connected in this place, and was not a bad man, excepting his one vice which wrought his ruin.

[Rochester *Sentinel*, Saturday, October 25, 1873]

The Depot. [editorial condemning the I. P. & C. R.R. depot in Rochester]

[Rochester *Union-Spy*, Thursday November 27, 1873]

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The Depot. "It is given as a reason, by the Railroad Company, for not providing better accommodations, that the present buildings are as good as we deserve for the manner in which the County treated them in the payment of the \$3,500 appropriated for their use in building the road. Instead of paying the amount agreed upon, by some technicality they were kept out the use of it for several years, and finally paid only \$2,400. The Company still remembers these things against us, and will give us no better buildings until their passion subsides, or they become ashamed of their old rickety depot." -- *Sentinel*.

. . . We have it from good authority that the I. P. & C. company contemplated putting up a depot building here this fall, and would have done so had it not been for the panic and the early winter weather, which is an evidence that they entertain no ill feeling towards the people of Fulton county. But we want a depot and shall have one.

[Rochester *Union-Spy*, Thursday December 4, 1873]

C. S. Reynolds, the faithful telegraph "operator" at this place, goes on a visit with his happy bride to Indianapolis to-day. This is the first time he has been absent from his post, except in case of sickness, for over four years . . .

[Rochester *Union-Spy*, Thursday February 5, 1874]

I. P. & C. Railroad. If there ever was a road which apparently sought the contempt of the people living along its line it is the Indianapolis, Peru & Chicago railroad which runs through this place . . .

During this winter Messrs. Feder & Silberberg, of this city, took a contract for shipping and packing a large quantity of ice from Lake Manitou. Mr. Feder went to Indianapolis to make the proper arrangements, and upon calling on O. P. Macy to secure the privilege to erect a shed on railroad grounds for the purpose of packing ice, was flatly refused, even though the ground was not in use and not likely to be for several years; and the least possible rates for which he would transport the ice to Indianapolis was \$22 per car.

The secret of the ice matter, however, is that the said Macy has in interest in shipping ice from LaPorte, from which place it is carried to Indianapolis for only \$16 per car load . . .

Because of the high tariffs a large amount of trade which should be centered at Rochester is carried to Plymouth, Logansport and other surrounding towns . . . As it is goods can be conveyed from Peru and Logansport by wagon cheaper than by rail . . .

[Rochester *Union-Spy*, Thursday February 12, 1874]

We are sorry to deprive our readers of the I. P. & C time table, but the managers of that one-horse road refuse to issue passes for this year and we refuse to continue their card.

--- Mr. Feder says we were wrongly informed. He did not deal with President Macy but with Mr. Robinson, the superintendent of the I. P. & C. road, and his request to build an ice house on railroad grounds were granted and allowed to ship ice from this place to Indianapolis for \$20 per car, the same as charged from LaPorte. Mr. Robinson is a gentleman who works for the interest of the road, but Macy for the interests of a sharper's clique of which he is one.

[Rochester *Union-Spy*, Thursday February 19, 1874]

The R. R. Co., intends fencing their track next summer.

[Rochester *Union-Spy*, Thursday, December 10, 1874]

SALE OF THE I. P. & C. R.R.

Ever since the Wabash Ry. Co. has had control of the I. P. & C., which is known as the "Huckleberry" railroad, rumors of changes in its management have been afloat and many times our citizens have been led to believe that such improvements would be made as would at least put it in a condition that it would be safe to travel over. This far but little has been done to improve the

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road bed, but the following from the Peru Sentinel will again encourage the traveling public to hope for the much needed improvement above referred to:

“On last Saturday the United States court, at Indianapolis, ordered the sale of what is known as the I. P. & C. railroad. The road will be sold in three parts, viz: I. P. & C., from Indianapolis to Peru; C. C. & L. from Peru to LaPorte and M. C. & I., from LaPorte to Michigan City. It is stated on reliable authority that Humphreys, Dillon and Sage are possessed of a controlling interest in the I. P. & C. bonds and will bid the road off at the sale. The three individuals named are largely interested in the Wabash road, and will run it and the I. P. & C. together provided they control the former after the reorganization.

“The I. P. & C. will be reorganized as a separate road, after the sale, by the present owners, who will thus be in position to lease to the Wabash or run it themselves, as seems best. They will be in a position to keep from getting tangled in any more Wabash wrecks like the present one. If the Wabash is placed fairly on its feet, and Humphreys et al are allowed to have a voice in the management, the I. P. & C. will be leased to it. Until the Wabash is disintangled from the present snarl, the I. P. & C. will be run by its bondholders, with traffic arrangements with the Wabash. When the Wabash is placed on its feet and the I. P. & C. and Eel river are leased to it the long expected concentration of men, shops and yards will take place here.”

[Rochester Sentinel, Wednesday, October 6, 1886]

LOCAL NEWS

The school for the deaf mutes at Indianapolis has closed, and this morning's L. E. & W. train carried forty of them from the city. There was a special car as far as Peru.

[Rochester Sentinel, Thursday, June 13, 1901]

LOCAL NEWS

It is stated of the Lake Erie & Western that its earning capacity is large and constantly growing. Its bonded debt is the lowest of any road in this section, being but \$15,000 per mile. Considerable money has lately been spent to improve the road. In 1900 the road earned 6 percent on preferred stock.

[Rochester Sentinel, Friday, June 21, 1901]

LOCAL NEWS

The south bound L. E. & W. passenger train at noon today took four Lake Shore coaches to Indianapolis for the excursion to Rochester tomorrow.

[Rochester Sentinel, Saturday, June 22, 1901]

LOCAL NEWS

A negro, who is sentenced to hang April 5th, for murder of a farmer near Evansville, passed through here this morning over the Lake Erie enroute to Michigan City. He was busily engaged reading a bible.

[Rochester Sentinel, Monday, March 9, 1903]

LOCAL NEWS

The Lake Erie has put a hog slusher on their water tank which will throw water in the stock cars over the hogs in such quantities as to keep them cool even if the cars are moving at a good rate of speed. The apparatus consists of a pipe with a sprayer at the bottom which is connected with the water tank and can be operated by simply opening a valve.

[Rochester Sentinel, Saturday, May 30, 1903]

NEWS OF THE DAY

The Lake Erie's Chicago excursion Sunday was run in six sections with a total of sixty-two coaches. Five of the trains started from Indianapolis and the other came from Muncie. There were 3,500 passengers on the excursion.

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[Rochester Sentinel, Tuesday, September 22, 1903]

NEWS OF THE DAY

Jesse McClure, the child slayer, passed through Rochester today noon on his way to Michigan City Prison, to serve his life sentence. At the investigation of Prosecutor Daniels, during the session of the Tipton county grand jury, another indictment will be brought against McClure for the murder of his younger son, Dee, as a matter of record in case there should ever be an attempt to pardon him.

[Rochester Sentinel, Wednesday, December 2, 1903]

PHOTO OF THOMAS JESSE McCLURE

“Former Fulton county man as he appeared when he passed through Rochester last week to begin a 99 year sentence at the Prison North for the murder of his two little boys.”

[Rochester Sentinel, Tuesday, December 8, 1903]

NEWS OF THE DAY

The very pleasing prospects for the building of a trolley line from Peru to Rochester, Plymouth and South Bend has inspired the Lake Erie and Western railroad to seriously consider the advisability of putting on electric cars between Indianapolis and Michigan City, which will probably be accomplished in the early spring time.

[Rochester Sentinel, Friday, December 16, 1904]

L. E. & W. CAN'T IMPROVE

The decrease of \$220,000 in the receipts of the Lake Erie passenger department has completely paralyzed all plans for improvements on the Indianapolis and Laporte division of the road. Some weeks ago D. N. Correll, roadmaster, received word to make arrangements for reballasting sixty-two miles of track north of Peru and plans were well under way until yesterday, when information came to the effect that no improvements would be made this year owing to the decrease of business last year. The trainmen and others who would have been employed in the work of ballasting the road are accordingly very much disappointed at the state of affairs, as they had planned to be busy the coming summer.

[Rochester Sentinel, Wednesday, March 29, 1905]

NEWS OF THE DAY

Ringling Brothers Circus passed through Rochester Saturday night and this morning, over the Lake Erie road, in four sections, on its way from Chicago to Kokomo, where they will show tomorrow.

[Rochester Sentinel, Monday, April 24, 1905]

NEWS OF THE DAY

Peru Chronicle: The Lake Erie has opened the pit at Denver and will commence distributing gravel on the north end of the line next week. The pit has been drained of water, which got in during the recent heavy rains. There will be no extra gravel trains put on the road. About fifteen car loads will be handled daily by the local trains.

[Rochester Sentinel, Friday, June 2, 1905]

NEED BETTER DEPOT

It may be that the Superintendent of the L. E. & W. Ry. doesn't know it but Rochester patrons of the road as a passenger route are given miserably poor accommodations by the company. The depot building is not only old and inadequate in size but the facilities for getting aboard the trains are not as good as they would be out in a field. There is no platform from which passengers can conveniently get on and off the coaches, and not unfrequently the cars stop where

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it is very muddy. On most roads platforms are provided at all stations, but the L. E. & W. seems to think that Rochester's liberal patronage does not entitle passengers to any accommodations, and so we get on and off trains like farm wagon passengers.

If some one would clip this out and read to the Superintendent it might call his attention to the importance of reciprocating the favor Rochester show his road.

[Rochester Sentinel, Wednesday, June 14, 1905]

NEWS OF THE DAY

The Lake Erie & Western gravel pit at Denver was closed Tuesday afternoon. The pit was open all summer and from it enough gravel was obtained to reballast thirteen miles of roadbed between Denver and Michigan City.

[Rochester Sentinel, Thursday, November 16, 1905]

SHERRICK TO PRISON

Ex State Auditor, David Sherrick, convicted of embezzlement at Indianapolis two weeks ago, was taken through Rochester on the Lake Erie & Western four o'clock train, from Indianapolis to the northern prison at Michigan City Tuesday afternoon. He was accompanied by Sheriff Ed Sourbier, of Marion county, and his brother Howard and Cy Clark, of Indianapolis. Mr. Sherrick was a very busy man all the time that the train stopped at the station here, he being engaged in shaking hands and hearing the good wishes of his many friends who were at the station to greet him, and express their sympathy.

While here, Mr Sherrick was in the best of spirits, considering the circumstances which brought about his visit here. His face wore the smile that made it look familiar and he talked to the people with an unfaltring voice. When questioned concerning his guilt he said an honest man and an innocent man was then on his way to prison.

To the surprise of many, Mr. Sherrick was not hand-cuffed and sat in another seat from that occupied by the Marion county sheriff.

[Rochester Sentinel, Wednesday, April 4, 1906]

NEWS OF THE DAY

Nine prisoners were taken through Rochester on the Lake Erie & Western trains Tuesday, seven in the morning, from Indianapolis, and the two men who shot the deputy sheriff in Orange county a few days ago. The seven from Indianapolis, were taken through on the noon train, each being handcuffed, and their handcuffs attached to a chain and the chain locked around a seat. Sheriff Ed Sourbier, who is well known here, had charge of the seven.

[Rochester Sentinel, Wednesday, April 18, 1906]

DEPOT A DISGRACE

Now that new buildings and new street paving are to surround the L. E. & W. depot the ramshackle condition of things at the station will make it look like "hard scrabble" in the midst of plenty and progress and the people of the town are talking of making a formal move to induce the L. E. & W. management to treat us right. Everybody who comes to Rochester on the L. E. & W. must get off the train in mud or dust and climb into a dingy old waiting room that was out of date ten years ago. There are no private accommodations of any sort, except a broken pump and a rusty, old tin cup. Ladies have no toilet rooms and in fact no accommodations, except those of a little old waiting room in which they must sit with the rabble of men standing and spitting on the floor.

One of the new councilmen suggests that the L. E. & W. be asked to make improvements in harmony with the progressive spirit of Rochester and, if it continues to ignore us, when we give it the best passenger patronage on the line, then the town will see to it that the Ry company will pave all about its premises and provide watchmen at crossings, as the law directs.

Another relief is in sight. It is reliably reported that Ben Wallace, Omar Cole and other Peru capitalists are again figuring on that electric line from Peru to Rochester and the L. E. & W.

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management can help it along a whole lot by continuing to mistreat its Rochester patrons in the miserable depot accommodations it inflicts upon them.

[Rochester Sentinel, Friday, July 20, 1906]

NEWS OF THE DAY

A bad man was taken through Rochester yesterday on the L. E. & W. Ry. to Michigan City Prison. He was Charles Myers, of Ft. Wayne, a rapist who had assaulted a woman and then two little girls. He was given a sentence of two to fourteen years and this punishment seemed so light there were threats of lynching Myers and he was hurried out of Ft. Wayne in the night and lodged at Peru until morning when he was taken north on the first train.

[Rochester Sentinel, Saturday, April 27, 1907]

NEWS OF THE DAY

An excursion train of 500 members of the Modern Woodman passed through here yesterday over the Lake Erie from Elwood to South Bend.

[Rochester Sentinel, Monday, June 24, 1907]

WANTED TO SUICIDE

Tired of life because of many misfortunes an unknown man tried to suicide and was found on the Lake Erie & Western railroad tracks a short distance north of Wagoners, Late Wednesday afternoon, with his feet and hands tied to the track. In the pocket of the stranger's worn and tattered coat was found a note which read as follows:

"To the person that finds me. I am tired of life and hence have taken this means of committing suicide. I tied myself to the tracks. I know of no relatives living and very few friends. There is no need of knowing my name."

There were no marks of violence on the man's body and no evidence to show that he had been killed by the train. It is a positive fact that he starved to death while waiting for the train to kill him.

[Rochester Sentinel, Thursday, March 12, 1908]

NEWS OF THE DAY

A record-breaker excursion was run over the Lake Erie today, four sections of ten coaches each were required to accommodate the people. The excursion was under the auspices of the Tipton county Sunday school association and went to Michigan City. The trains passed through Rochester at short intervals after nine o'clock.

[Rochester Sentinel, Tuesday, August 18, 1908]

FULTON

Fulton Leader.

The Lake Erie is building a new bridge over the Tippecanoe river three miles north of Rochester, the old structure has stood there for many years.

[Rochester Sentinel, Friday, February 12, 1909]

NEWS OF THE DAY

The Lake Erie has closed the Denver gravel pit, temporarily, or for the summer. Quite an amount of gravel was obtained from the pit during the spring and distributed to various points along the line where it was found most needed. The pit has been in charge of Pierce Pontious.

[Rochester Sentinel, Saturday, July 3, 1909]

BIG COLORED EXCURSION

An excursion on the Lake Erie from Indianapolis to Rochester today, consisting of nine coaches, brought five hundred colored people to Lake Manitou.

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The special train arrived in this city about twelve o'clock, noon, and those who were still on the train walked over the city admiring our pretty streets and beautiful shade trees. The greater portion of the excursionists however, left the train at Van Dien's crossing, south of town, and made their way to the West Side, where they were given full sway to the grounds by Landlord Moss.

The visitors were very quiet, pleasure loving folks and had a fine time at the lake, boating, fishing and bathing.

[Rochester Sentinel, Wednesday, August 11, 1909]

NEWS OF THE DAY

Workmen are now busily engaged in laying the concrete abutments for the Lake Erie's new steel bridge over Mill creek. When completed the bridge will be a handsome structure as well as very durable.

[Rochester Sentinel, Thursday, August 26, 1909]

NEWS OF THE DAY

A Lake Erie gravel train of twenty loaded cars dumped its contents on each side of the new Mill creek railroad bridge today. The gravel is being used as a fill on each side of the abutments.

[Rochester Sentinel, Wednesday, October 27, 1909]

NEWS OF THE DAY

A Lake Erie bridge crew moved the steel structural work for the new Mill Creek bridge today, from its position near the Gas plant to the side of the concrete abutments. The steel work will probably be placed in position next Sunday.

[Rochester Sentinel, Tuesday, November 30, 1909]

NEWS OF THE DAY

A Lake Erie work-train crew was busily engaged today in removing the old timbers from the Mill creek bridge site. The new steel bridge is now in position and is a very neat appearing structure.

[Rochester Sentinel, Wednesday, December 8, 1909]

BOOM FOR OUR LAKE

At last our popular lake, Manitou, is to receive attention from the Lake Erie Railroad Company and a spur will be built in the spring, which will enable summer folks to step off the train at as pretty a body of natural water as ever they have had the opportunity of gazing upon.

At the present a corps of surveyors and assistants are at work picking out two possible routes, from the company's tracks to the lake. One of the routes selected is from the big hills south of the city and runs northeastward through the Gould farm, thence back of the swamp west of the lake and east to the West Side. The other route to be surveyed will probably be a short distance south of the Van Dien crossing and will take a more easterly course bringing up at the very edge of the west side of Manitou.

Either route selected will answer the purpose of putting summer visitors in direct touch with Manitou and this fact alone will, no doubt, be a great drawing card. Again, it is to be supposed the railroad company will take special pains to advertise the fact of their having a special spur to Lake Manitou and the regular summer excursions to the lake will gain in popularity. Manitou is fast gaining in its excellent reputation as an ideal summer resort and with added facilities, further accommodations will be needed to meet the growing demand from visitors.

[Rochester Sentinel, Friday, February 11, 1910]

READY FOR TOWER

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The Lake Erie began work today on erecting a tower for the purpose of taking care of the gates at Eighth and Ninth streets. A force of workmen tore up the platform in the rear of the depot and excavated for the foundation and machinery bed of the tower. The next step will be getting the gates placed in position and it is expected this will be accomplished in a few days. Then with the two places connected the towerman will be able to see trains in either direction and close the streets thus avoiding any further chance of accidents.

The Lake Erie killed two birds with one stone this morning when the dirt taken from the excavation was used to fill in the low places along the track near the depot where the passengers have been compelled to alight in the mud for so long during rainy seasons.

[Rochester Sentinel, Friday, May 5, 1911]

LAYING NEW RAIL

The Lake Erie & Western put a force of eighty foreign laborers to work Monday morning on the job of laying new 80 pound rail from Indianapolis northward and from Peru northward. The track improvement was ordered a few weeks ago and the work will be under the direct supervision of Roadmaster D. N. Correll of Peru. The gang began work at first out of Indianapolis and will gradually work north through this city, north to Michigan City. Considerable portions of the old track that is to be supplanted by new rail will be used for double track purposes, thus affording the company increased facilities for handling the large amount of freight traffic on the south end of the division.

[Rochester Sentinel, Tuesday, May 16, 1911]

NEWS OF THE DAY

Forty-two tickets were sold over the Lake Erie this morning to the state fair. The special left Rochester at 5:40 a.m.

[Rochester Sentinel, Wednesday, September 6, 1911]

NEWS OF THE DAY

The Ethel Barrymore show company passed through Rochester in their private car today attached to the morning north-bound Lake Erie passenger enroute from Indianapolis to South Bend.

[Rochester Sentinel, Wednesday, October 4, 1911]

COMING THIS WAY

The gang of workmen who are laying new steel rails on the Lake Erie are now about two miles south of Rochester and are rapidly nearing this city. The new rails, which are replacing the ones that have been in constant service for many years, are of much heavier quality and will stand up under the strain of heavy traffic to which they will be subjected. The old rails which are quite light in comparison, were allright in their day when light trains were pulled over them but are now inadequate to the needs.

Owing to a scarcity of the company's supply of rails it is now apparent that the new rails will not reach but a little north of Tiosa. Eventually the whole of the I. M. C. division will be thus improved.

[Rochester Sentinel, Saturday, October 28, 1911]

PERSONAL

The Lake Erie gang of laborers engaged in laying new steel rails finished the work up to the southern edge of the city today and will skip the city to begin north of Rochester and continue to Tiosa. It is understood the new rails will be laid in Rochester later.

[Rochester Sentinel, Wednesday, November 1, 1911]

NEWS OF THE DAY

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A string of seven big engines were taken over the Lake Erie through Rochester Tuesday afternoon, enroute from the Lake Shore to the Lake Erie main line. A couple of the engines will be used on the I. M. C. division.

[Rochester Sentinel, Wednesday, December 20, 1911]

CAN'T GET WOODROW WILSON

Since the announcement that Governor Wilson of New Jersey, and democratic candidate for president of the United States is to pass through our city on Friday of this week over the L. E. & W. County Chairman Chas. E. Emmons has been making an effort to have the special stop in this city long enough to permit Fulton county people to secure a glance at the next president. The effort has been unavailing and Mr. Emmons has received word from the state committee that similar requests have come from all parts of the state, and particularly up and down the line of the L. E. & W. As it is impossible to grant even a small part of the requests the state committee has decided to adhere strictly to the itinerary laid out by the national committee which grants Indianapolis, Peru, Plymouth and Gary the privilege of hearing Mr. Wilson. The state committee promised to use its best efforts to secure Mr. Wilson for Rochester and several other northern Indiana towns upon his return trip from the West.

A number of local democrats are preparing to attend the meetings at Peru and Plymouth on Friday.

[Rochester Sentinel, Monday, September 30, 1912]

PRESIDENT TAFT IN ROCHESTER

A special train over the Lake Erie this afternoon at 12:45 o'clock carrying President Taft passed through Rochester on its way to Michigan City, where the chief executive is billed to speak this afternoon. A few people who got wind of the special's coming were at the depot to get a look at the government head, but all they saw as the train passed the depot was the smiling face of Col. C. A. Carlisle of South Bend, who waved at those gathered. Some few took the congressional candidate for Taft and voiced their surprise that he did not look so much like his pictures. One woman, who returned the wave of the "president," remarked to her friends that she guessed he recognized her as a voter.

[Rochester Sentinel, Saturday, October 5, 1912]

MANY PRISONERS IN THIS CITY

A carload of prisoners passed through Rochester Wednesday afternoon at 3:33 o'clock over the Lake Erie & Western railroad, enroute from Jeffersonville to Michigan City. There were about thirty in the bunch and they were guarded by eight men from the southern reformatory. It is the practice of the state to keep men of a certain age at the Jeffersonville prison and when they pass that age they are transferred to the penitentiary at Michigan City. The prisoners transferred had reached the age limit of the southern institution to the prison north, where they either finish the terms of their sentence or die.

[Rochester Sentinel, Thursday, October 31, 1912]

REPAIR TELEPHONE SYSTEM

The work of rebuilding the telephone system on the Lake Erie & Western railroad between Kokomo and LaPorte, was begun Wednesday. The entire system will be overhauled.

[Rochester Sentinel, Thursday, July 10, 1913]

TO HANDLE CHAUTAUQUA

The Lake Erie & Western railroad will handle the Redpath Chautauqua from Peru to Tipton next Saturday, and also another chautauqua from Indianapolis to Michigan City on Sunday.

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[Rochester Sentinel, Thursday, July 17, 1913]

GOVERNOR RALSTON IN CITY

Governor Samuel Ralston passed through the city today on the L. E. & W., enroute to LaPorte, where he will attend the 44th annual gathering of the Northern Indiana Editorial association and speak at the banquet tonight. -----.

[Rochester Sentinel, Thursday, September 4, 1913]

HERE'S L. E. AND W. HISTORY

The Peru Chronicle has been asked to decide an argument as to when the old I. P. and C. railroad was built north from Peru to Michigan City.

The records in the office of Superintendent M. P. Deniston do not state definitely when the road was built, but Florence Sullivan for many years road master, was called up and gave authoritative information that the work of construction was started north from Peru in 1868 and completed the same year as far as LaPorte. The stretch between LaPorte and Michigan City was not built until two years later and finished in 1871.

The I. P. and C. originally was constructed only from Peru to Indianapolis and many of the older Peru citizens remember when the track ran south along Hood street to the old canal and thence west to the bridge across the Wabash, where it took a southwestward turn. There are people living in Peru at present, who remember distinctly of the building of the road south and say it was in 1854.

[Rochester Sentinel, Tuesday, September 9, 1913]

SHORT NEWS

Freight business on the railroads is picking up. Thursday the Lake Erie hauled fifty trains on its line, a wonderful showing for the road at this season of the year. The cars contained mostly grain.

[Rochester Sentinel, Saturday, March 7, 1914]

COINCIDENCE

A remarkable coincidence was that on the same Lake Erie train and in the same coach Tuesday were the sheriffs of Jackson, Delaware and Jennings counties each with a prisoner for the Michigan City prison.

[Rochester Sentinel, Wednesday, June 3, 1914]

MOTOR CAR FOR LAKE ERIE

Recently there was unloaded at Tipton a fine nine-passenger motor car and it will be in the care of J. N. Penwell, superintendent of bridges and buildings for the Lake Erie.

This is one of the finest thoroughly appointed cars of the kind that is in service and it is for the use of the chief engineer in his trips over sections of the system. Heretofore the car has been kept at Indianapolis, but Chief Engineer Conner decided that he would have it at this place, Tipton being centrally located.

The car is modern in every way, having a canopy top, with closed apartments for winter use and Mr. Conner is thus able to get over any section of the road with his assistants at any time desired.

[Rochester Sentinel, Monday, December 7, 1914]

"PICKLE SPECIAL"

A special car, occupied by 40 persons from Marshall county, was attached to the south bound Lake Erie on Monday enroute to Lafayette. These persons were the ones awarded the prizes

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by the Heinz Pickle Co., for the best production of pickles in their county, and they were enroute to Purdue University, where they will stay a week, the guests of the Heinz Pickle Company.

[Rochester Sentinel, Tuesday, January 12, 1915]

MURDERER HERE

A deputy sheriff of Indianapolis passed thru Rochester Saturday morning on the Lake Erie with a prisoner by the name of Gorky, a murderer who was sentenced to be electrocuted at Michigan City.

[Rochester Sentinel, Monday, March 22, 1915]

GOVERNMENT EGG CAR TO BE IN ROCHESTER JUNE 7

Washington, D. C., April 28 -- The egg candling, packing and chilling demonstration car of the U. S. Department of Agriculture is now on a tour over the lines of the Big Four, New York Central and L. E. & W. railroads in Indiana in order to aid poultry and egg handlers to pack and ship their products to distant points. The car starts on the tour at Greensburg on May 1 and will end it at Portland on July 1, stopping at Rochester June 7th.

At all these points, demonstrations of the proper methods of candling eggs and of packing and chilling eggs and poultry will be given. The demonstration car is in itself a complete refrigerating plant on wheels, with its own gasoline engine for operating the refrigerating blowers which in the course of half an hour can lower the temperature of the cold room to 32 degrees.

[Rochester Sentinel, Friday, April 28, 1916]

MILITIA PASSES THROUGH CITY; WAR SPARKS ARE SMOULDERING BIG CROWD SEES SPECIAL GO THRU

A special train of 13 coaches, bearing militia companies from Plymouth, LaPorte, Michigan City, Gary and Valparaiso, passed thru Rochester over the Lake Erie about one o'clock Saturday afternoon without stopping. Arrangements had been made by Mayor Brinkman to meet the boys at the depot with the band, when it was first announced that the special would be here by 11 o'clock, but the musicians failed to report back in time, when the train was delayed.

When the fire whistle, according to a pre-arranged signal, announced that the special would be here in a half hour, more than 600 Rochester people gathered at the depot and when the train passed thru slowly, the crowd yelled and cheered while the city whistles blew lustily. Several Rochester men were seen on the train, among them Mike Brickle, who enlisted at Plymouth Friday. Long of Tiosa was with the same company, as well as other boys well known here. The train stopped at Plymouth for some time and dinner was served. - - - - -

[Rochester Sentinel, Saturday, June 24, 1916]

HUGHES SPEECH HERE PROVES A DISAPPOINTMENT

The Republican state committee handed Fulton county republicans a stiff jolt Saturday afternoon, when they made a fizzle out of the [Charles Evans] Hughes greeting, scheduled to have been held here for 25 minutes, starting at 4:35 or thereabouts.

Instead the nine Pullman special arrived about 4:15 and tarried but 10 minutes, during which time A. J. Hickey, republican candidate for Congress, introduced Mr. and Mrs. Hughes as "the next president" and the "next lady of the land." The bearded candidate spoke for something like a moment, and but few of the comparatively small crowd that had gathered at the station, heard what he said, save the words "appreciate" and "I am an American citizen." Mrs. Hughes tossed out some buttons, and when Mr. Hickey got as far as 76 cent wheat, the conductor jerked the bell cord and the train was off for Indianapolis, where Mr. Hughes spoke for more than an hour Saturday evening.

The speech at Tomlinson Hall was the seventh of the day for Mr. Hughes, but of the other six, three were no more than one-minute greetings from the rear platform of the train at

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Valparaiso, Plymouth and Rochester. The burden of his speaking fell earlier in the day in the engagements at LaPorte, Michigan City and Gary.

Had local republicans had more notice, the big crowd might have had a chance to see the distinguished visitor, but the warning that the train would arrive 20 minutes early, came late and hundreds went to the station after the train had gone. Chairman A. Babcock, Atty Geo. Holman and Dr. Archie Brown former Moose chairman formed the committee which met the train at Plymouth.

Local republicans are blaming the state committee for the bad management of the Indiana tour, asserting that too much was attempted. Mr. Hughes has himself to blame, dispatches say, for the condition of his voice, for he insisted on completing the big program scheduled. The candidate spent Sunday in Indianapolis and started his Ohio tour Monday.

[Rochester Sentinel, Monday, September 25, 1916]

SECRET SERVICE MAN IN CITY

As proof that the government is taking no chances on any anti-American trying to injure the troops en route, a member of the secret service of the U. S. was in Rochester Tuesday morning looking over the local situation. He spent several hours at the Lake Erie depot previous to the time a troop train passed thru.

[Rochester Sentinel, Tuesday, August 21, 1917]

CONVICT TRAIN PASSES THRU CITY ON SATURDAY

A special train, carrying 200 convicts from Jeffersonville to Michigan City, stopped in Rochester Saturday afternoon. A former Rochester man was among the 200, but he refused to recognize anyone. When the train started to pull out, a convict shouted to several lads standing on the depot platform, "Why don't you get in the army, you slackers." The train was heavily guarded and wire netting covered all of the windows. The change was made because of a fire which destroyed a number of buildings at Jeffersonville.

[Rochester Sentinel, Monday, April 22, 1918]

2,000 PEOPLE SEE WAR EXHIBIT HERE

Fully two thousand persons were attracted to Rochester Monday afternoon by the visit of War Exhibit train, assembled and sent here under the direction of the Liberty Loan committee for the 7th Federal Reserve district. The assemblage wasn't disappointed, for they saw the most interesting of the 5,000 or more trophies of the Allied nations, shown recently in Chicago, and heard splendid speeches by Prof. Wm. Forkell and Dixon Williams, both of Chicago.

The train, consisting of a Pullman, three flat cars and a camouflaged box car, arrived on the Lake Erie from the south about 3:30 p.m. and remained until 5:00, departing then for Plymouth to spend the night. Leroy Herron, of Chicago, was in charge. Mayor Miller and the local Liberty Loan committee, headed by Chairman F. E. Bryant, greeted the visitors. The mayor at once took charge, introducing Mr. Forkett, a Redpath chautauqua speaker, and Mr. Williams, a former southerner, whose gift of tongue kept his many hearers amused and listening eagerly. His Liberty Bond appeal was direct to the point. He wasted no words with slackers, and it is believed that his effort did much good.

Mr. Williams called attention to the seven U. S. soldiers from Camp Grant, and the 11 sailors from Great Lakes, who guard the exhibit and then explained the various trophies, including several types of machine guns, a French 75, shells, flying pigs, serial bombs, 14 inch German howitzer, a wrecked German bombing plane, trench mortars, ammunition carriers, hand grenades, etc. A showing of new American equipment and other war making machinery, housed in the box car, was not brot forth, due to lack of time.

Probably the most interesting part of the visit was the introduction of the veterans of the war, including three Yankees, who have been invalided home -- Pvts. William A. Trinkie, Lake Geneva, Wis., and Jas. A. Fleming, New York and Sergt. Martin O'Donnell, Massachusetts. Two of these men have been gassed. They as well as the two Frenchmen, who followed, were given an

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uproarious tribute by the crowd. Pvt. Edwin Gouffel, altho he neither speaks nor understands English, was probably the more interesting of the two poilus [?], being a native of Alsace Lorraine and a member of the famous French Foreign Legion. He wore four medals given for bravery, including the famous Military Medal of France, and a red cord on his left shoulder indicated that his regiment had been cited at least five times for bravery, in his case it was 11. Corporal Jacques Bourney, an interpreter with the Legion, was also introduced and spoke briefly in excellent English. He vied with Williams in language explaining what kind of a liar the Kaiser is and his remarks brought instant applause, especially his reference to the Liberty Loan.

[Rochester Sentinel, Tuesday, October 8, 1918]

PURDUE TRAIN WILL ARRIVE HERE TONIGHT

The special train, which is being sent over the state by the Extension Bureau of Purdue University will arrive in this city at four o'clock this evening, on the Lake Erie and Western railroad, according to officials of that line, and will be opened to the public at seven o'clock tonight. The train will remain here until 9:30 p.m. when it will leave for Plymouth.

The train is being sent over the state as a part of a campaign to have all the farmers of Indiana install running water plants on their farms. The train will be on the switch south of Ninth St., while in this city and the public is invited to make an inspection of the cars.

Five coaches make up the train, and in each one will be a special feature. The main feature of the entire train, however, is the coach which is fitted up, completely, as a five room home in which the most modern methods to make the life of the farmer's wife easy can be seen. In each of the coaches there is a lecturer, who will explain the articles on exhibition and in the last coach is a motion picture show, illustrating the farms over the state that have running water systems.

[Rochester Sentinel, Tuesday, March 23, 1920]

OIL TRAIN PASSES THRU

A large shipment of oil passed thru this city Tuesday morning, on the Lake Erie and Western railroad, going from the Texas oil fields to Montreal, Canada. The train of 28 tank cars was heavily loaded. The oil was received by the Lake Erie at Indianapolis from the Illinois Central railroad and delivered to the Grant Trunk at Stillwell.

[Rochester Sentinel, Wednesday, April 21, 1920]

HAYNES SPECIAL TRAINS TO PASS THROUGH CITY

On June fourth, and sixth, the Lake Erie and Western railroad will handle two special freight trains of fifty cars each through Rochester for the Haynes Automobile company of Kokomo.

The first train will pass through this city at 2 p.m. Saturday and will be made up of fifty automobile cars loaded with Haynes automobiles consigned to New York City. The train will be bannered and on each of the car doors will be the announcement of the special loaded Haynes 50's from Kokomo to New York.

The Lake Erie will handle the train from Kokomo to Michigan City where it will be turned over to the Michigan Central. On Tuesday of next week the second special train of 50 cars will pass through the city going to Michigan City and routed via the Michigan Central for Boston.

[Rochester Sentinel, Friday, June 3, 1921]

LAYING CREOSOTE TIES

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The Lake Erie railroad is completing arrangements to install creosoted ties over the system during the late winter and early spring of the present year, according to word coming from the Peru division headquarters.

[Rochester Sentinel, Friday, January 20, 1922]

L. E. & W. TO ADVERTISE LAKE MANITOU AGAIN

The Lake Erie and Western Railroad will advertise Lake Manitou along the same lines this year as it did last, according to word received from R. C. Fiscus, Assistant General Passenger Agent, of Indianapolis, who has written officers of the Young Men's Business Association here.

Placards describing the lake and surroundings as well as showing pictures will be placed in every depot on the L. E. & W. system. Also the spring and summer time table will devote considerable space to the lake and give the rates and names of all hotels as well as the rates at which cottages will be rented. Mr. Fiscus has asked that the local organization make suggestions as to what language should be used in the making up of the ad.

The time table will also advertise Mud Lake, which is reached out of Macy.

[Rochester Sentinel, Tuesday, February 28, 1922]

MICHIGAN CITY OBJECTED TO LAKE MANITOU SPACE

The L. E. & W. railroad is preparing to issue their spring and summer time table within a short time. But the booklet this year will not give the large amount of space to Lake Manitou, exclusively as it did a year ago, and therein lies a story. It seems that after the Young Men's Business Association members had worked with the Lake Erie officials last year that those men caught the enthusiasm for Lake Manitou and played it up big. But the advertising for this resort in such prominence failed to make a hit with the Michigan City merchants, who also boast of a watering place, and the commercial club of that city raised a protest. In fact the complaints were so strong that this year Lake Manitou advertising will occupy a space on the same page with Michigan City, Kuntz Lake, Mud Lake and a few others.

[Rochester Sentinel, Wednesday, March 8, 1922]

FORTY-EGHT INMATES GO TO MICHIGAN CITY

Shackled in pairs, forty-eight inmates of the state reformatory were transferred Saturday to the Michigan City prison. Most of them were long-term prisoners. Under guard of eight reformatory officials, the prisoners left here at noon and will arrive tonight at Michigan City. Plenty of tobacco and sandwiches and coffee was provided for the men. The prisoners passed thru Rochester on the Lake Erie.

[Rochester Sentinel, Monday, March 20, 1922]

L. E. & W. TO BE BUT A MEMORY VERY SOON

But a few months more and the old Lake Erie & Western railroad with all of its traditions and nicknames, will be a thing of the past. Since it has been taken over by the Nickel Plate, changes have been made gradually until now but few more remains to be made to make the old name disappear entirely.

The latest change noted is the re-lettering of the coaches, with "Nickel Plate" occupying the place where "L.E. & W." formerly held sway and the name Lake Erie & Western appearing in small letters at the ends of the name board.

The stationary of the road is also being changes, the Nickel Plate being given the place of Lake Erie & Western. It is expected there will eventually be a much larger change in the appearance of the Lake Erie under the control of the Nickel Plate than ever took place after the New York Central took over the L. E. & W.

[NOTE: I personally recall around 1931 or 1932 the high school boys calling it the "Leave Early and Walk." - - - W.C.T.]

[Rochester Sentinel, Monday, November 27, 1922]

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LAKE ERIE PART OF MERGER OF RAILWAYS

Consolidation of four middle west railroads of which the Lake Erie & Western of this place is one, was consummated yesterday by the filing of the incorporation papers with the secretary of state of Ohio.

Railroads which under the merger are brought together into one system are the New York, Chicago & St. Louis; Chicago & State Line; Lake Erie & Western; Ft. Wayne, Cincinnati & Louisville. Stock to be issued on the new road will total 105,500,000, to consist of 1,055,000 shares at \$100 each. Of these 506,200 shares will be common and 458,800 cumulative preferred bearing 6 per cent interest.

[Rochester Sentinel, Monday, April 16, 1923]

NAME OF ROCHESTER FINALLY APPEARS ON BOARDS AT INDIANAPOLIS UNION STATION

After being kept off the select list for almost two years, Rochester is finally going to have its name appear on the bulletin boards at the Union Station at Indianapolis along with the other towns on the Nickle Plate road. Information reaching this city from R. C. Fiscus, assistant general passenger agent, states that all of the boards have been repainted and that Rochester is included in all of them.

It has long been a mystery to Rochester residents why it was that the best paying station on this division was neglected when it came to the bulletin board in that city. More tickets were sold in Rochester than any other city on the route, officials say, yet when the passengers sought to find the proper entrance to the tracks above where the train for here was waiting, inquiry had to be made as the names of Noblesville, Kokomo, Peru, LaPorte and Michigan City were there but Rochester was missing.

It is known that this was called to the attention of the officials several times but no action was taken, until recently when Mr. Fiscus wrote F. E. Bryant, president of the U. S. Bank and Trust Co., in answer to an inquiry about the matter, saying that the change was being made.

It is evident that the Nickel Plate is giving better service to local patrons and now local residents feel that if they would only include a new depot for Rochester among their next improvements, it would leave nothing else to ask. Both winter traffic and summer business augmented as it is by resorters to Lake Manitou citizens here may justify such a step to take this gateway to the city out of the mud.

[Rochester Sentinel, Monday, April 21, 1924]

CIRCUS THROUGH CITY

The Sells-Floto circus passed thru Rochester this morning on two trains enroute from Chicago to Peru. The Nickel Plate received the circus at LaPorte from the Lake Shore.

[The News-Sentinel, Monday, May 4, 1925]

TRAIN EACH WAY TO BE TAKEN OFF NICKEL PLATE

Verifying rumors current for weeks, and printed in the News-Sentinel Saturday, as practically a certainty, the Nickel Plate railroad has announced the cancellation of a train each way, taking out two mail trains out of the city and changing the time of one of the two remaining trains.

The trains to be removed, because of inroads of bus competition, effective at 12:01 p.m. Sunday, are Numbers 21 and 22, the former southbound at 8:12 p.m.

Trains to remain are Numbers 20 and 23, the former northbound train leaving at 10:37 a.m. as before, but the latter, southbound, train arriving at 2:07 p.m., instead of 5:43 p.m. as formerly. This train now will leave Michigan City at noon and reach Indianapolis at 5:50 p.m.

R. C. Fiscus, assistant general passenger agent, sent out this data to station agent, Clark Condon.

[The News-Sentinel, Rochester, Indiana, Tuesday, September 29, 1925]

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LAWYERS PASS THRU HERE

A special train passed through this city this morning on the Nickel Plate bearing members of the Indiana Bar Association who were on their way to their state convention at Michigan City. Several Rochester lawyers boarded the train here.

[The News-Sentinel, Rochester, Indiana, Thursday, July 8, 1926]

CIRCUS THRU CITY

The Sells-Floto circus passed through this city in a special train on the Nickel Plate railroad last night shortly after 8:30 o'clock enroute from Peru to Chicago. The circus will open at the Colosseum Saturday and conclude its engagement on April 26.

[The News-Sentinel, Tuesday, April 7, 1931]

NICKELPLATE RAILROAD REMOVES TRAIN SERVICE

H. C Condon, local agent of the Nickel Plate railroad, was notified Saturday afternoon that the two remaining passenger trains on the Indianapolis and Michigan City division through this city would be discontinued after the runs have been made next Thursday, March 10th. The road for many years was known as the Lake Erie and Western.

It is understood that abandonment of the division's passenger service has not yet been submitted to the Indiana Public Service Commission but the order to discontinue the service has been made by officials of the railroad without sanction of the commission. It is said commercial organizations in cities served by the railroad may fight the railroad company's move in removing the trains.

Two Trains Daily

The trains operating between Indianapolis and Michigan City are northbound train No. 24 arriving in this city at 10:40 a.m. and southbound train No. 23 at 2:02 p.m. Abandonment of the trains will mark the finish to passenger service that has been available here since 1868 when the first train was operated over the road which at that time was known as the I. P. & C.

The removal of the trains it is said was due to poor passenger business. Busses and privately owned cars had so reduced the passenger business that it was no longer profitable to operate the trains. Mr. Condon today stated that often for three days at a time not a passenger ticket was sold at the local depot.

Once Wanted Depot

Several years ago three passenger trains a day were operated each way over the Nickel Plate. These trains were gradually taken off until only this run was made each way daily. At one time Rochester commercial organizations attempted to force the railroad to build a new depot here because of the limited seating capacity in the station. The demand became so strong that the railroad had blue prints made and were about to build a new depot.

The two passenger trains which have been operated through here for the past two years were in the main operated because of the mail and express business. This is no longer profitable. Three freight trains are now operated over the Nickel Plate each way a day.

Bump Other Men

The passenger trainmen will now have to take freight runs. Some of these trainmen have been on the road for over 40 years. In railroad terms they will bump off other men when they take the freight runs. H. C. Condon, local agent, is the oldest employee in point of years of service on this division of the Nickel Plate railroad.

The removal of the two trains will undoubtedly hamper the mail service in and out of Rochester. It is thought the postal department will soon operate a star route from Peru to Rochester through Denver and Macy. Three other star routes are now in force out of Rochester. The discontinuance of train service on the Nickel Plate will probably sound the death knell to the postoffice at Tiosa and the rural route out of there.

[The News-Sentinel, Monday, March 7, 1932]

NICKEL PLATE PASSENGER TRAINS TO KEEP RUNNING

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The two passenger trains on the Nickel Plate Road which were scheduled to be taken off on March 10th and leave that railroad without a passenger or mail train will be continued daily until further notice, it was learned today concurrent with the visit of a group of high railroad officials in the city. As explained the Public Service Commission requested the Nickel Plate to continue the trains as per schedule until a hearing could be held on the proposal and a decision reached. This the railroad was willing to do in order to give all towns along the right of way sufficient time to prepare for the change. The hearing will be held March 23rd.

The party of officials that came into Rochester this morning was headed by F. J. DeGrief, superintendent. The others were C. A. Pritchard, division passenger agent, H. C. Fisher, assistant general freight agent and U. W. Edmonds, trainmaster. In company with Clark Condon, Rochester agent, they visited several citizens in the business district and explained the proposal to remove the trains and the reasons therefore.

Find No Objections

Mr. McGrief said that they were visiting all towns on the division and so far had found no objection to the removal of the trains outside of the fact that communities like Macy, Tiosa and others asked for a delay until their mail service could be arranged for. These were towns which have only the one railroad and would be isolated for a time were their train mail services cut off.

The superintendent said that these two trains, which are run about as cheaply as any single trains could be, cost the company about 66¢ per train mile while the income total about 33¢ per train mile. The two trains had been run at a loss of \$25,000 per year for the past two years he stated. Gasoline propelled cars had been experimented with but had been found too costly to purchase, operate and maintain to make them justifiable it was claimed. It was the opinion of Mr. McGrief that there would be no objection made to the removal of the train once the mail delivery was taken care of in all towns and that the Public Service Commission would approve of the ending of the passenger service when the facts and figures were submitted to the members.

[The News-Sentinel, Tuesday, March 8, 1932]

SEVERAL CITIES OPPOSE REMOVAL OF TWO TRAINS

According to neighboring newspapers objections will be made by several towns and cities to The Nickel Plate removing their only two daily passenger trains. Due to the fact that it would end direct mail and passenger service with towns between Indianapolis and Michigan City, these two cities and several communities are preparing plans to fight the removal of the trains.

The Peru Tribune says that Mayor John Yarling of that city and numerous business men would protest against the removal on the grounds that it would end direct mail and passenger service with Indianapolis and Michigan City. They pointed to the immense mail business done by the American Stationery Company which has its own sub-station and says that this plant's business would be injured considerably. Postmaster Russell Rhodes, of Peru, was informed that arrangements were being made to have the interurban lines carry the mail to Indianapolis if the trains were removed.

Is Only Connection

The Chamber of Commerce at Michigan City was forming plans to make objections to the discontinuing of the train service because The Nickel Plate was the only road that runs mail and passenger trains between that city and the capital. The Monon runs no passenger trains out of there.

As far as could be learned in Rochester and in Tiosa and Macy no objections would be instituted against the proposed removal of the trains but such may be possible later. Rochester with star mail routes out of the city could send out its mail north and south with better dispatch than when the two trains were operating but towns which depended entirely on the rail mail service would be severely handicapped, residents claimed.

[The News-Sentinel, Wednesday, March 9, 1932]

NICKEL PLATE R.R. GRANTED RIGHT TO ABANDON TRAINS

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Indianapolis, April 2. (U.P.) - Authority to abandon trains Number 23 and 24 operating between Michigan City and Indianapolis was granted the New York, Chicago and St. Louis Railroad Company by the Public Service Commission.

Discontinuance may take place, the order said, when arrangements have been made with the United States Post Office department for the transportation of mails. The railroad must give its patrons ten days notice before abandonment of the service.

"It is obvious," the commission pointed out, "that the number of passengers handled by the trains does not indicate public interest in the operation of the trains, and the postoffice department has indicated that it does not consider the operation of trains absolutely necessary for the transportation of mail."

[The News-Sentinel, Saturday, April 2, 1932]

NICKEL PLATE R.R. PASSENGER TRAINS BOW TO DEMANDS OF AN AUTOMOBILE PUBLIC

On April 16th, history will again be in the making in the affairs in this community, for on that date the two Nickel Plate R.R. passenger trains Nos. 23 and 24, operating between Michigan City and Indianapolis will be relegated to the scrap heap. This action was made necessary by gradual increase in the popularity of the "horseless carriage" and now the famous "Iron Horse" of the pioneer days is sent to the same pasture where the old family "Dobbins" made his last stand.

That passenger train service is no longer deemed quite the proper mode of traveling is revealed by the ticket sales of the present month. When interviewed today Clark Condon, ticket agent for the Nickel Plate, who has been with the road for the past 51 years, stated he had sold the grand total of \$2.57 worth of passenger tickets up until noon today, for current April receipts. Itemized accounting of the gross sales to date this month reads: one ticket to Macy 33¢, one ticket to Michigan City \$2.24.

Once A Busy Line

The veteran agent then stated that back in the zenith of the passenger train business (period of 1898 to 1906) a monthly average during the summers of \$4,000 was shown. During this peak period three passenger trains were in daily operation and excursion trains were run on Sundays during the spring and summer months.

Talk was then current that the L. E. & W. officials were planning an up-to-date, spacious depot in this city for the accommodation of the hundreds of visitors who swarmed into Rochester on those Sunday excursion trips. The old hack drivers and Rochester business men were insistent in their demands, and petitions that Rochester be favored with a proper housing for the excursion visitors, little dreaming that the then none-too-reliable "chain-drive" autos were to supplant the passenger train services in the course of a couple decades.

Gradual Decline

With the ever increasing popularity of the auto, the building of paved highways and finally the coming of the motor bus passenger lines, the passenger train sales receipts started on a gradual downward trend. The rail carrier company decreased their service to two trains and later on was forced to trim such operations to what is termed one "bob tail" passenger run daily. The life of the one-train schedule was marked with brevity, as a few weeks ago the company's petition for the complete abandonment of passenger service was granted by the Indiana Public Service Commission. Little opposition, if any, was offered against this move of the company and it is believed that few people in this locality will be materially inconvenienced by the junking of Nos. 23 and 24 "bob tails."

Mr. Condon stated that in the best of his belief the first passenger train over the Indianapolis-Michigan City line was started shortly after the Civil War. In the year of 1881, when he entered the employ of the road, it was being operated under a lease held by the Wabash R.R. Co., later the road was turned back to the I. P. & C. R.R. Co., who after a few years operation disposed of the line to the Lake Erie & Western Co. This company which owned the property during the hey-day of the passenger train business, sold out to the New York Central R.R. Co., and

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the last transaction which was made a few years ago the line was taken into the N. Y.-Chicago and St. Louis system.

Mail, Express Over Erie

On and after April 16th Rochester mail and express service will be handled entirely over the Erie railroad, while the Nickel Plate R.R. operations will be devoted exclusively to freight business.

As but little interest was manifested when the railroad company petitioned for the withdrawal of its passenger train service it is quite unlikely that there will be any wailing or moaning on the morning of April 16th when the two "Iron Horses" of the Nickel Plate succumb to the will of the motoring public. Many now predict a like fate for the automobile industry as air travel gradually gains favor with those seeking a speedier means of transportation.

[The News-Sentinel, Thursday, April 14, 1932]

STARTING TRUCK LINE

The American Railway EXpress Co. will establish a truck line between Kokomo and Indianapolis to carry express over the route when the passenger and express trains of the Nickel Plate railroad are withdrawn, officials of the Express Co. announced today.

[The News-Sentinel, Thursday, April 14, 1932]

MANY WITNESS THE LAST TRAIN PASS THRU CITY

A large delegation of Rochester business men assembled at the Nickel Plate railroad station this afternoon at 2 o'clock to see the last passenger train probably that will ever be operated over the road arrive and depart from this city. The public service commission several weeks ago granted the railroad company permission to annul train service on the road because it was unprofitable. Passenger trains have been operated over the road since 1867. At Macy Joff Coffing was present to see the last passenger train leave that city. He stated that he wanted to keep his record clear as he was present when the first passenger train over the Nickel Plate, then known under another name, arrived in that town and he wanted to see the last one operated.

[The News-Sentinel, Saturday, April 16, 1932]

HISTORY WAS MADE HERE SATURDAY BY LAST TRAIN

History was made here Saturday afternoon at 2:30 o'clock when the last regularly scheduled passenger train that in all probability will ever be run over the Michigan City-Indianapolis division of the Nickel Plate express passed through Rochester enroute to Indianapolis.

While there was a fair sized delegation of Rochester businessmen and residents of the city present to see the last train depart it was in great contrast according to older residents of the city to the time when the first train pulled into this city in 1867.

Day Declared Holiday

In 1867 the day was declared a holiday in Rochester. Practically every resident of the city and for miles around gathered at the depot to see the train pull in. The engine was a woodburner and pulled three small coaches

The last train which pulled in here Saturday was in charge of Conductor Harry Lavender of Indianapolis. He has been employed by the railroad for the past 34 years, 21 of which were as a passenger train conductor.

Engineer Affected

The engineer in charge of the train whose name could not be learned seemed to be the most affected of all the members of the train crew. He could not hold his tears as he waved farewell to those present at the depot as he started his train.

In order to say sometime that they had ridden on the last train operated on the Nickel Plate a number of local business men boarded the train here Saturday for Macy and returned by auto. Among those who made the trip were H. C. Condon, local agent for the Nickel Plate, Ike Wile and Frank Terry.

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Trains Unprofitable

The Indiana public service commission several weeks ago granted the railroad permission to discontinue passenger train service on April 16 as it was no longer profitable. It was shown that the service had cost the railroad \$25,000 a year for the past four years.

In order to take care of the mail from this office a star route between Rochester and Peru will be established. Mail from Peru to Indianapolis will be handled in a special car on the interurban line.

Another star route is to be established between this city and Plymouth. Palmer Bussert has been awarded the contract for a star route between Rochester and Tiosa. He will leave the local postoffice each day at 8 a.m. and 3:30 p.m. with mail for Tiosa.

[The News-Sentinel, Monday, April 18, 1932]

RAILROADS - CONTINENTAL RAILROAD

The Continental Railway . . . variously known as the New York Western, Ft. Wayne & Pacific or Central . . . [reporting letter concerning same addressed to W. Sturgeon]
[Rochester *Union-Spy*, Friday, February 16, 1872]

In obedience to a telegram, Mr. Isaiah Walker, of this place, reported at Francesville last Monday to take part in the survey of the line of the Continental R.R. from that point east.

The R.R. surveying party now approaching Rochester, have sent a challenge in advance for a game of baseball with the young men of this place, to be played Saturday afternoon. . .

The surveying party on the line of the Continental R.R., thirteen in number, were seen east of the Tippecanoe river on Tuesday, and are expected to reach Kewanna this afternoon. They are proceeding eastward at the rate of five miles a day.

--- Mr. Wm. Sturgeon says that the sub-contracts for the grading and tying of the track of the Continental R.R. were let at Fort Wayne last week. . .

[Rochester *Union-Spy*, Friday, April 25, 1872]

Railroad News. The corps of engineers that started from Francesville on Monday morning to survey the line of the New York & Western Railroad, reached this place Saturday afternoon. The line established by them enters the town near its south west corner and the stakes driven by them may be found in rear of the premises owned by Hiram Anderson, Esq. Another corps of engineers started from Ft. Wayne some time last week, and is expected here daily. [excerpt from Ft. Wayne *Gazette*, of April 25, refers to "The Sundown Railroad." . . . The grading of the entire line to be completed within two months, the contracts having been already let. A branch to be built to Chicago, although the main line will not touch that point]

[Rochester *Union-Spy*, Thursday May 2, 1872]

The corps of R.R. surveyors from Ft. Wayne reached this place yesterday afternoon. The line established runs two miles north of Akron, and enters Rochester at the planing mill. The woods will soon resound with the labors of those engaged in getting out ties for this long-expected road.

[Rochester *Union-Spy*, Thursday May 9, 1872]

Kewanna Items. The surveying party running the Railroad line passed north of town one and one-fourth miles, thus leaving Kewanna in the dark, but hope they will deviate . . . make this point.

[Rochester *Union-Spy*, Thursday May 9, 1872]

Signs of a Railroad. . . from all we can see and learn, prospects for the speedy construction of the long promised Continental Railway are now pretty good and daily improving. . . Twenty teams and a corresponding number of men are at work in Union Township, and it is said that contracts have been let for grading, tying and bridging from Rochester to Francesville. In this place there is considerable agitation about the location of a depot, and the citizens of the north end of town are putting forth herculean efforts to secure the same. Excitement rose to fever heat on Monday last, when a wagon containing five four-horse scrapers passed through town. . .

[Rochester *Union-Spy*, Thursday July 18, 1872]

The people of Kewanna have subscribed \$18,000 to the Continental railroad.

[Rochester *Union-Spy*, Thursday August 8, 1872]

The people of Akron and vicinity have complied with the conditions proposed by the railroad as an inducement to establish the route through that village.

[Rochester *Union-Spy*, Thursday August 15, 1872]

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Railroad Meeting. . . at the Court House on Saturday evening last “for the purpose of taking into consideration the propriety of enjoining the collection of the tax levied in the townships of Rochester and Union in behalf of the Continental Railroad.” . . . [names mentioned]; C. Van Trump, E. E. Cowgill, Ed. Calkins. Dr. Robbins, A. C. Bearss, Mr. Jamison, Jacob S. Slick.

[Rochester *Union-Spy*, Thursday January 30, 1873]

During the month of May 4,200 cross-ties were gotten out on the line of the Continental Railroad in this county.

[Rochester *Union-Spy*, Thursday June 5, 1873]

There will be a railroad meeting at Silver Lake to-day, to make arrangements for the election of officers for the Ft. Wayne & Rochester R.R., and for the extension of the line westward from Rochester.

[Rochester *Sentinel*, Thursday, June 21, 1873]

[Railroad Election] Notice is hereby given to the stockholders of the Fort Wayne and Rochester Railroad Co., that there will be a meeting of said stockholders held at Silver Lake, in Kosciusko County, Indiana, on the first Tuesday, being the 5th day of August, '73, at one o'clock, p.m., for the purpose of electing nine Directors for said Company, to serve from the date of election. And also to consider the propriety of extending the line from Rochester west via Winamac to the Illinois State line at some point east of Kankakee City, in Illinois. . . Wm. Sturgeon, Pres't.

[Rochester *Union-Spy*, Thursday June 26, 1873]

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RAILROADS - FT WAYNE, PEORIA & GALESBURG RAILWAY

ANOTHER RAILROAD

Some parties in Ft. Wayne have got up a scheme to build a railroad from that city to Galesburg, Illinois, to be known as the Ft. Wayne, Peoria & Galesburg Railway It passes through Gilead, in Miami county anf Fulton in this county

[Rochester Sentinel, Saturday, September 8, 1883]

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RAILROADS - KENDALLVILLE, ROCHESTER & WESTERN RAILROAD Co.

A NEW RAILROAD FOR ROCHESTER

The railroad columns of the Indianapolis News has an item which says a company of Boston capitalists is organizing to build a railroad in Indiana. It is to be known as the Kendallville, Rochester & Western Railroad Company. The line will extend from Kendallville to the Illinois State line and will run directly west from Rochester. The counties that will be crossed are Noble, Kosciusko, Fulton, Pulaski, Jasper and Newton. The company will have a capital of \$3,600,000.

[Rochester Sentinel, Friday, July 7, 1893]

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RAILROADS - KOKOMO & WABASH ELECTRIC LINE

WILL BOOM MANITAU

Officials of the proposed Kokomo and Wabash Electric line have secured options on the East side hotel and the old Woodworth properties at the lake and have paid substantial cash bonuses for the option of buying within a limited time. It is understood that they are also negotiating for Columbia Park, with a view of making lake Manitau a pleasure resort of considerable prominence. It is now practically certain that this line will be built and these negotiations only strengthen the opinion that it will be but a short time until our beautiful Manitau will be the mecca of pleasure seekers, as well as a source of added profit to the business interest of the city.

Mr. Caffyn, who is interested in this line, was seen today by a SENTINEL reporter, and verified these reports, though, he could not at this time give anything further as to the plans of the company.

[Rochester Sentinel, Tuesday, June 5, 1900]

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RAILROADS - LAPORTE, LOGANSPORT & SOUTHERN RAILWAY CO.

NORTH AND SOUTH TROLLEY UP AGAIN

Rochester's chances for the north and south interurban line were given an unexpected boost late Friday by the visit to the city of two officials of the LaPorte, Logansort and Southern Railway Co., and the giving out of information that one of the proposed routes under consideration, includes this city. This line, which should not be confused with the South Bend-Logansport project was to be built west of here, according to the original plans.

A. G. Tomlin, treasurer of the company, and R. N. Smith of the firm of Sutherland and Smith, general counsel, both of LaPorte, where the company was organized, arrived here from Logansport late Friday afternoon. An impromptu meeting was held later in evening at the Arlington, Mayor Smith, other officials and prominent men being present.

Original Route

According to the two visitors, the original plan of the road lay from LaPorte, through Knox and Winamac to Logansport, but the later considerations had placed Rochester in line, although to touch this city, eight miles more of road would have to be built. The new idea seems to be to touch three summer resorts, including Bass lake, near Knox, Maxinkuckee, at Culver, and Manitou, here, and the big summer resort traffic is a big inducement to build the line through these plaes.

No Stock For Sale

According to Mr. Tomlin, there is no desire to sell stock in this city, all of that having been taken care of in LaPorte, where the financing of the road is being done by reputable men. A franchise into Laorte has already been secured and Mayor Smith assured the gentlemen that the same privilege would be granted here. It would probably be necessary to vote a subsidy in as much as Winamac has offered a subsidy and power from the river to operate a sub-power station.

Favorably Impressed

The visitors were favorably impressed with Rochester, and declared before leaving that local action would probably determine whether or not this city would be included. As soon as the roads are in fit condition, a trip over the proposed route will be made by auto. Further developments may be expected when the men return.

[Rochester Sentinel, Saturday, April 12, 1913]

SEEK PULASKI CO. FRANCHISE

Rochester's north and south trolley prospects are not materially brightened by the following story taken from the LaPorte Argus Bulletin:

Preperatory to a trip to Winamac Friday, General Counsel Ralph N. Smith began the preparation of a franchise which will be put up to the Pulaski county commissioners Friday at the adjourned session held at Winamac that day for the LaPorte, Logansport & Southern Interurban. Besides Mr. Smith, Vice President Travis and probably Engineer Thomas will be there the day of the meeting, and it is expected that the road will have right-of-way through the county and also through Winamac streets, by the end of the week.

Knox was visited Thursday and it is said that the citizens there are also quite well pleased with the prospect of an interurban line that will connect important points in this vicinity.

[Rochester Sentinel, Friday, April 18, 1913]

CHANCES FOR TRILLEY GONE

Rochester's chances for a place on the Logansport-LaPorte trolley line seem to have been given a death blow according to the following dispatch from Winamac:

Four promoters of the LaPorte, Logansport and Southern Traction Company, Warren Travis, R. M. Smith, B. F. Thomas and Fred Hanson, arrived here today, inspecting the proposed right of way south of town. They met with the county commissioners and Town Council and were

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granted a franchise. The line will be built from LaPorte to Logansport, via Knox, Bass Lake and Winamac.

This route has been selected, not only because the country traversed is more thickly populated than the Rochester-Kewanna route, but also because many grades and fills are avoided.

[Rochester Sentinel, Saturday, April 19, 1913]

FRANCHISE GIVEN THROUGH COUNTY

At a special meeting of the board of commissioners held this afternoon at two o'clock, the matter of granting a county franchise to the LaPorte-Logansport and Southern R.R. was considered and after due deliberation, the 50-year privilege was given as asked.

The matter was presented to the commissioners by Atty Sutherland, of LaPorte.

At the same time, the franchise to be asked of the city council for Rochester was being explained to a number of aldermen and the city attorney in the city hall. This matter will come up tonight.

Fulton's town board granted the company a franchise through that village this morning, the matter being presented by Warren Travis, who was accompanied by Messrs Mohler and Murphy, of this city. The granting of the rights asked here will make the route fully franchised. The promoters left for their homes in Laporte late this afternoon.

At Commercial Club

"Within two years," said M. R. Sutherland, at a special meeting of the Commercial club held Monday eveing, "we expect to have our cars running over something else besides paper."

This in reply to President Green, of the club, who in his introductory remarks, to the well attended gathering, had referred to the "paper line" to Akron. Four of the trolley promoters were at the session to tell Rochester of their intentions and their desires.

"We are here," went on Mr.Sutherland, "to get a franchise and we want your help. We mean business, and we must have assistance in getting these privileges and in acquiring the right of way across your county. We will ask no subsidy of you. We simply want a strip of ground 16 feet wide, clear across your county, that is if we decide to go to Logansport via Rochester, instead of Winamac, where we have already obtained franchises, but simply as a matter of protection. Our engineers, who we expect to finish a survey of both routes within three months, will tell us which line will be more profitable to us and easier to build. They have already worked to the southern line of our county, Laporte."

Franchise Read

The franchise which was asked of the county commissioners this afternoon was read by Mr. Travis, who is a prominent real estate dealer in LaPorte. It grants the company the use of certain highways in the county for 50 years, construction on the line to commence within three years. The route is outlined as entering the county on the road which runs directly south from Culver, thence east on the north county line road to the Vandalia tracks, thence on the east side of the tracks to the river, thence down the "River road" to Leiters, where the river is to be crossed, thence by the "River road" to Rochester, entering the city either on the Monticello road or on the Michigan road. A number of probable cut offs are named.

As to Franchise

During the discussion which followed, it was brought out that the granting of the franchise did not deter the granting of other franchises over the same route, and that an exclusive right to highways in the county, or streets in the city, could not be granted to the company. The commissioners or city council could grant as many franchises as they pleased, but the first company to build would have the right-of-way. It was also shown that the company has promised Logansport to have four cars a day running over eight miles of track within four years. Mr. Travis added that they were confident of having the line built within three years and stated that although this route was 10 to 13 miles longer than the 78 mile Winamac route, it looked better because of the large number of summer resorts it will touch. Arrangements were made to meet several of the city council and explain the points in the franchise to be asked, so that the work of tonight might be expedited.

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Those Present

The promoters arrived from Culver late Monday afternoon, accompanied by two machine loads of Rochester men who had met them. They came to this city over the proposed route, leaving several men of their party in Culver. They were granted a franchise by the Culver council Monday and were to meet the Marshall county commissioners Tuesday. Those in Rochester are M. R. Sutherland, attorney, Carl Loetz, city controller and real estate dealer, Warren Travis, real estate dealer, and A. C. Tomlin, city councilman all of LaPorte.

[Rochester Sentinel, Tuesday, April 29, 1913]

CITY FRANCHISE GRANTED TO R.R.

The LaPorte, Logansport and Southern Railway Company now has the right through Fulton county as the city council Tuesday evening granted a 25 year franchise to the promoters of the line. The franchise was granted by the council without one dissenting vote. The terms of the are the same as those granted by the county commissioners, Monday. The promoters must begin operations within three years unless prevented by injunction. The road will enter the corporate limits of Rochester on the Monticello road and then south down Main street.

[Rochester Sentinel, Wednesday, April 30, 1913]

ENGINEERS WILL BEGIN WORK

Engineer Thomas, of the LaPorte-Logansport & Southern railway, which may pass through Rochester, will begin the survey the coming week of the route which the projected trolley line will follow from LaPorte to the point of terminal.

Men will be employed at both ends of the road between LaPorte and Knox, the LaPorte crew working toward the seat of Starke county, and vice versa. The survey will pass through the towns of Kingsbury and Union Center on its way to Knox and when it has been completed the company will be able to proceed on a more tangible basis.

The running of the line by way of Rochester or Winamac is still one of the mooted problems and will likely not be determined for several days. The co-operation which has been promised the directors of the company insure substantial aid for the project, no matter what route is finally chosen. Franchises have been secured which cover the two routes.

[Rochester Sentinel, Friday, May 9, 1913]

ROCHESTER GETS ON TROLLEY LINE

It has been finally decided that Rochester will be on the route of the LaPorte-Logansport trolley, according to word from the former city today.

However, no one has been started out yet to get the right-of-way for the traction line. R. N. Smith, the attorney for the company has said that nothing would be done toward the getting of the right-of-way until the survey is taken.

From the present indication the road will probably be built by the way of Rochester, said Mr. Smith. He said that many people can be served by going over the route through Rochester, although the distance is slightly greater. If the company should decide to go by way of Winamac he said that a line will be run to Rochester from Logansport anyhow.

No Financing

Nothing has been done toward the financing of the proposition as yet, he said, but as soon as the estimate is made arrangements will be started for the floating of the bond issue.

[Rochester Sentinel, Wednesday, July 2, 1913]

ENTHUSIASM AT TROLLEY MEETING

As a result of a meeting held Friday night in Fulton, at which officers of the LaPorte-Logansport and Southern Interurban, a number of local men, and Liberty township citizens were present, a committee has been named which will act at once and attempt to secure right-of-way through Liberty township for the road. Indications point to success, as many farmers have already

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offered to give their land. Messrs Ora Bosserman, president of the company, W. W. Travis, vice-president, A. J. Tamlin, director, and M. L. Sutherland, attorney, all of LaPorte, arrived here Friday night and together with E. C. Mercer, B. F. Fretz, C. K. Bitters, Earle Miller, A. B. Green, W. E. Mohler, E. E. Murphy and Rev. J. D. Kruwel went to Fulton in a motor truck to hold a meeting there.

Much Enthusiasm

Much enthusiasm was manifested, and but one or two objections to donations of the right-of-way were heard. A committee, headed by Joe Bevelheimer, was named to see that a petition went down the road in Liberty township, in order to learn the real sentiment as to the right-of-way. This body will meet Monday night, and arrange to get deeds for the strip of land. A. Louderback, H. Frain and J. Buchanan, are also on the committee.

Will Build

The LaPorte men assured the men present that they would certainly build, if the right-of-way were secured and that they would ask no subsidy. Cass county farmers were also there and expressed themselves favorably. It is probable that a meeting will be held here in the near future, to name men to secure the rights south of the city to the township line. E. C. Mercer has already offered to donate the land.

[Rochester Sentinel, Saturday, July 19, 1913]

FREE RIGHT OF WAY

LaPorte Argus Bulletin

Ora Bosserman, one of the promoters of the LaPorte, Logansport & Southern Railway company, returned yesterday from Rochester, where he met several men who have been getting options for the line from Rochester to Logansport. Mr. Bosserman said that options for over half of the required right of way had been procured and that he thought the remainder of the options would be gotten within a short time. Nothing will be done by the promoters until the right of way is procured.

[Rochester Sentinel, Thursday, August 14, 1913]

RAILROADS - LOGANSPORT NORTHERN TRACTION CO.

ELECTRIC RAILWAY DIRECTORS

G. W. Holman attended the meeting of the directors of the Logansport Northern Traction company at Logansport yesterday. The officers of the past year were re-elected, with the exception of I. W. Welker, a director, who was elected vice president, and H. I. Parks, vice president, who was chosen director. The officers now are: J. T. McNary, president; I. W. Welker, vice president; G. W. Holman, secretary and general counsel; Benj. Keesley, treasurer. The directors are J. T. McNary, Seth Velsey, Walter Osmer, John D. Wideman, H. I. Parks, G. W. Holman and J. E. Beyer.

[Rochester Sentinel, Tuesday, June 25, 1901]

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RAILROADS - LOGANSPORT TO ROCHESTER

Still Another Railroad. At Logansport and in the south part of this county there is a strong feeling in favor of a road from that point to Rochester . . .

[Rochester *Union-Spy*, Thursday May 2, 1872]

Cass County gossip says that there will be a survey made for a railroad from Logansport to Rochester, as soon as the snow is off. We don't see it.

[Rochester *Union-Spy*, Thursday February 27, 1873]

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RAILROADS - LOGANSPORT, ROCHESTER & NORTHERN

WORK COMMENCES

Special to Sentinel

Logansport, May 1, 3 p.m. - Judge Chase has lifted all injunction suits against the Logansport, Rochester and Northern Traction Company except the one on High street and a force of one hundred men are already at work laying track from the foot of Fifth street north toward Rochester. George W. Holman, attorney for the Northern company, says the High street injunction will be dissolved next and that will give the Northern company all they want to put the road right through.

Big Trolley Deal

To the Public

The promoters of the Logansport, Rochester and Northern Traction Company have labored diligently for more than three years to perfect financial plans for the building of the road. On several occasions success has appeared to be positively assured. We have for sometime had pending with the Indestructible Road Bed Company, of New York City, a negotiation which gave every promise of being consummated in a very short time, as letters and contracts in our possession will show.

The recent action of the Logansport Common Council regarding the franchise of the company on High street, coming as it did at a critical moment, so disturbed the intending investors as to delay, if not entirely destroy the negotiations.

I was in New York last Monday and Tuesday. While there I met Mr. Morehouse, of New Haven, Connecticut, Mr. Boyd's associate in the Wabash Valley Traction Company. He called on me and proposed an alliance between our companies in Logansport. The whole situation was gone over and the conditions discussed. Mr. Morehouse stated that he and his associates would join us in any deal looking to a merger of our interests under which our company could come into Logansport over the City Railway Company's tracks. They would aid us, if desired, in financing our company, would buy our Logansport franchise or help us on any other lines desired.

One condition, however, was imposed upon anything they would do, viz: that our company and our associates would have nothing to do with Mr. McCulloch and his associates, and would enter into no deal, alliance or traffic agreement for interchanges of business with the Union Traction or Indianapolis Northern Traction Companies, or their allies. He stated it was their positive plan and purpose to stop all interurban roads out of Logansport, except by an arrangement for using the Marott-Boyd City Company's tracks.

I declined to enter into such a bargain for the reason that it was decidedly unjust and unfair to Logansport, and because the Indianapolis Northern line is the one we must connect with and interchange traffic with. Our road will feed and be fed by Mr. Boyd's line from Logansport to Wabash. The building of the line to Indianapolis and a connection with the traffic contract between us will not only do more towards assuring funds to build our road than any other one thing, but will also be of the greatest importances and benefit to Logansport and her future, as well as to the development of all the cities and towns on the country adjacent to the line.

I returned from New York on Thursday, and after conferences with my associates, we determined that we were simply forced to an alliance with the Indianapolis Northern, if one could be made. At our request, Mr. John E. Beyer, Mr. J. T. McCary and myself met Mr. McCulloch at his office in Indianapolis on Friday morning, Mr. Jenkins, his Logansport attorney being present. Negotiations were continued until Saturday afternoon when an agreement was reached.

At a meeting of the Board of Directors of the Logansport, Rochester and Northern Traction Company, held Saturday night at the Wayne Hotel, in Ft. Wayne, the contracts were approved and executed by the company and all the stockholders.

Under the agreement, Mr. McCulloch and his associates secure stock in our company in exchange for stock in the Indianapolis Northern company. Both interests will promote the building of the Rochester, Warsaw road. All of the present stockholders in the Logansport, Rochester and Northern Traction Company continue as such and will be associated with the enterprise as before.

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This includes Messrs McNary, Velsey, Osmer, Keesling and Shultz, of Logansport, Beyer and myself of Rochester, Wideman, of Warsaw, Welker, of Albion, and Park, of Kendallville.

Mr. McNary will remain President. At the meeting in Ft. Wayne, Mr. McCulloch and Mr. C. W. McCuire, Mr. McCulloch's Assistant, were elected directors, and Mr. McCuire secretary of our company. I desire to say that until Saturday last our company had had no contract or alliance with the Union Traction or Indianapolis Northern. Immediately after the combination of the Marott Boyd interests it became apparent to us that Mr. Boyd would pursue the same policy that Mr. Marott had done, and keep out the interurbans, if possible. Mr. Boyd having a franchise on Fifth and High streets, it seemed imperative that our company should take possession of those streets by laying a track immediately. We had no material on hand. Our relations being friendly, for reasons heretofore stated, we secured through Mr. McCullough the material we brought to Logansport, because it could be had quickly. It belonged to the Union Traction Company and was in use in Elwood and Tipton and on the new line between. Our company agreed to pay for the material in cash or replace it with similar kind and quality. We considered ourselves very fortunate to get such excellent quality so promptly.

I make this public statement in justice to and at the request of my associates in the Rochester enterprise. We believe the people of Logansport want to encourage the building of the Rochester Warsaw road, as well as any other interurbans. I have covered the facts so fully because I believe in the present uncertain state of the public mind in Logansport, the people are entitled to know the truth from all of us. -- G. W. HOLMAN.

[Rochester Sentinel, Friday, May 2, 1902]

HERE THEY COME

Special to Sentinel.

Logansport, June 5th, 2 p.m. - A gang of men and teams commenced laying track for the Logansport, Rochester and Northern Electric line this afternoon. They are crossing the 6th street Eel River bridge and will go to Mt. Hope cemetery. From there they say they will verge northwest to the Vandalia track and follow it north through the valley until past the Barnett Hills on the Michigan Road north [sic] of this city. Then they will verge east to the Michigan Road and thence direct to Rochester.

A power house, a foundry building, has been purchased here by the company and they say they will be ready to put caars on the lines already built here within thirty days.

[Rochester Sentinel, Friday, June 6, 1902]

L. R. & N. CARS

The Logansport Journal says "the first cars of the Logansport, Rochester and Northern Traction Co., will reach Logansport early this week. When they actually appear people will pinch themselves to be sure they are not dreaming. It has been so many moons since the road was first projected that some citizens have begun to reckon time therefrom. But it is now insured. Five in number, fresh from the car shops at Vincennes, known technically as "ten benchers," and bearing the name of the L. R. & N. in letters so big that he who runs may read, these summer cars will be unloaded, it is stated, at the foot of Fifth street. The overhead material is all in the city and men were at work yesterday putting up poles for the trolley wires.

Rochester Sentinel, Thursday, June 19, 1902]

LOCAL NEWS - SATURDAY

Logansport Pharos: The Logansport, Rochester & Northern Traction Company has increased its force of workmen on the cemetery extension and now has nearly two hundred at work. There were one hundred men at work in the shovelers gang on Hanna street alone this morning. The construction work on the entire loop is progressing rapidly and the erection of trolley poles on Sixth street has commenced. Iron poles are being used on Fifth street.

[Rochester Sentinel, Friday, June 20, 1902]

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TALKED RAILROADS

Tuesday night's session of the town council was a strenuous one, and business of a very important nature was transacted. - - - -

Attorney R. C. Stephenson then presented a new franchise for the Logansport, Rochester & Northern road, and explained that the old franchise, while acceptable to the local promoters, would not be accepted by the Eastern capitalists who were ready to invest their money in financing the road from Logansport north. The new franchise provides for wooden poles along all streets except on Main from Pearl street north, where iron or steel poles shall be used; it also provides for "T" rails, and gives the company the right to build either in the center or on the side of the street as they may desire.

Trustee Shafer was ready to grant the franchise as asked, just so they would hurry the road along, but Trustees Collins and Wallace wanted iron poles all over the city and flat rails. They also objected to the franchise on the grounds that it did not give them the privilege of saying just where on the streets the tracks should be laid. Mr. Holman was then called in and explained that such provision was the main stumbling block for the capitalists as it would allow the next Board of trustees an opportunity of shutting out the road entirely, should they be against it, by simply refusing to pass a resolution locating the track. After a spirited argument the board laid the matter over for the purpose of investigating the sections in dispute and it is very probable that some sort of a compromise will be effected.

[Rochester Sentinel, Friday, July 4, 1902]

L. R. & N. NEWS

A Thursday special from Winona Lake says: George F. McCulloch, who returned from the East, Tuesday, held a conference at the Winona Hotel, last night, with the officers and promoters of the Logansport, Rochester & Northern Traction Company, who propose to construct a line from Logansport, through Rochester, Mentone, Warsaw, North Webster and Albion to Kendallville, with a branch line from Warsaw to Winona Lake, a total of 101 miles.

The Winona Assembly has demanded that the company declare its intentions in writing within three months, to have the branch in operation in twelve months. The Assembly threatens to construct the short line itself in case the traction company fails to meet these demands.

The Logansport, Rochester & Northern has become one of the extensions of McCulloch enterprises by reason of its promoters turning to him to push the road through. C. W. McGuire of the Union Traction Company, has been placed in the office of secretary and treasurer. The line which will connect with the Indiana Northern Traction Company's lines at Logansport will give a definite route to the northern corner of the state, and in case of the development of electric railroads, through trunk lines would be a good starter on a very fast trail to Detroit or Toledo. At all events, it will serve as a good feeder to the Indianapolis line.

In the party that met Mr. McCulloch here were J. T. McNary, of Logansport, president of Rochester line; Vice-president J. B. Shults, of Logansport; Secretary and treasurer, C. W. McClure, of Anderson; A. L. Dunn, of the Union Traction Company; G. W. Holman and J. E. Beyer, of Rochester, and L. D. Widaman and Fred Beyer, of Warsaw. They propose to locate the power house in Warsaw.

[Rochester Sentinel, Friday, July 11, 1902]

OUR TROLLEY LINE

A special from Indianapolis to the Wabash Times says: A meeting of the division of the Logansport, Rochester & Northern Traction company was held at the Indianapolis office of the Union Traction company Friday, for the purpose of arranging for the building of a line from Logansport to Rochester, Warsaw, Winona and Kendallville. The Logansport-Rochester company was organized three or four years ago, but was never able to finance the scheme until the Union Traction took hold. It is said that President McCulloch of the latter has made arrangements for financing the project and that it will be put through within the next year. This will be an important

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line, as it will be the means of bringing into closer touch a section of country that is in need of greater facilities of transportation.

[Rochester Sentinel, Friday, July 18, 1902]

LOCAL NEWS - THURSDAY

It took the Logansport city council just twenty minutes last night to refuse to grant the Logansport, Rochester & Northern Traction company a franchise, thereby further complicating the interurban situation there. The road asked the right of way over certain streets and was resisted by the Boyd people, who oppose the granting of such franchise.

[Rochester Sentinel, Friday, July 26, 1902]

A MILE A MINUTE

Wabash Plain Dealer.

George McCulloch, the electric railway man, says the running time of the Logansport, Rochester & North will be twenty-eight minutes between Rochester and Logansport. That is at the rate of a mile a minute, but special care will be taken to have the grade level and the track will be laid with eighty-pound rails with the purpose of developing high speed. When this line is completed and the one from Wabash to Rochester, Wabash will have a circuit including Wabash, Rochester, Logansport and Peru.

[Rochester Sentinel, Friday, November 28, 1902]

TROLLY LINE DEAL

A special from New York to the Logansport Pharos says Charles Blakeslee of New Haven, Conn., principal owner of the Wabash Traction company which has just completed its line between Logansport and Wabash, has sold a controlling interest in his company the Indianapolis Northern Traction company, of which George F. McCulloch is president. The Indianapolis Northern road will connect with the Towpath line a mile or [sic] east of the city limits and both roads will use the Erie Avenue tracks into the city. Both lines will be running cars into Logansport by July. The construction and re-equipment of the local street railway can be expected at an early day. Logansport becomes the center of one of the greatest interurban railway systems in the country. Before five years lines will be extending in every direction out of Logansport. The price paid for Blakeslee's controlling interest in his street and inturban holding is not known. Geo. F. McCulloch, conversing with a resident of Logansport the other day, declared it would cost something like \$400,000 to buy, equip and extend the local street railway system to meet public require.

And so the L.R.&N. and Boyd fight at Logansport is settled and this was said to be the obstacle in the way of building the line from Logansport to Warsaw. Now we shall see what we shall see.

[Rochester Sentinel, Friday, January 23, 1903]

PROMOTER IN JAIL

A special from Logansport says local stockholders in the Logansport, Rochester & Northern Traction Co. are thanking their lucky stars they were wise enough to forestall an effort to have Leonard Imboden, a New York promoter, promote the company and finance the enterprise. Imboden is now held in jail at New York on a charge of promoting false trust companies and has gained much notoriety in the last few days as a man who swindled many companies. He at one time started a state bank at Kansas City with \$2.85 cash on hand.

When the local stockholders of the L.R.&N. were looking about for someone to finance the line they received many letters from Imboden and were considering the letting of the contract to him at a good commission when it was found, through the eastern agents, that Imboden had no financial standing. But for this information the stockholders of the company might now be filing affidavits against Imboden with others, in an effort to send him to the penitentiary.

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Imboden's latest effort was the financing of the American Finance and Mortgage company. This company has just been driven out of business by the investigations now on in the postoffice department. It is estimated that swindles amounting to \$100,000,000 were perpetrated by this company.

[Rochester Sentinel, Friday, July 17, 1903]

LOOKS GOOD AGAIN

Specials in the city papers says: Developments of the last few days in traction circles in this part of the state indicates that George P. McCulloch, of the Indiana Union Traction company no longer holds interests in the Logansport and other northern Indiana lines. The real heads of the traction interest in this and other northern Indiana cities are residents of Philadelphia and Henry C. Paul, of Ft. Wayne, is the resident representative, although Senator F. B. Fleming still retains his position as the secretary of the Ft. Wayne traction lines.

The capitalists now in control are Kendall Morgan, Col. J. Levering Jones, the Hon. J. Bayard Taylor and Thomas Wanamaker, of Philadelphia, the Hon. James Murdock, of Lafayette, and H. G. Paul, of Ft. Wayne. The men practically control the city lines at Wabash, Logansport, Lafayette and Ft. Wayne. Besides they own the Wabash and Logansport trolley line, the Wabash river traction line, and the Rochester and Northern line. The connection between these interurban lines and Ft. Wayne is accommodated through the Ft. Wayne Southwestern traction line, running between Ft. Wayne and Wabash.

Besides the lines already under their control, the new management proposes to extend its interurban service into Elkhart, St. Joseph, Fulton, Marshall and Kosciusko counties. This will give the Ft. Wayne & Wabash company an extensive field.

They all have as complete an interurban service in northern Indiana as the Indiana Union traction company has in other parts of the state. Engineers are now working on the extension of the new line.

[Rochester Sentinel, Saturday, February 20, 1904]

NEWS OF THE DAY

The local representative of the construction company, which will build the Wabash-Rochester electric line, Mr. Wyke, had word today that ten teams will be shipped to Rochester next Tuesday and that he shall have a barn ready for them. Mr. Wyke has rented the Rev. Lytle property on south Main street, and will move his family here.

[Rochester Sentinel, Saturday, April 9, 1904]

TROLLEY MEN HERE

A good deal of electric railway interest was aroused today by the presence of the promoters of the Logansport-South Bend Trolley line, recently projected and in which the SENTINEL has made frequent reference. Those here were McCaulfield, of South Bend, and McCrismond, of Logansport, who held an informal caucus with member of the council concerning the probability of getting a franchise through the town. The projected railway representatives were given to understand that the right of way through Rochester is theirs for the asking and they left on the noon train for Argos and from there they will go to Plymouth.

The gentlemen came here from Kewanna where they had a meeting Monday. They have not yet decided whether they will parallel the Michigan road from Logansport by way of Fulton, Rochester, Argos and Plymouth or follow the Vandalia through Lucern, Grass Creek, Kewanna and Culver to Plymouth. If they come through Rochester they will build a spur from Argos to Lake Maxinkuckee and thus have a direct through line from South Bend to Logansport, operating the Argos-Maxinkuckee spur only during the Lake or summer season. If they build the Vandalia route they will touch the east shore of the Lake and miss Argos, Rochester and Fulton. An air line from Logansport to Plymouth cuts about four miles west of Rochester but as the most level route out of Logansport is from the east end of the city north to Metea, and the Fulton, Rochester, Tiosa

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and Argos route affords a much larger population than Grass Creek, Kewanna and Culver, the promoters are favorable to the Rochester route.

Whichever way they go subsidies will be asked, and Mr. Caulfield says if Rochester will be as liberal to his company as it was to the Wabash-Rochester Ry. there is little doubt but Rochester will get the line.

Of the proposed road, and its promoters, the South Bend Tribune says:

The directors of the company are Judge Frank Swigart, H. J. Crismond, a retired hardware merchant, and Senator J. G. Powell, of Logansport, John M. Caulfield, George H. Leslie, Samuel S. Perley, Virginius Nicar and Edmund Taylor, of South Bend, and Prof J. J. Green, of the University of Notre Dame. The officers are as follows: President, Samuel S. Perley; vice president, H. J. Crismond; secretary, Edmund Taylor; treasurer, Virginius Nicar.

Mr. Caulfield has been looking after the interests of the company for some time and is thoroughly posted on what it proposes to do. He states that the work of obtaining franchises will begin next week and that as soon as all franchise arrangements are perfected two parties are ready to finance the big undertaking. He believes the road will be built and in operation within a year.

Mr. Caulfield and Mr. Leslie, who is a surveyor, have been over the proposed route and regard it as one which will repay the great undertaking. Along it are many wealthy farmers who will take advantage of a good street car service. The line will also connect four county seats, besides joining intermediate territory.

[Rochester Sentinel, Tuesday, November 1, 1904]

TROLLEY MEN HERE

Twenty-five business men of Rochester met at the city hall this morning to hear the promoters of the proposed Logansport and South Bend electric railway present their ideas of what Rochester should do to induce the road to come this way.

Councilman N. R. Stoner was made chairman of the meeting and Senator Si Powell and H. J. Crisman, of Logansport, and Mr. Caulfield, of South Bend, represented the new enterprise. Messrs Caulfield and Crisman were introduced and made addresses. They said, in substance, that the promoters are favorable to this route as being the most likely to make profitable returns although the Kewanna-Maxinkuckee route also has some attractive advantages. They propose that if the citizens of Rochester will raise \$500 to defray the expenses of the survey and profile making, the company will pay it back, dollar for dollar, when the road is built or they will pay it bak if the road is built on the other route. They said the company will ask that Rochester, Richland and Liberty townships shall vote subsidies and if this is done the Michigan Road route will most likely be adopted as it has many more inhabitants along it and better business centers than the other. Also it has no railroad connection between points and the other route would parallel the Vandalia all the way.

In order to get at an intelligent consensus of public opinion a motion was made that carried to hold a public meeting in the court room, next Tuesday evening, at which the president and attorney of the proposed road will speak and, indeed, it will be a sort of a love feast at which any one will be welcome to speak.

A committee consisting of Messrs W. H. Deniston, L. M. Brackett and J. Rowley was appointed to investigate the standing of the company and arrange to have the public meeting follow a program of definite action.

[Rochester Sentinel, Thursday, November 17, 1904]

ON AGIN; OFF AGIN

The proposition of the Logansport-South Bend electric line promoters, that Rochester furnish them a loan of about \$500 to help with the preliminary survey expense, was met affirmatively by Rochester but refused by the promoters.

In the business men's meeting at the city hall Mr. Crismond, one of the promoters, stated that they would expect Rochester's help with the preliminary work of establishing the line to the extent of furnishing \$500, the same to be paid back out of the subsidy to be voted later, or in the

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event that the road went by way of the Vandalia route or paid back if the road was not built at all. This was asked to help convince money men that Rochester is very enthusiastic for the road and willing to help make it a success.

Accordingly Messrs L. M. Brackett, Julius Rowley and Wm. H. Deniston, were appointed a committee to try to raise the money and make terms for the loan. They prepared a subscription blank setting forth the proposition of the promoters that the loan would be safely secured and paid back and to this something over \$400 was subscribed. And it was offered to the company on condition that the company give evidence of its good faith in a bankable note, payable in two years without interest. But to this the promoters object, as the following letter will show.

Logansport, Ind., Nov. 26.

Gentlemen: After leaving Rochester I submitted your proposition to the members of the Board of Directors of Indianapolis, Logansport & South Bend Traction Railroad Company, and they unanimously decided that they could not accept the advancement upon the terms offered by you. The original contract that we prepared was prepared upon the statement of terms suggested by the citizens of Argos, and as we want to treat all alike, our terms were drawn upon the same theory stating the facts as was contracted with the citizens of Argos, which we accepted and do not feel justified in changing. Therefore you need go no farther in your proposed advancement unless you are willing to place the money upon the contract as originally drawn. We are not satisfied to place a note at the Bank for two years. We can get all the money we want for our preliminary work on such terms as will satisfy and suit our convenience. The Board of Directors are unanimous in this opinion. So you need not put yourselves to any more trouble. We thank you and the gentlemen who took this matter up for your good will and enterprise in the matter, but don't feel that we can accept the proposition upon the terms you have suggested.

Very truly yours,
Frank Swigart.

The outcome is about as expected by most business men in Rochester. The proposition to furnish money for the preliminary work seemed so unusual that it was not looked upon favorably by a good many, but others considered it made in good faith as the offer to secure it and pay it back seemed very fair. But now that it is refused all that Rochester can do is to wait for something else to turn up so we can again show our good will toward getting a Michigan Road trolley line.

[Rochester Sentinel, Wednesday, November 30, 1904]

PROSPECTS LOOK GOOD

Logansport Reporter.

Saturday night at a meeting of the residents of Bethlehem township, Cass county, held in the school house at Metea, it was unanimously decided to give a subsidy to the Logansport & South Bend interurban that proposes to pass through the township.

Things look exceptionally bright for the new company, according to the local stockholders of the corporation. The leaders in the meeting agreed that a subsidy of two per cent, the largest amount that can be contributed under the laws of the state, shall be donated to aid in the construction of the line.

Plymouth has already voted a subsidy and Rochester has as good as promised a liberal aid. Meetings will shortly be held all along the line. The matter was not entirely closed up at the meeting at Metea Saturday night, and another will be held Friday night at the same place.

[Rochester Sentinel, Thursday, December 15, 1904]

RAILWAY MEETING

Six of the promoters of the Logansport-South Bend traction line were in Rochester yesterday evening, four from South Bend and two from Logansport. They met with Jonathan Dawson, L. M. Brackett, Henry Barnhart, Allen W. Holeman, Wm. H. Deniston and Julius Rowley and made a formal and written proposition of what they expect Rochester to do by way of assisting the promotion of the enterprise. They ask that Rochester township vote a subsidy of

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\$15,000 and give free right of way across the township, or \$25,000 and the company will secure its own right of way. They state that other townships along the line will be asked subsidies similar to that asked here, that is, in like proportion, and wherever they have been they have met with much encouragement that the people are very anxious for an electric railway to parallel the Michigan Road.

All of the promoters present talked straight business and seemed so friendly to Rochester and so frank and reasonable in their propositions that the committee that met with them was very favorably impressed. A good deal of the adverse newspaper reports, they say, are wholly unauthorized by the promoters and it is their present intention to build the line along the Michigan Road if the people will show them reasonable encouragement.

[Rochester Sentinel, Thursday, December 22, 1904]

WILL USE MOTORS

The Logansport Pharos says, "When the new traction line between Logansport and South Bend is in operation by the first of October, 1906, the People of Logansport and along the route of the proposed railway will probably have the pleasure of using the first real gasoline motor cars ever used exclusively on an interurban railroad in northern Indiana. Although gasoline motors are now being successfully experimented with on various roads they have not yet come into general use and this line will probably be one of the first to adopt them from the very beginning of its operations.

Up to the present the supposition has been that the new line is to be an electric line, but since the meeting of the directors of the road held in this city yesterday, the report is given out that instead of electricity as motor power, the company will probably use gasoline. This question was talked of at the meeting here and it was so favorably considered that the directors are inclined to think that gasoline would be the proper fuel to furnish their motor force and the matter will be thoroughly looked into - - - [not readable] - - - seems so good to them that they are almost convinced that this will be the mode of power they will introduce."

[Rochester Sentinel, Thursday, January 5, 1905]

NEW TROLLEY TALK

"There is absolutely no doubt but that the road will be built and that when completed it will be the best paying traction property in the state of Indiana," said Captain Frank Swigart, one of the promoters of the Logansport South Bend traction line to the Logansport Pharos, after his return from South Bend, where he and Horace J. Crismond, of this city, attended a meeting of the board of directors of the road last night.

"We had a very satisfactory meeting," continued Captain Swigart, "and the directors are more than encouraged with the splendid prospects now before us. With the McDonald bill killed by the senate committee, the Farber bill amended and the Parks bill hopelessly in the background, there is every reason to believe that the six townships along our right of way will be enabled to vote their subsidies to us and we will be able to go right along. Already there are four large financing concerns who are ready to furnish us with all the capital we need, two construction companies are trying to negotiate with us for the construction of the line and no end of propositions for the equipment of the road have been received. In addition to this we are assured from all traction men who have investigated the matter at all, that this will be the best paying traction property in the state."

The promoters of the road are greatly pleased over the failure of the McDonald bill which has for its purpose the repeal of law giving townships the right to vote subsidies of two per cent to railways. This bill passed the house but it died in the senate committee. Then the senate has the Farber bill, a similar instrument which, if it passes the senate, will probably be killed by the house. The Parks bill, which reduces the amount of subsidies to be voted to one per cent is not yet attracting much attention.

At South Bend yesterday, the banks of that city told the directors that they would be willing to purchase their bonds or stocks, an indication that South Bend financial men think pretty

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well of the project. On next Monday the county commissioners in several counties will act on the petitions of the six townships asking permission to hold elections for the voting of subsidies and in all cases it is expected the petitions will be granted.

[Rochester Sentinel, Saturday, February 4, 1905]

ELECTION ORDER

The promoters of the Logansport and South Bend Traction Line, the Michigan Road route, were before the board of county Commissioners today and asked that the petitions for subsidy elections in Liberty, Rochester and Richland townships be granted.

After going over the petitions and cutting off all names that did not represent free holders of real estate, that is individual land owners, it was found that Liberty and Rochester townships had the number of names, 25 or more, but the Richland petition was three or four short of the requisite number. Therefore, the bond was fixed to protect the county against any expense in holding the elections, and when it is filed and approved elections will be called in Rochester and Richland [sic] for March 28th, and if Richland gets her petition strengthened so as to make it legal, the election will be held there at the same time.

The bond will cover \$80 per precinct and if the subsidy is not voted, or if it be voted and the road is not built, it will be due and payable. If the subsidy is voted and the road is built then the cost of the election will be taken out of the subsidy before it is paid over thus securing taxpayers that they will be at no expnse if the road is not built.

[Rochester Sentinel, Wednesday, February 8, 1905]

TROLLEY LINE ACTION

A regular monthly meeting of the board of directors of the Logansport and South Bend Traction railroad company was held Friday afternoon, in the office of the company in the Oliver opera house block in South Bend. It was decided to increase the capital stock of the organization to \$100,000. Affairs of the company were reported in an excellent condition.

It was announced that active operation will begin in the spring as soon as the weather will permit and that the work will be pushed to an early completion. The company will build a traction railway from Logansport to South Bend, which will connect with a line running to Indianapolis.

[Rochester Sentinel, Monday, March 6, 1905]

TO STOP ELECTION

Quite a surprise was sprung in local business circles, yesterday evening, when it was reported that an action had been instituted by J. E. Beyer and Attorney George W. Holman to declare invalid the order for the subsidy election on the Michigan Road Traction line proposition to be held April 27th. The action is an appeal from the order of the commissioner's court to the circuit court and the allegation is that the action of the commissioners in ordering the election is void, viz:

In 1901 there was a subsidy of \$40,000 voted, by Rochester township, to the Toledo & Chicago Transfer Ry., and \$25,000 to the Wabash-Rochester Ry., making a total of \$65,000. This amount equaled the 2 per cent limit allowed by law. Therefore a vote in excess of the said 2 per cent would be void.

Further, on Feb 8th, 1905, the Fulton County Board of Commissioners granted an order authorizing an election on a petition the same as the one now appealed from and it was not in the power of the Commissioners to vacate and set aside the order of Feb 8th and grant a new order for an election on one and the same petition. That is, the petition for the order of Feb 8th could not be merged into or for the order of March 6th.

An interview with Attorney Holman brought out little or nothing in addition to the facts set out in the instrument of appeal. He said that he could not say that there is any hope of the old Logansport Rochester & Northern Traction Co in which Messrs Beyer and Holman were prominent factors, ever doing anything, nor that this action has any bearing on the proposed Winona line from Warsaw to Peru and branch from Akron to Rochester. He said the real purpose

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of the action is to clear up the situation as to whether or not we can legally vote other subsidies than those of 1901 until the question of whether or not they have lapsed is settled. He says the case will be heard at the opening of the April term of Court and that will be before the date of the election which is set for the 27th of April.

[Rochester Sentinel, Saturday, April 1, 1905]

MAKE NEW SURVEY

Capt Frank Swigart in company with John Caulfield, G. H. Leslie and D. P. Swigart were in Rochester today, on business pertaining to the changing of the survey of the route selected some time ago.

The former line of the survey parallel with the L.E. & W. tracks and the new one will be on a line west of the Michigan road. The latter route, it is thought, will be vastly more advantageous as the country is more thickly settled, and access to the road will be much easier. Engineer G. H. Leslie assisted by D. P. Swigart, will conduct the new survey.

In conversation with a SENTINEL reporter, Capt Swigart stated that the prospects of the road being built were growing brighter every day. The election in German township, Marshall county, which resulted so greatly in favor of the trolley was a great surprise to them, as they had been informed all the while that it would be a tough proposition to get the residents of that section to vote for it. Concerning the difficulty which has been brought about by the case filed in the circuit court by J. E. Beyer, of this city, in which he questions the right of Fulton county to vote any further subsidies Mr. Swigart said that although he expected they would no doubt have some little litigation before they succeeded, there was no doubt in his mind but that they would win out in the end. Swigart's interpretation of the law concerning the voting of subsidies is that a two per cent subsidy may be voted legally every two years, and that as the subsidies, which amounted to the two per cent limit, were voted two years previous to the one now wanted, he says that the proposition is entirely within the bounds of the law. The gentleman further intimated that the filing of the protest was in his eyes merely the working of the Peru people, who are against the building of the line and is the result of a meeting held at Akron some time since.

[Rochester Sentinel, Tuesday, April 11, 1905]

NEW TROLLEY TALK

The decision of Judge S. B. Artman of Lebanon, holding that under existing statutes no subsidy may be voted to interurban railroads has caused much discussion among prominent traction men and lawyers, and the majority who have expressed any opinion hold that Judge Artman is wrong.

In an interview Attorney Frank Swigart, a director of the Indianapolis, Logansport & South Bend Traction rail road said: "Either Judge Artman is not correctly quoted in his decision, or he has violated the elementary rule of construction of statutes. One of the most familiar rules of construction of statutes laid down by the supreme and appellate courts is that meaning and effect must be given to every part of the statutes enacted by the legislature; and that all the statutes upon any subject must be read and construed together. Applying this rule to the subject of voting aid to railroads by counties and townships, the supreme and appellate courts have, in numerous cases, upheld the legality of such elections and the aid given to railroads.

"It is true these laws were passed before the trolley or interurban railroads were thought of, and applied only to steam railroads at the time they were enacted. But there is a new act of 1903 and now it means suburban railroads and interurban railroads, and it is the duty of the court to so read into the original law the additions made by supplemental laws of 1903.

One of the promoters said to the SENTINEL that the company is taking its own chances on the legal questions raised. They have put up their own money to pay all expenses of the election and it will not cost any taxpayer a cent to vote for the subsidy if any legal decision should be given that would prevent the company from collecting the aid voted. Therefore, they say, the elections in this county will be held as advertised and if the courts hold them illegal it will be the

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company that will lose and not the people who need the road and who will get it if they show by their votes that they want such an improvement.

[Rochester Sentinel, Wednesday, April 19, 1905]

APPEAL DISMISSED

The case in the Fulton circuit court to stop an election for a subsidy to be voted to the Indianapolis, Logansport & South Bend Traction line, came to a close about three o'clock, when Judge Bernetha gave a decision on the case, which overruled the appeal from the order of the Board of Commissioners, which was brought by J. E. Beyer through his attorneys Holman & Stephenson, and the motion of the railroad company to sustain the order of the Board of Commissioners, was sustained.

The questions presented in argument arose on a motion filed by the appellant to vacate the order of the Board made at its March term, and a motion filed by the appellees, (the petitioner) to dismiss the appeal. The court sustained the motion to dismiss the appeal on the ground that the appeal was premature, that is, that it could not be taken until the order for a levy of the tax yet to be made by the board, should the election result in favor of an appropriation.

This action by the court means that the election to be held tomorrow is not affected in any way and will go on just the same as if no action had been made to stop it, and according to the discussion of the court is legal in every way.

[Rochester Sentinel, Wednesday, April 26, 1905]

VOTE ON RAILROAD

The result of the railroad elections in Richland, Rochester and Liberty townships, yesterday, were as the SENTINEL predicted except that the majorities were more pronounced than was expected by those who had taken active part in the campaign.

In Rochester township it was plain that the sentiment was strongly for the road, but the fact that only two-thirds of the vote was polled, the result was in doubt and friends of the road feared the result might be against them. But every precinct gave a good majority for the road and there was little or no sectional sentiment in the vote. Many farmers were for it, and some business men in town. But there was no ill feeling in the matter, and the election passed off in perfect harmony with the balmy sunshine of the glorious spring day.

In Richland township the subsidy would have carried all right had a lower rate been asked and the location of the road been left unfixed or planned nearer the Michigan Road. The rate asked was a half higher than that in Rochester township, and a third higher than that asked at Argos and the people of Richland couldn't understand why such a difference against them should be made.

In Liberty the contest was quite lively. Those living away from the Michigan Road and some business men in Fulton opposed the road, and thought they had won, but the count of the ballots showed a very snug majority for the road.

Following is the vote by precincts, as reported: - - - - -

Next Move of Promoters

The promoting company will hold a meeting next Thursday at South Bend at which plans for building the road will be considered. It is the present intention of the company to ask the commissioners to narrow the 100 foot wide Michigan Road enough that the right of way can be purchased of the people on one side or the other so as not to disturb many dwellings or residence improvements already made. In this way the highway proper will not be interfered with, and the people along the road will not have their homes to move and rebuild.

The route through Richland township is not yet fully determined upon. They can go along the Michigan road, and probably will if the people will give them a right of way strip.

Crowds Celebrate Over Results

After the returns were all in the Citizens' Band came out and a general celebration followed. The band played, fire crackers were shot off, red fire was burned, and Captain Swighart, of Logansport, gave a short talk to the crowd that had assembled in front of the Arlington Hotel, in

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which he thanked the people for their good will shown the promoters in the unanimity of the vote for the appropriation. - - - -

[Rochester Sentinel, Friday, April 28, 1905]

TROLLEY TALK

The directors of the Indianapolis, Logansport and South Bend Traction company, which is preparing to build an electric railway between Logansport and South Bend, held their monthly meeting Tuesday afternoon at their main office in South Bend. All of the directors were present and much business was disposed of. The office of the auditor was created and Hon. C. G. Powell, of Logansport, was elected.

"The company ordered its engineer to make a survey for a line between Lake Maxinkuckee and Winona Lake near Warsaw, the celebrated Presbyterian resort.

"The company proposes to include in its system a road connecting these two popular summer resorts. A portion of the right of way has been secured. This line, if built, will intersect the main line at Argos. The directors of the company appear to feel greatly encouraged over the outlook and the success with which they are meeting."

[Rochester Sentinel, Thursday, May 11, 1905]

INTER-URBAN NEWS

The Argos Reflector says Messrs. Swigart and Caulfield, officials of the I. L. & S. B. traction railroad, with M. L. Corey and F. M. Wickizer of Argos, drove over the proposed Maxinkuckee connection of the inter urban, and succeeded in locating what the officials think will make a splendid route to the lake from the main line at Argos, the line which will probably be selected being a direct one and landing just east of the Culver Military Academy.

The location of the lake connection is being made with a view of extending the line as direct as possible to Winona, making an inter-urban connection between the two most noted summer resorts in the Central West. This alone will undoubtedly make one of the best paying lines in the state as an investment for the company operating it.

The route of the Argos-Maxinkuckee line, as viewed by the officials Monday, leaves the main line about one-half mile south of the corporation limits, passing west from the Fantz farm and following the north lines of the Wm. Alleman and Klice farms, and extending west along the farms of John Myers, N. Yearick, Dunlap, Price, Wirt, Romig, Stayton, Scott, Loser, South, and making connection at the lake directly east of the academy where little trouble will be experienced in securing a splendid terminal point for the road. The survey of this line will be made within a few days by Engineer Leslie.

Tuesday Messrs Caulfield and Swigart left for Warsaw to view the east connection of the line to that resort, and the entire survey of the east and west line will soon be completed.

The work of securing deeds for the right of way on the main line is being rapidly pushed by Mr. Caulfield, and the officials say all necessary negotiations will likely be completed for actual work of construction to begin by July.

[Rochester Sentinel, Friday, May 19, 1905]

L-S LINE ASSURED

Officials and promoters of the proposed traction line between Logansport and South Bend are preparing a meeting of the stockholders to be held one day next week as soon as the last subsidy asked by the promoters has been voted by Madison township, St. Joseph county. Tuesday, June 6, is the date set for this subsidy election and it is certain the company will get the amount asked for, because a majority of the voters of the township signed the petition to the St. Joseph county commissioners asking that an election be held. As soon as this subsidy has been voted, it is proposed to have a meeting and plan details for furthering the work of constructing the line.

Surveyors for the company began the survey through Adamsboro and Twelve Mile, yesterday, and it expected the line will pass through these two towns. It is stated the farmers along

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the line are willing to donate the land for a right of way and the company will probably accept the offer although it will make the line two or three miles longer than intended.

[Rochester Sentinel, Wednesday, May 31, 1905]

FULTON NEWS

The L-S traction line surveyors were here yesterday. They finished surveying a line from Logansport to Adamsboro and then through Adam township to Fulton. Whether this will be the established route or not we are unable to say. The directors and promoters will meet at South Bend next Wednesday, the day after the subsidy election in that county, and make final arrangements to begin work along the line by July 1.

[Rochester Sentinel, Monday, June 5, 1905]

LAST SUBSIDY ELECTION

Madison township, St. Joseph county, yesterday, voted a subsidy of \$8,000 to the proposed traction line between Logansport and South Bend. The subsidy is the last asked for by the promoters of the company and a meeting will be held the latter part of this week for the purpose of furthering plans for financing and pushing work of constructing the line.

In a conversation with Attorney Swigart, of the Michigan Road Line interurban company, he said to the SENTINEL, that eastern capital is asking to get in on this road instead of the company having to go after it as is usual in such cases.

The fact is, a line from South Bend to Logansport is a most promising investment, and besides there is over a \$100,000 in subsidies voted to the proposed road.

[Rochester Sentinel, Thursday, June 8, 1905]

GOING OVER ROUTE

Capt. Frank Swigart, of Logansport, in company with five other trolley men arrived in Rochester from the south yesterday evening and stayed over night at the Hotel Arlington. This morning bright and early all left this city in carriages toward the north.

The men composing the party were Capt. Frank Swigart, H. J. Crismond and D. P. Swigart, of Logansport, Geo. Leslie, engineer of South Bend and C. H. Wilson and John A. Shafer, of Indianapolis.

The party is now engaged in going over the route selected and to show the advantages of such a road to the two latter named persons, who are newly interested capitalists. They first went as far north as the river where they obtained a good view of the surrounding country and could see all of the opportunities offered them. When their investigations were finished there they drove over the route as far as Bourbon. The remainder of the trip will be accomplished in several days.

Now that all objections have been overcome and all elections held successfully, with new capital to work with, the road will no doubt be constructed at an early date.

[Rochester Sentinel, Tuesday, June 13, 1905]

LOTS OF TROLLEY

Messrs. Swigart and Crismond, of the Michigan Road Route Co came and went into conference with the town officers concerning a franchise through Main street. They had a document prepared which blocks out, in substance, what they want, and this is in the hands of corporation Attorney Campbell, who will consider it, and report his conclusions to the council at the next regular meeting.

In conversation with Messrs Swigart and Crismond, a SENTINEL representative learned that the bond and construction company which had representatives over the proposed line, last week, are so favorably impressed, that they have already submitted a proposition to furnish the money and construct the road. But the proposition is not acceptable to the company in the first offer and others will be considered.

The action of Bethlehem township, Cass county, voting against the road has been a good thing for the company, a damper on the township along the Michigan road. Already the people along a line due south from Fulton to Eel river have offered free right of way across two

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townships, and as this is worth so much more to the company than the subsidy would have been the promoters are very happy.

[Rochester Sentinel, Tuesday, June 20, 1905]

COUNCIL GRANTS FRANCHISE

The town council met in special session, Tuesday evening, for the purpose of considering the proposition of granting a franchise to the Logansport-South Bend trolley to run their cars over Main street.

Messrs. Capt. Frank Swigart and Crismond, of Logansport, were before the board to present their proposition which was accepted without opposition.

The franchise is for ninety-nine years and requires that the road must be completed in the year of 1907. All policemen in the city limits will be allowed free transportation. In the matter of the tearing up the pavement in building the track the company agrees to restore the street to as good a condition as it was formerly. The material that the poles are to be constructed of, will be at the option of the board.

[Rochester Sentinel, Wednesday, June 28, 1905]

TROLLEY MEN HERE

Three big automobiles, from South Bend, rolled into Rochester this afternoon, bringing a party of officers of the Logansport and South Bend Traction Co., and three bond buyers who have made an offer to finance the proposed road. In the party were President Perley, Chief Engineer Leslie, Secretary Taylor, J. M. Caulfield, Alex Coquillard, and V. Michael, of South Bend, and two capitalists from Chicago, and one from Boston. They were riding over the line on an inspection trip, the bond buyers being concerned in seeing the route and getting an idea of the probability of the paying possibility of the line. One other party of capitalists have been over the route, and made an offer for the bonds but the company is not inclined to accept it and other bids will be received.

In conversation with Mr. Caulfield he said to a SENTINEL man that everything was in the best possible condition for the construction of the line. Capitalists are anxious to bid on the bonds, and one of the bids will be accepted. "And," said he, "don't be surprised when I tell you a lot of the work will be done yet this fall, unless some unexpected bar to the enterprise arises."

The party came from Bourbon to Rochester, straight through, by Tippecanoe and Talma and they say this will probably be the route as it is nearly four miles shorter than by Argos and Richland township people voted that they do not want the road.

[Rochester Sentinel, Wednesday, July 26, 1905]

BUYING RIGHT-OF-WAY

J. M. Caulfield, one of the officers of the proposed Logansport, Rochester & South Bend traction line, is in Rochester and has begun to buy right-of-way in this county.

For the past six weeks the officers have been working on franchises, and have now secured franchises into all places along the line, except the northern terminal city -- South Bend. The Board of public works of that city have granted the company a franchise, and it will be acted upon by the city council of South Bend soon.

In the matter of rights-of-way, the company has warranty deeds for forty miles, option on twenty, and about fourteen yet to buy. Nine of these fourteen are in Fulton county and five are in Marshall county.

[Rochester Sentinel, Thursday, August 31, 1905]

NEWS OF THE DAY

Attorney Swigart and director Crismond, of the proposed Michigan Road Trolley line came from Logansport today to assist Mr. Caulfield in trying to secure right of way. They say their contractor will be ready to commence work on Sept 20th, if right of way obstacles can be cleared up.

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[Rochester Sentinel, Wednesday, September 6, 1905]

NEWS OF THE DAY

Civil Engineer George H. Leslie, of South Bend, came this morning, and went to the southern part of the county to make final survey for Michigan Road Trolley line.

[Rochester Sentinel, Monday, September 11, 1905]

MORE SURE NUFF

"There is not the least doubt that the road will be built and that the actual work of construction will commence within three or four weeks," said Captain Frank Swigart to the Logansport Pharos, yesterday, after returning from South Bend where he and the other local stockholders of the Indianapolis, Logansport & South Bend Traction company held their annual meeting yesterday. E. J. Crismond, J. G. Powell and Charles Dodge, of this city, attended the meeting.

"There is no doubt about the road being financed," continued Captain Swigart, "although we do not care at this time to make public the names of those who are back of the enterprise.

"Suffice it to say that there are fifteen strong financial men back of the movement and when the proper time comes their names will be given to the public.

"The engineer representing these men has gone over the proposed route and at yesterday's meeting it was reported that he found everything satisfactory. So well are we satisfied that the new road is a sure go that I feel safe in saying that the actual work of construction will begin within three or four weeks."

The election of a new board of directors at yesterday's meeting did not come off, but was postponed until Thursday, November 9, when another meeting will be held.

[Rochester Sentinel, Friday, October 20, 1905]

NEWS OF THE DAY

The stockholders and directors of the Indianapolis, Logansport & South Bend traction line met in annual session Thursday at South Bend and elected officers and directors for the coming year. Samuel S. Perley was elected president, H. J. Crismond vice president, E. P. Taylor secretary and Frank Swigart general corporation counsel. In addition to the above the following directors were elected: J. G. Powell, J. J. Green, V. Nicar, A. Coquillard and George H. Leslie. The president's report showed that contracts have been made for material and that the company which has contracted to finance and build the road says there is no doubt but what it will be financed.

[Rochester Sentinel, Monday, November 6, 1905]

TROLLEY CO HALT

The promoters of the Logansport, South Bend traction line are having their troubles trying to get the desired streets on which to enter the city of South Bend and unless some concessions are made somewhere it is likely that the construction of the road will be held up indefinitely.

The council is willing that the company shall have Main street as one of the streets on which the line is to run, but the board of works is not willing to give them a franchise on this street, contends that the new line should come in over the tracks of the Northern Indiana traction line on Michigan street. The reason given is that the board does not want any more streets of the city occupied by interurban railway tracks than necessary.

The Logansport-South Bend company was willing to make arrangements at first with the Northern Indiana traction company to use the latter's tracks but the latter company is said to have placed so many unreasonable restrictions in the way that the new company cannot afford to come in on Main street.

The matter has reached such point where the citizens are taking a hand in the controversy and while some of them do not favor the idea of turning another street over to the interurbans, the

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Business Men's association, the Real Estate club and a large number of property owners have petitioned the board to grant the company what they want. It is probable that the matter will come to an issue at the meeting of the board this week.

[Rochester Sentinel, Tuesday, March 20, 1906]

NEWS OF THE DAY

At the meeting of the city council at Logansport, Monday evening, a franchise was granted the Logansport and South Bend Traction line to use the streets of the city to connect a traction line. According to the terms of the franchise the line must be constructed and in operation in three years, or the franchise becomes void.

[Rochester Sentinel, Wednesday, April 4, 1906]

TROLLEY MEN HERE

There came into Rochester Friday a big auto car, which carried two of the Logansport, Rochester and South Bend traction line directors, Messrs. Swigart and Crismond, and Philip Haseltine, the famous Detroit and trolley line builder. They only stopped in Rochester a half hour and every minute of this time was put in seeing as much of Rochester as possible from the auto as it flew about at a 25 mile an hour clip. Judge Conner and H. A. Barnhart acted as guides for the inspection trip and after Mr. Haseltine saw the Lake, the College, the factory district, the fine public buildings and many handsome residences he said, "This is one of the most attractive little cities I have ever seen. You ought to be proud of the neatness and beauty of your town."

Asked of the prospect of his financing the road he said he could not say until he has been over the line and considered everything. But the fact that there are two important cities at each end of the line and prosperous towns and country between them the proposed line is quite attractive to his company and if they decide to take it, it will be done in the near future.

The party went from here to Argos where they took dinner.

[Rochester Sentinel, Friday, June 1, 1906]

LOOKS GOOD TO HIM

The Michigan Road Traction line prospect is rosy again. Capitalist Haseltine, of Detroit, who was here four weeks ago and made an inspection trip over the line was highly pleased with what he saw and is here again to make final inspection of all papers and statistics. He met the officers of the company at South Bend Thursday and passed through Rochester Saturday on his way to Logansport to investigate records and population statistics to his full satisfaction.

In his conversation with the officials he says everything looks most favorable to him, so far, and if all is as it seems his company will do business at once and preliminary work of construction will commence within a month.

While in Rochester some time ago Mr. Haseltine told a SENTINEL representative that he was making a careful observation of the route and its possibilities. Said he, "If I like the looks of the prospects I will report favorably to my company and be back for more thorough inspection. If I do not like it I will say so frankly and advise them to look elsewhere for capital to build the road. And as you are a newspaper man I hope you will be conservative in what you say of my trip. We never make promises; but if this enterprise looks favorable as a good investment I will soon see you again. Goodbye, Sir!"

And the fact that he is here again is encouraging although, as yet, he has given out nothing for publication and has said little except making searching inquiry as to the extent of the right-of-way secured and the population and business statistics of the proposed route.

[Rochester Sentinel, Friday, June 22, 1906]

CONTRACTOR HERE

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President Perley, of the Indianapolis, Logansport & South Bend Traction Co., the Michigan Road Trolley line, according to the Bourbon Advance, took Detroit financiers and the contractor of the road whose home is at Philadelphia, over the line the early part of the week and gave out encouraging news.

Concerning the road and the outlook, the Advance says: "One thing of great importance is that the road is to be built. The prospects for cars running between South Bend and Bourbon before snow flies are exceedingly bright and what more can we ask.

"In the swinging of a big financial deal like the building of this road it takes time as there are hundreds and hundreds of little things to look after before anything can be done. President Perley, while here, explained the difficulties the road promoters had been having, but stated that now all of them had been overcome or arranged satisfactory to both the promoters and the men with the money. From the make up of Mr. Perley, and the manner in which he talks it is a certain thing that he is not to talk through his had."

[Rochester Sentinel, Friday, August 31, 1906]

SUBSIDY EXTENDED

In commissioners court, this week the Logansport and South Bend electric railway company asked for another year in which to complete the proposed road and it was granted.

The representative of the company, of South Bend, assured the commissioners that all arrangements are now perfected for financing the road and work is to commence at once -- as usual. He said the company had met many obstacles in financing the enterprise which took so much time they could not get commenced in time to complete the road by the 30th of October of this year, but if they could have one year more from that time we would have the road and all be happy.

The petition was granted and this, it is thought by the representatives of the company and by the commissioners, will make the subsidies voted in this county hold good until next Oct 30th.

So here we go again! But work on this road has commenced "at once" so often and then didn't that the people will want to see the dirt flying before they are sure that this much needed and much talked of improvement is to be a reality.

[Rochester Sentinel, Saturday, December 8, 1906]

HA, HA, IT COMETH

Electric railway news has Rochester in the headlines again. The Indianapolis papers report the organization and incorporation of a seven and a half million dollar company to build trolley lines in northern Indiana and the Michigan Road trolley bobs up again alive and full of promise.

By the incorporation of a new \$7,500,000 company, the aim of the traction syndicate represented in Indiana by Hugh McGowan, is extended from Indianapolis to the northernmost counties of the state. The new company, articles of incorporation for which were filed at Indianapolis, is called the Chicago, South Bend & Northern Indiana Railway company, and will take over the properties of the Northern Indiana Railway company and build extensions and connecting links between cities.

The plans of the incorporators contemplate that Indianapolis will have connection with Michigan City within twelve months, and with Chicago inside of two years. The Deitrichs, of New York, the Murdocks of Lafayette, Ex-Governor Durbin, and many other wealthy men of the state are stockholders.

Of the capital stock of the company \$5,000,000 is common and \$2,500,000 is preferred. Of the entire amount \$10,000 has been paid in, most of which went to the state to pay the fee for the incorporation papers, which were \$7,501.50. The towns and cities named in the papers as included in the system are Goshen, Elkhart, Mishawaks, South Bend, New Castle, LaPorte, Michigan City, Chesterton, Valparaiso, Crown Point, Whiting, Hammond, Lagrange, Angola, Auburn, Fort Wayne, Columbia City, Huntington, Wabash, Peru, Warsaw, Albion, Plymouth, Rochester, Knox, Winamac and Logansport.

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Our Old Friend Again

Logansport Journal.

The report that the new Logansport & South Bend Traction line is soon to be builded is confirmed by a letter received here yesterday by J. G. Powell from one of the members of the Coquillard family of South Bend who is interested in promoting the road.

The burden of the letter is that the New York Trust company has signed an agreement to finance the road to the extent of \$300,000, and this amount together with what is already subscribed will do the work.

The \$300,000 for which the road is financed by the eastern capital will, it is said be directed at once to construction work which will begin as soon as the weather permits.

Representatives of the road have been in the city within the last week and are arranging for the construction work to start both at the Logansport and the South Bend ends.

The letter from Coquillard received here yesterday states that the \$300,000 backing of the eastern syndicate supplies all that is needed and the road is now a certainty of the near future.

It is probable that by next fall Logansport will have four instead of two interurban roads. The L. & L. will be thrown open to traffic about July and the Logansport & South Bend road, being much easier of construction, is expected to be finished before the close of the building season of this year.

[Rochester Sentinel, Tuesday, January 29, 1907]

NEWS OF THE DAY

The case of J. E. Beyer and others vs the Indianapolis, Logansport and South Bend Traction people is being tried before Judge Bernetha today. The plaintiff appeals to the court to set aside the subsidy voted to the company, on the grounds that their manner of proceedings were illegal.

[Rochester Sentinel, Friday, June 14, 1907]

SUBSIDY NO GOOD

The subsidy voted to the Michigan Road Trolley line, several years ago, in Rochester township is void and non collectable. A decision by Judge Bernetha and recently decided the same way in similar cases by both the supreme and appellate courts settles the question quite clearly.

When the \$25,000 subsidy was voted J. E. Beyer and others contended that the order for election was illegal and that the election itself was illegally conducted. First they claimed that the commissioners erred in making the order for the election. A petition was filed asking for an election and it was granted and the time for election was set. Then for some reason necessary the election date had to be postponed and the railroad people used the same petition and the commissioners rescinded the first order and acted favorably on the same petition a second time. This the courts hold to be irregular as a commissioner's court cannot rescind its decisions after term is closed and the record made up.

But the main issue in the case and the one presented in full for Judge Bernetha's judgment was that of printing and distributing the ballots. The law says this must be done through supervision of the election commissioners but the railroad people paid for it and had the county Auditor do it. Such an election the higher courts hold to be irregular and void and therefore Judge Bernetha held that this election was not held according to law and the subsidy voted is not binding.

What effect this loss to the company will have on future plans is not known at this time.

[Rochester Sentinel, Monday, July 8, 1907]

ALIVE ONCE MORE

That the Logansport-South Bend Trolley is once more alive will probably not be very startling news but nevertheless such is the case.

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The Plymouth Independent says, "Plymouth is to have a north and south electric line, notwithstanding the fact that our people refused to vote a subsidy. President S. S. Perley was here Monday and he stated enough that it is known here that the funds are provided for the building of the road from South Bend to Plymouth.

"It is probable that \$20,000 or \$25,000 are yet needed but the promoters have expended so much in the project so far that this balance will have to come and no doubt it will. Mr. Perley says that they have made provisions for the right-of-way from South Bend to Lakeville and it is the intention to get fifteen feet from the farmers along the Michigan road from Lakeville to Plymouth. They will also get permission of the county commissioners to use the Michigan road when the emergency demands. Mr. Perley has hopes of starting the construction yet this fall."

Of course when the road is built that far the rest will be easy and Rochester people can now almost hope to see the road built in a comparatively short time.

[Rochester Sentinel, Wednesday, October 30, 1907]

TROLLEY B'GOSH!

The Logansport Pharos of Saturday says J. H. Keller, president of the Indianapolis & South Bend Traction line, a road which has been much talked of and brought to the attention of the public time and time again, was in the city last evening and today, and is said to have declared that the new road is now an assured thing. That all the bonds necessary with which to build this line, have been secured and that he will return here April 6, to stay several days and complete further arrangements. The official survey is billed to start April 15, after which the grading and construction work will quickly follow.

The route proposed is as follows: Indianapolis, Sheridan, Frankfort, Michigantown, Logansport, Rochester, Argos, Plymouth and South Bend

Some time ago residents of south of town talked of taking blocks of stock with any company that would build the line and on the strength of their interest in the matter, it is understood that men of wealth at the capital city have agreed to back the enterprise.

[Rochester Sentinel, Monday, March 23, 1908]

AH, HOPE ETERNAL

The Logansport Pharos says it is now declared that the line north from this city to South Bend is a cinch, that before many more months Logansport people and others coming from other directions on traction and steam lines can travel by trolley direct to Rochester, Plymouth and South Bend, with stops at all the little towns between.

The basis of all this talk is the sale of the interests of Judge Frank Swigart, Horace Crismond, Josiah G. Powell and G. G. Dodge, of their grants of right-of way and their franchises through the little cities and towns for at least three-fourths of the distance between here and South Bend, to the South Bend & Logansport Traction company.

The purchase price is not made public but it is understood that the local men will get quite a large sum of money as a reward for their persistent efforts of the last two years in securing the rights now under sale. It is also claimed that the purchasers have contracted with the Philadelphia Construction company to build this line, that being one of the conditions in case the capitalists made the deal. Yesterday at Indianapolis the South Bend & Logansport railway company was incorporated to operate street and interurban company from South Bend through Lakeville, LaPaz, Plymouth, Argos and Rochester to Logansport; capital \$10,000, directors, A. Coquillard, T. P. Moredock, P. J. Moulihan, H. C. Snell and Frank Rogers.

[Rochester Sentinel, Thursday, April 16, 1908]

OUR HOPE BLASTED

South Bend Tribune.

It is a matter of regret that, according to an official of the Chicago, South Bend & Northern Indiana Railway company, that corporation is not to build an electric road between this city and Logansport, Ind. It is sincerely hoped circumstances may soon arise which will cause a

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reversal of this view and that, that company will undertake and complete the project. For years such a road has been under consideration, but the progress toward its consummation is so slow that one cannot refrain from becoming impatient. Such a road would open a direct way to Indianapolis, now reached only at great inconvenience, and bring a vast and desirable territory nearer to South Bend. The progressive spirit of those in the Chicago, South Bend & Northern Indiana company and the high character of installation which they demand make it very desirable that they undertake the project. But regardless of who builds the road the great, the important thing is to build it. This should be done as quickly as possible.

[Rochester Sentinel, Wednesday, July 8, 1908]

NEWS OF THE DAY

Messrs J. M. Studebaker, Jacob Wolverton, I. A. Sibley, P. O'Brien and George Witmer were in Rochester Friday in a 40 horse power Studebaker car. The gentlemen were entertained by Geo. W. Holman and R. C. Stephenson at Manitou. The visitors were also shown through the Beyer Bros creamery, poultry yards and the electric light plant. They were very well impressed with their visit and expressed their opinion that the Logansport-South Bend line would be a winner.

[Rochester Sentinel, Saturday, July 18, 1908]

ANOTHER LANDMARK GONE

Memories of the old Logansport, Rochester and Northern railway company are recalled in the destruction of the old feed barn at the corner of Fifth and High streets, Logansport, which is now almost completed. It was a car barn of the L. R. & N., built only in Logansport and a little way south of South Bend.

[Rochester Sentinel, Rochester, Indiana, Wednesday, August 5, 1925]

RAILROADS - PENNSYLVANIA RAILROAD

NEW BRIDGE AT DELONG

Word has been received by W. T. PARISH that the Pennsylvania Railroad has let the contract to build a steel bridge over the Tippecanoe River at DeLong. The work is to start at once. This is of unusual interest to Culver as it means that trains of any weight will be able to pass through here and allows the possibility of a Chicago-Louisville route over this line. - Culver Citizen.

[The News-Sentinel, Rochester, Indiana, Friday, May 21, 1926]

Indianapolis, Dec. 13. (U.P.) -- The Pennsylvania railroad was authorized by the Indiana Public Service Commission to change its freight station at DeLong, Ind. to a non-agency station.

[The News-Sentinel, Rochester, Indiana, Saturday, December 13, 1930]

PLACE NEW RAILS FROM DELONG TO KEWANNA

A long train carrying 150 workmen and track-laying equipment pulled into Culver Thursday morning to start laying 100 pound rails from that point to Kewanna on the Pennsylvania railroad.

Most of the work is done mechanically, even to pulling the old spikes and driving the new ones.

[The News-Sentinel, Friday, December 4, 1936]

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RAILROADS - PERU-PLYMOUTH TROLLEY

A TROLLEY HURRY

According to the Peru Journal of Monday evening, Rochester is on a new route trolley map, and it got there about as quickly as Ike Mossman makes time in his flying machine, viz: "Zip -- Chicago. Glass ice cream soda, and Zip -- Rochester." This is the Journal's story of the quick action of the new route:

For some time there has been talk of a trolley line north, from Peru to Rochester, but it was only Saturday that the matter took on definite form, but once getting started developments accumulated rapidly. For three months several gentlemen had been talking of getting control of the Peru and Detroit to Chili, if possible, and extending it on to Gilead and Akron, with either Warsaw or Rochester as an objective point. This plan, however, was interrupted by the appearance on the scene of Sol. C Dickey, the head of the Winona assembly, who proposed to take over the project himself and build from Chili to Pattysville, Roann, Laketon and on to Warsaw. Upon Mr. Dickey taking hold of this project the men, who had it under way originally, dropped it, inasmuch as their principal desire was to get trade into Peru rather than go into the railroad business for profit. But after this was dropped one or two of them consulted Jerome Herff with the idea of getting him interested with the same people, who had dropped out of the other deal and, go to work on a road north to give the better facilities to the Macy, Denver and Mexico people for getting to Peru. But the effort to harmonize all the interests which had been aroused by this time -- the original company with its ideas and Mr. Herff with his, etc, etc -- failed, and Friday night witnessed the final separation of the two interests. Accordingly on Saturday Mr. Herff interested an entirely new set of men, an undertaking which seemed well nigh impossible for so short a time, and on Saturday night a new company was formed excluding all the original promoters, the articles were sent to Indianapolis, directors elected and plans for notice outlined.

The present organization is merely a preliminary one and will, it is said, be enlarged and held open to others subsequently - - - .

[Rochester Sentinel, Tuesday, January 3, 1905]

ELECTION CALLED

There is lots of hustle at Peru by two local companies to bring two trolley lines to Rochester. One is to come by Mexico, Perrysburg and Macy, and the other by Chili, Gilead and Akron. The Akron route contemplates using the abandoned Wabash strip of railway from Peru to Chili and the half graded Wabash-Rochester route from Gilead to Rochester.

At Peru yesterday the promoters of the Chili route got an order from the commissioners for an election to be held at Peru on Feb 19th, at which the question of a \$25,000 subsidy for the road will be at issue. Efforts will be made at once by the promoters of this route to get hold of the Wabash-Rochester grade and concessions between Gilead, Akron and Rochester and to get the subsidies, already voted, transferred to the new company.

The other company, backed by Ben Wallace, Jerome Herff, Millionaire J. O. Cole, Editor Zimmerman and other rich Peru men, proposes coming right along with their line and it now looks like Rochester will have so many trolley lines it will keep our people very busy dodging the cars when on the streets.

The Logansport South Bend promoters are working industriously and altogether Rochester is very much on the map.

[Rochester Sentinel, Wednesday, January 4, 1905]

RAILROADS - PERU-ROCHESTER INTERURBAN

TRACTION DOPE

Peru capitalists who organized a company to promote a Peru-Rochester traction line about two years ago, are talking of getting busy with the line in the spring.

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It is proposed to begin building to Mexico as soon as arrangements can be made and to extend the line northward to Rochester.

The Chronicle says: "It is understood that subsidies will be asked from Peru and Jefferson townships and the task of securing the right-of-way will be commenced this spring. Ample funds for the completion of the proposed road will be readily secured from eastern capitalists after the right-of-way is obtained."

[Rochester Sentinel, Thursday, January 28, 1909]

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RAILROADS - PERU-SOUTH BEND INTERURBAN

PERU-SOUTH BEND LINE IN PROSPECT

Another interurban is attempting to come through Rochester, if anything is to be judged from the following letter received by P. M. CRUME, secretary of the Peru Commercial club, from an Indianapolis man. The letter says in part:

Dear Sir: -- On Sunday, June 22nd I am expecting to be in Rochester, Ind., with Mr. J. A. MAIS, vice-president of the ROCHESTER MAIS COMMERCIAL CAR CO. I have thought that this would be a very good opportunity to hold a little informal meeting to discuss the merits and plans for the proposed INTERURBAN railway from PERU to SOUTH BEND. I am writing to other Commercial clubs along the line. I would be only too glad if yourself and other business men from Peru could meet in Rochester.

I have succeeded in making arrangements with a financial firm in Buffalo, N.Y., to take up our entire bond issue and furnish the actual money to build with. I am negotiating with Mr. Gilbert A. ELLIOTT, of South Bend, receiver of the old South Bend-Logansport line, for the purchase of this company's graded right-of-way from South Bend to Plymouth.

When I come to Rochester I will bring with me various letters showing what I have so far accomplished along the line. Very truly yours, Lui F. HELLMAN.

Rochester Sentinel, Friday, June 13, 1913]

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RAILROADS - ROCHESTER & AKRON INTERURBAN

FIRST STEP TAKEN

The meeting of the Commercial club, held Monday evening for the purpose of considering some means of establishing an electric line between Rochester and Akron, was largely attended and the matter was discussed at length. Akron sent a delegation of boosters, among whom were Rev. M. H. Krause, Dr. W. C. Hosman, Everett Strong, Estil Gast, W. C. Miller, R. R. Carr, Hubbard Stoner, Charles Haldeman and others. W. D. Frazer, vice-president and counsel of the Winona line and Superintendent Franklin, of the same road, were also present.

The meeting was called merely for an informal discussion of the matter, and Rev. Krause of Akron, spoke at some length of the benefits derived by that community from the Winona line and of the desire of its citizens for closer and better connection with the county seat. Rev. Krause was followed by a number of Akron citizens -- business men -- who explained the many advantages of the road from a business standpoint. J. D. Holman, Ike Wile, Julius Rowley and George W. Holman of this city, made brief talks expressing themselves as heartily in favor of the road providing it could be established without hardship to the community.

Mr. Frazier was then called upon to give the meeting some idea of the cost of construction and the difficulties which beset the promotion of an electric line. He stated his opinion that \$125,000 would be required to build the road and one sub-station, with all necessary poles and wires. This figure would not include rolling stock or equipment. Mr. Frazier suggested two plans of procedure: the first of organizing a \$125,000 stock company to build the road, the stock to be taken by citizens of Rochester, Akron and along the right-of-way. The second plan was that of raising \$75,000 by stock sales and endeavoring to dispose of \$50,000 worth of bonds to raise the required amount. Mr. Frazier regarded the first plan as the more feasible as there is but small market for trolley bonds unless they are taken by local people, and local investors would probably as soon hold the stock of the corporation as its bonds. He also suggested as a possibility, considering the enthusiasm for the road in both Rochester and Henry townships, that a subsidy of \$50,000 might be voted in the two townships, leaving \$75,000 to be subscribed by the stockholders of the road.

Mr. Frazier stated that he had no proposition to make from the Winona traction line, but was willing to give his personal guarantee that in case local capital would build the roadbed, an equitable arrangement could be made to have the Winona people furnish the rolling stock and power to operate the road as they have surplus power and ample rolling stock for the work. He regarded the proposed line as a good feeder for the Winona line and felt that Lake Manitou would make plenty of business for the line during the summer months at least.

Superintendent Franklin of the Winona line, followed Mr. Frazier and gave considerable information as to the cost of construction and maintenance of the road. He agreed with Mr. Frazier as to the probable cost of establishing the road, and expressed a doubt as to the salability of bonds.

Following the talks, a motion was made to empower the presidents of both the Akron and Rochester clubs to appoint a committee of five members from each club to further consider the matter and to formulate plans of procedure. The committees will be named within the next few days and will doubtless make an effort in the direction of organizing a company to build the road.

Following the meeting the visitors were entertained at an informal oyster supper and smoker at the American restaurant.

[Rochester Sentinel, Tuesday, January 10, 1911]

AKRON-ROCHESTER LINE IS PLANNED

Attorney George W. Holman is authority for the statement that there are excellent prospects for building a trolley line between Akron and Rochester at an early date. Mr. Holman states that the promoters of the enterprise are men of ample means and strict business integrity, and have had the matter under careful consideration for some time. As soon as the weather conditions moderate they will start the ball rolling by asking Rochester and Henry townships for a reasonable subsidy, and if this is granted the line will be built with the least possible delay and

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Rochester will be linked with the great network of interurban lines which now cover the country. Mr. Holman states that the promoters expect to enlist the co-operation of the Commercial clubs of both Akron and Rochester in creating sentiment favorable to the road, and if the subsidy is granted no other favors will be asked of the citizens of the two townships.

The parties interested in the project have had no previous connection with the defunct Wabash-Rochester line, and it is not known whether or not they contemplate using the right-of-way of the old company, which is now a matter of litigation in the Fulton circuit court.

This piece of news is of the utmost importance to Rochester, and as a result of it, new life has been given to the Commercial Club, which has been all but dead for the past few months. Monday evening is the date of the regular meeting of the club, but owing to the absence of Secretary F. J. Mattice and the fact that no committees have been appointed for the coming year, President J. F. Dysert has postponed the regular meeting for one week, and in the meantime a conference of the directors will be held, committees named, and a reorganization of the club will be perfected on the evening of Monday, Feb. 19.

A number of important matters are now practically ready for the consideration of the club and work will start in earnest with the meeting of the 19th. The Commercial club has been asked to co-operate with the city council in devising a ways and means of bringing about the improvement of the city's recently acquired Pottowattomie mill race property. For financial reasons the city is not now in position to make the desired improvements, but the belief is general that some plan may be advanced to finance the undertaking without involving the city's already overstrained credit.

The South Bend-Logansport trolley line is again taking definite form and will require quite a little attention from those who are trying to promote Rochester's interests, and a number of minor projects all looking to commercial advancement of the city are under way.

All indications point to a year of advancement for Rochester and the Commercial club will be at once put in good working order that it may assist in the development.

[Rochester Sentinel, Saturday, February 10, 1912]

LAUNCH TROLLEY PROJECT AT LAST

The Commercial Club of Akron dares the Rochester Commercial Club or any 100 of the members or any 75 of them, to subscribe to the Rochester, Lake Shore and Eastern Railway Co., capital stock in the amount of \$100 each, for the purpose of organization and for the purpose of calling an election with the express understanding that if we fail in securing a subsidy, that each subscribing member pay his proportionate share of the election, amounting to something like \$3 each.

Above is the taunt flung in the faces of the members of the Rochester Commercial club at the Wednesday night meeting by R. R. Carr, of Akron, who represented the organization of his town, and which resulted in the starting of a subscription list for stockholders in the new interurban which is to join Rochester and Akron. Before the gathering had dispersed 17 local men had affixed their names opposite subscriptions of \$100 shares and Friday the committee appointed to look after the matter, will begin its canvas to raise the number to 50.

Those who placed themselves on the honor list by affixing their names Wednesday night were J. E. Troutman, R. R. Carr, G. W. Holman, O. A. Davis, Lee Wile, J. M. Ott, Clarence Viers, C. A. Davis, N. R. Stoner, C. C. Campbell, D. L. Barnhart, Enoch Meyers, A. C. Davisson, F. E. Bryant, Henry Pfeiffer, Will Howard and A. E. Copeland.

A body of 15 representative citizens of Akron and Henry township met with a large number of local men at the Commercial club rooms Wednesday evening, for the purpose of launching the move to secure the long talked of line.

Plan is Explained

Mr. Carr and Rev. J. L. Krause, both of Akron, placed the plan before the meeting. Their desire is to organize and incorporate a railroad company so that an election for a \$75,000 subsidy

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may be held in the two townships affected. For the purpose of organizing a railway company, \$10,000 in stock must be subscribed. This accounts for the date. Fifteen of the men who affix their names to the paper now circulating will be made incorporators, a trustee will be appointed and an election asked for.

Should the board of commissioners grant the election, which is to be petitioned for properly and which shall be for a cent or cent and a quarter levy, \$75,000 in all, its expense will be borne by the county according to lawyers present Wednesday night. The cost to Henry and Rochester townships in the Wabash and Rochester line election amounted to \$279, and it is estimated that the proposed election will not cost more than \$300. Should the voters declare against the subsidy, in which case the plan would certainly fail, only the expense incident to incorporation is to be paid by those who subscribe for stock. This, it will be seen, cannot amount to more than \$3 each, after the 100 signers are secured. Akron promises her share.

Building Project

After presenting this plan, Mr. Carr and Rev. Kraus went on to set forth the attitude of the Douglas-Head Construction Co., which company will probably be secured to lay the track over the old Wabash-Rochester right-of-way between here and Akron. They offer to complete the work for \$100,000, \$75,000 of this amount to be paid in cash and the rest in first bonds of the company. They will lay 12 miles of track, from Akron to the Erie depot, with 60 pound rails, No. 2 ties and 15,000 yards of gravel ballasting to the mile. The question of accepting this offer naturally will not come up until the election results are known.

The question of electrification the road naturally came up, and with this arose the suggestion of the Edison storage battery car as a solution. Winona line officials, who have expressed a willingness to operate the line, have declared that within 10 years all Indiana interurbans will be using storage battery cars. Should the self-propelling car be installed, it would pay the company to operate the line itself. The cost of such a car is \$15,000 to \$18,000. One will accommodate 70 persons and can be charged at any electric plant in 15 minutes to run 100 miles.

Committees Named

To facilitate the work, a committee of five was named to act with the transportation committee, which is composed of Mayor Smith, chairman, I. M. Wile, A. L. Deniston, E. A. Miller and Maurice Shelton. The men selected to assist in the soliciting are J. M. Ott, J. D. Holman, Otto Carlson, F. J. Mattice and Lee Wile. This body will set to work Friday morning and the 50 names are expected to be secured before the end of the week. Then the paper will be sent to Akron.

Much enthusiasm was evident in the meeting last night. Rousing speeches by R. R. Carr, Rev. J. L. Kraus, C. C. Cambell, J. E. Troutman and George Holman expressed the general sentiment of the gathering and indicated a successful outcome despite the failure of past attempts.

[Rochester Sentinel, Thursday, March 6, 1913]

WILL BOOST SALE OF TROLLEY STOCK

Active solicitation for stock subscriptions in the Rochester, Lake Shore and Eastern railway was postponed this afternoon until Monday. Eighteen names are on the list for \$100 shares today. A total of \$5,000 is needed to add to the \$5,000 Akron promises and then the company can be incorporated under the laws of the state.

The plan is to have the concern incorporated with \$50,000 capital. As soon as this is accomplished the subsidy election can be asked. This, if voterd, assures the building of the line. Public opinion strongly favors the proposed trolley and its accomplishment seems certain. A company is ready to build and another to operate.

New Names

J. D. Holman and J. M. Ott headed the body of men at work today and stated that they felt certain the \$5,000 could be secured. The names of M. Wile and Sons and Holman and Onstott were among those added to the list today.

Newcastle township farmers who desire the line built from Rochester to Mentone, are still active, but it is doubtful if anything can be accomplished at present.

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[Rochester

Sentinel,

Friday,

March

7,

1913]

RAILROADS - ROCHESTER, RENSSELAER and ST. LOUIS RAILROAD

A dispatch to the Chicago *Times* on Tuesday, from Indianapolis, states that "the ROCHESTER, RENSSELAER and St. LOUIS RAILROAD, with a capital stock of \$1,500,000, was incorporated yesterday. The road is projected to run from Rochester in Fulton county, to Gilman, Illinois, where connection is to be made with the Illinois Central. John LEE, of Rochester, S. S. TERRY, F. E. NEWTON, A. D. TONER, D. S. BRONSLOG, S. P. THOMPSON and M. D. SPITLER are named as Directors." There is some mistakes in names as there is no man in Rochester named John Lee. . . .

[Rochester Sentinel, Saturday, January 13, 1883]

There are pretty good hopes that the Rochester, Rensselaer & St. Louis railroad will be built this year. Those who claim to be informed as to the intention of the proprietors, say the work will begin early in the spring. It is just such an enterprise as Rochester most needs. If two railroads are a good thing for the town, three will be better. We are just now in that position where more roads, offering us still better shipping facilities, are required to make Rochester the prosperous town it should be. Our local trade is largely absorbed by small towns that have grown into prominence by the building of the roads we now have, and to offset that loss of trade, more railroads are needed and Rochester made as much of a manufacturing town as possible. With trade cut off we must rely upon our own resources and the proper move is to get one or more roads and as many factories as possible. At present our citizens are active in that direction, and if they but persevere in the work, factories can be secured and the population of Rochester more than doubly increased.

[Rochester Sentine, Saturday, February 28, 1885]

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RAILROADS - ROCHESTER, ROANN, WABASH, MONTPELIER & GENEVA RAILROAD

THE RAILROAD MEETING

The electric railroad meeting at Armory Hall last Thursday evening was a very enthusiastic occasion. The hall was crowded and W. H. Sickman was chosen chairman and C. K. Bitters secretary. The capitalist, the professional man, the merchant, and the laboring man were all there and all were frank and candid in their expressions.

Mr. Everatt, the promoter of the road, was introduced to the meeting and made an eloquent and forcible presentation of his side of the question. He said the road would be built from Wabash to Rochester by the way of Roann and Akron and that he would guarantee the construction of an electric power house in Rochester. He explained the plans of construction and the benefits of the road to Rochester about the same as heretofore told to the SENTINEL, and was very sure that it would be a good thing for Lake Manitau in the way of bringing excursionists here and furnishing a cheap means of transportation for the ice crop which he said was sufficient to give work for 500 men all winter. He also said that freight and passenger rates would be much cheaper than on the steam railroads. He then asked for expressions from those present and a half dozen speeches followed. Some were favorable and some were against the proposal to call an election for the purpose of voting for or against the \$60,000 bonus asked of Rochester township. Those against it argued that in the first place we have all the debt we can carry without injustice to taxpayers and danger to the welfare of our prosperity. Then they argued that we paid less than half the amount asked by Mr. Everatt to get the C. & E. clear across Rochester township and but little more than he asks of this township for the road and its six depots and seven miles of side track in the three townships which it crosses. This was cited as an evidence that Mr. Everatt is asking too much, as was also the fact that Henry township will get eight or ten miles of the proposed new road for \$28,000 while Rochester is asked \$60,000 for the 4 1/2 miles from Rochester to the Henry township line.

In answer to these arguments Mr. Everatt proved to be quite a buzz saw. He has an abundance of ready wit and a store house full of blue sky figures to substantiate his reasons for wanting so much of our money, and he used them with the skill which the powerful lobbyist puts forth in swaying legislative and other bodies his way. When crowded hard for some positive assurance that he would have anything to do with fixing traffic rates on the proposed new roads, he brought down the house by a vigorous declaration that he was an honest man and told the truth so help him God.

The sentiment of the meeting was favorable to the road by about 10 to 1, but this was not a reliable criterion of the township, as the farmers and all conservative citizens will vote against the subsidy, not because they are opposed to the road but because the amount asked is unreasonably high.

The law provides that if twenty-five free holders petition the board of commissioners for an election it must be ordered and if this is done the election will be held in May.

Mr. Everatt is also working another proposed electric road on the "support" plan. Logansport specials say he was there the first of the week to confer with committees from interested points along two prospective lines over which an electric railway is to be built from that city. It also says that the line is soon to be constructed is settled. Whether it will extend from there to Frankfort or to Noblesville depends upon the support the road receives from the territory through which it would pass.

And still another Everatt line is reported by the Columbia City Post. It says "C. E. Everatt arrived in the city Friday. He says the Fort Wayne, Lake Everatt and Columbia City Electric railway will be built, provided he can secure a franchise, covering 17 miles of street in Fort Wayne."

[Rochester Sentinel, Friday, March 6, 1895]

DEBT HAS NO TERROR

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If there is anything we don't see in Rochester that we want there is a disposition loose on the streets to buy it and ask no questions. The idea of making money enough to pay our generous debts seems to be quite an insignificant consideration.

There was an electric railroad meeting held at Armory Hall yesterday evening at which the question of asking for an election to vote a \$60,000 bonus from Rochester township to the proposed road was dismissed, but the meeting continued too late to get a report for this issue. The new railroad company proposes to come here from Salina, Ohio, by way of Wabash and Akron. It is to be an oil field line and the company's first demand for aid comes in the shape of nearly enough to build the road.

[Rochester Sentinel, Friday, February 28, 1896]

ROANN WANTS IT

The proposed electric railroad is quite popular with Roann people if reports may be relied on. A Wabash paper says at Mr. Evarett's meeting in Roann, last week, he talked for an hour to a crowded house, giving his reasons why the subsidy should be granted. Then he invited the audience to ask him all the questions it chose, to which satisfactory replies were returned. After this he called on the audience to take a standing vote. All but half a dozen voted in favor of the appropriation. Mr. Evarett also promised to locate a power house at Roann, and the audience went wild over that.

[Rochester Sentinel, Friday, March 20, 1896]

LOCAL NEWS

A big railroad meeting in the interest of the Rochester - Wabash interurban line was held Saturday night at Roann, Wabash county. Paw Paw township, in which Roann is situated, will be asked for a subsidy of \$10,000, and the crowd which gathered in the opera house and heard the address of the Wabash business men's committee, was enthusiastic for the line. Petitions for elections in Rochester township, Fulton county; Perry township, Miami county; and Noble and Paw Paw townships, Wabash county, will be filed. The aggregate amount of subsidies asked along the route is \$100,000. -- Logansport Pharos.

[Rochester Sentinel, Tuesday, June 18, 1901]

A FRANCHISE NOW

The Wabash and Rochester Railroad Company will ask the Rochester council for a franchise to use the streets for an electric railway, at the regular meeting tonight.

The franchise, as drafted by the railroad company, is a blanket instrument, containing 23 sections and asking for the use of streets of Rochester, for railway privilege, for a term of 90 years, the same to be operated for freight and passenger traffic, with electric or such other power as the council may permit.

Further conditions in favor of the company stipulate that the grantee shall have the privilege of a clear claim to a franchise on all streets of the city, if privilege is granted to any other company, provided he file written notice with the council that he will commence work on said street or streets within four months. The rate of passenger fare is to be five cents for a continuous trip between any two points within the corporation.

In consideration for the privilege heretofore briefly outlined, the railroad company agrees to commence the work of construction before June 1st, 1902, and complete it before June 1st, 1903. All poles (nothing said as to kind) shall be so placed as to not obstruct any drainage nor interfere with public improvements. The tracks or rails are to be laid on a level with the surface of the streets, and the streets are to be put in the same repair by said company as when torn up for repair or construction and when paving is done the company agrees to pay for paving between the tracks. The cars used shall be properly lighted at night and heated in winter. The company shall indemnify the town against all damages occasioned to life or property in construction and maintenance. If grades of streets are changed the company shall change the tracks to conform therewith without expense to the town. Privilege is given the police and fire departments to cut

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wires and remove poles in case of necessity for convenient fire fighting. If the operation of the line is discontinued, at any time after its completion, for a period of 60 days the franchise is cancelled.

In addition to those conditions there are numerous others concerning liability, transfer, crossings, trolley guards, etc. etc.

The proposition will be up for hearing this evening and the council is desirous of having interested citizens present.

[Rochester Sentinel, Tuesday, September 24, 1901]

LOCAL NEWS

Luther Bibler has been granted a position on the permanent survey for the Rochester-Wabash Interurban railway.

[Rochester Sentinel, Friday, October 4, 1901]

LOCAL NEWS

The Wabash Plain Dealer says the Wabash-Rochester Trolley line is to be made one of the best in the country as Mr. Latham, of the Century National bank, Cleveland, who is at the head of the pool states that his associates have great faith in the freight carrying possibilities of interurban lines and propose to make a practical demonstration on this road, which will be constructed as substantially as money can make it for the rapid transportation of passengers and heavy merchandise.

[Rochester Sentinel, Saturday, November 2, 1901]

TALKED RAILROADS

Tuesday night's session of the town council was a strenuous one, and business of a very important nature was transacted. - - - -

The date for the acceptance by the company of the Wabash Rochester trolley franchise in this city having expired yesterday, Judge Taylor, of Wabash, the attorney for the road, appeared and asked for an extension of time to September 1st, and the time for work to begin to be extended to December 1st. After a reading of the franchise the prayer was granted and the Wabash Rochester Trolley line has another lease of life, which Mr. Taylor presumed would result in building the road.

[Rochester Sentinel, Friday, July 4, 1902]

HERE IS OUR FINISH

Wabash Times.

On August 6, 1901, the citizens of Noble township in a special election voted to give \$50,000 for the construction of a road between Wabash and the county seat of Fulton county. The franchise was easily secured from both the city council and county commissioners and the road was almost an assured success. In Fulton county \$25,000 was voted to this road and a syndicate in Cleveland was secured to finance the project. On June 1, 1902, the promoters asked the council in special session to extend the franchise which they readily agreed to do. The second time limit has now expired and the Wabash-Rochester project is now abandoned.

[Rochester Sentinel, Friday, October 24, 1902]

TROLLEY RAILWAY NEWS

Will Fowler, surveyor for the Wabash-Rochester trolley line, is in Rochester, and is putting in full time on the work of surveying the line of the proposed electric railway from Wabash through Rochester. He has employed local assistance and is working southeast toward Wabash. He does not make any statement, but that is only an evidence that he is not of the talking kind. Yesterday afternoon a line was surveyed out to Burton [sic], and today they are working around the north side of the lake.

[Rochester Sentinel, Friday, November 28, 1902]

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LOCAL NEWS

Roann has granted a blanket ordinance permitting the Wabash-Rochester electric railway to build lines on all the prominent streets in the town.

[Rochester Sentinel, Friday, January 16, 1903]

SURVEYING AGAIN

The surveying corps of the Wabash-Rochester trolley line are at work again. They are now running a line from Gilead to Akron, thence to Athens and from Athens straight west to Lake Manitou where they will strike the Lake just north of Manitou Park Place and thence around the north shore to Rochester.

President Tuttle of the road was in Rochester today getting pledges of business men to route as much of their freight and express as possible over the proposed new line when it is finished and he succeeded entirely satisfactory.

Mr. Tuttle says the road will be built and the only thing that will delay it may be the obstinacy of farmers, here and there, asking unreasonable right of way compensation. He also says the company is please that Akron has voted for the road as it will be one of the very best points on the line.

[Rochester Sentinel, Wednesday, January 21, 1903]

LOCAL NEWS

The Wabash & Rochester Traction line was granted a franchise by the county commissioners to cross the highways between Stockdale and Gilead, in Miami county. This will complete the route in Miami county.

[Rochester Sentinel, Friday, February 6, 1903]

SURVEYORS REACH ROCHESTER

Wabash Times.

The Times this afternoon received a telephone message from Will Fowler, who is at present at Rochester, stating that the second survey of the Wabash-Rochester road was completed at noon today when the surveyors reached the metropolis of Fulton county.

Mr. Fowler also furnishes the information that this route, by way of Akron, is very satisfactory and that all the people residing along the right of way are greatly in favor of the proposed road, and are anxiously awaiting the appearance of the graders. The work on the new route was begun on Monday morning and since that time Mr. Fowler and his assistants have arrived at the end of their long walk and are even now on their way home.

[Rochester Sentinel, Saturday, February 7, 1903]

LOCAL NEWS

The Roann Clarion has this significant item relative to the building of the Wabash-Rochester electric line: Mr. Stanley of Cleveland, of the firm of Stanley Brothers, contractors, was in town Monday, going over the line for the trolley, with a view of doing the grading.

[Rochester Sentinel, Saturday, April 25, 1903]

AKRON

We have it from reliable sources that grading on the trolley line will begin in from two to four weeks through the town of Roann; that grading will also begin at Akron and at Rochester soon after the grading at Roann begins. Grading at Wabash will be left to the last because by reason of the earnestness and faithfulness of the promoters an extension in time was granted by the Wabash county authorities. We also have it that the main power house will be located at Stockdale, the power being furnished by the Deck mill dam, and that a small sub-power house will be located at Akron. This news is all reliable and so we have a patent on the matter the Rochester papers will not get it until after they can copy it from the News.

[Rochester Sentinel, Saturday, April 18, 1903]

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LOCAL NEWS

It is reported that the Wabash-Rochester traction people are securing right of way on the south and west side of lake Manitau. This would indicate that they may cut out Akron and come in to Rochester by way of Mt. Zion and the west side of Lake Manitau.

[Rochester Sentinel, Friday, April 3, 1903]

TROLLEY LINE BUILDERS HERE

At four o'clock this afternoon Hon. Nelson G. Hunter, of Wabash, called the SENTINEL by telephone to say that the contracts for the immediate construction of the Wabash-Rochester trolley line are all signed up to his certain knowledge, that the contractors reached Wabash today and at once commenced hiring a large force of men and teams to commence work. Mr. Hunter says it is a go sure enough now and no further delay.

[Rochester Sentinel, Thursday, May 26, 1903]

GOOD TROLLEY NEWS

Concerning the sure thing of building the Wabash-Rochester trolley line, at once, published exclusively in the SENTINEL yesterday, the Wabash Plain dealer says:

"This afternoon Mr. M. W. Stanley, of Cleveland, Ohio, arrived in this city, under contract, to do all the grading for the line and to commence at once.

In company with John B. Latham and Dr. J. W. G. Stewart, he began his first looking over the territory before beginning work.

He stated that he would commence work at once, grading at first and working over the line at several places.

He stated that Wabash is to be his headquarters while the road is being built, and he will make his trips to Rochester and elsewhere along the line from here.

Mr. Stanley was seen this afternoon a short time after his arrival, by a representative of the Plain Dealer, and gave some information of the work.

He states that the present company to build the road is composed of Cleveland, Pittsburgh and Philadelphia capitalists, but not the original men.

C. E. Latham, the Cleveland, O., banker and capitalist, who has been one of the first to take the new line, remains a leader in the new company, but it was not learned who the others are.

Mr. Tuttle, who has been in the city for several months working up the line and securing the right of way, has sold all his stock in the company to the present stockholders, at par.

He retires now with a neat profit for his work and has not lost anything. He had about \$8,000 actual money invested and besides his stock so that he was greatly interested in the success of the line.

The contract for building the line was signed up recently by Mr. Latham, secretary of the company, and Mr. Stanley, the latter stated this afternoon, and he is now under contract to build the line as speedily as possible.

He said this afternoon that he would only hit the high places to begin and will work all over the line in order to hold the subsidies.

He will not stop the work at any time, however, and will soon have the grading done. He stated that the overhead work is to be begun soon and that he will keep ahead of the linemen; and there will be no delay on his account.

He could not give out any information as to the power house or any other information as to the line.

The line must be built within two years and it is expected that it will be completed sooner.

As proof of Mr. Stanley's ability to build the Rochester-Wabash line, it may be stated that he is just now completing the line from Fort Wayne to Lima, Ohio. He now has all the grading done except the last ten miles. He returns to Fort Wayne June 1, to complete the work there, but the work on the local interurban will be begun this week and there will be no stop.

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County Surveyor Will Fowler was secured to assist in the engineering work and was in conference with Mr. Stanley soon after the latter's arrival.

Mr. Stanley is a pleasant, hustling man, who thoroughly understands his business.

It may now be taken for definite information that the trolley cars will be running between Wabash and Rochester right speedily and that the teams will begin grading from this and Rochester end of the line both within a few days. It's good news and it is true."

And the Wabash Star, which has fought and doubted the sincerity of the promoters of the Wabash-Rochester line all the way through, has this to say:

"M. W. Stanley, of Fort Wayne, contractor for the Wabash-Rochester line is in the city today and says Ed Maroney, of Cleveland will arrive in the city Thursday and with County Surveyor Will Fowler will drive over the line and decide where they will begin the work which he says will be commenced as soon as all of the tools and other necessary material arrive."

[Rochester Sentinel, Friday, May 29, 1903]

GRADING HAS BEGUN

The Wabash Plain Dealer of yesterday says: "The first grading on the Wabash-Rochester trolley line was begun in this county this morning. The first work by the men was on the George Carver farm, a short distance out of the city. Contractor Stanley and several assistants started out this morning on a drive to decide about the building arrangements. Work is to be begun at once on the line in each township. It is announced that there is but little of the right of way that is not secured and in these instances it is probable that suit will be necessary for the land belongs to several heirs, or some of the heirs live in distant localities."

Wabash Times Star: M. W. Stanley, of Cleveland, Ohio, lwho arrived in Wabash Thursday, to commence grading for Wabash-Rochester interurban, last week signed a contract for a large number of shovels, picks and road scrapers. The supplies are to be furnished by a local firm and are to be delivered Saturday. Mr. Stanley's intention is to bring other supplies from Fort Wayne, where he has been engaged in grading for the line between Fort Wayne and Lima, Ohio. Mr. Stanley claims that work will begin at once on the Rochester line and will be rushed to completion.

[Rochester Sentinel, Saturday, May 30, 1903]

WORK IS COMMENCED

President Tuttle and Contractor Stanley, of the Wabash-Rochester Trolley line reached Rochester at noon today. They were seen by a SENTINEL representative, and asked as to immediate intentions but they talked little and said less. Both, however, said that work on the line is to commence at once in all the townships and the capitalists who are to build the road will be here Thursday to make final arrangements for pushing the work to completion.

The president and contractor, accompanied by their engineer, took a lot of stakes and drove east, and it is said they are making things ready this afternoon to commence grading tomorrow when men and teams from the Wabash end of the line are expected here.

Whether this is merely a move to save the subsidy or the beginning of the road construction work of the road the SENTINEL does not know. The men who are promoting the line say that the work will be pushed right through and in the absence of anything to the contrary, it looks like they mean to go right along with the work.

[Rochester Sentinel, Monday, June 1, 1903]

LOCAL NEWS

Work on the proposed Wabash-Rochester trolley line was commenced near Wabash and Roann yesterday, and a few hands commenced work on the line out near the Gillett farm east of Lake Manitau.

[Rochester Sentinel, Tuesday, June 2, 1903]

TROLLEY MEN WERE IN TOWN

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Trolley indications for Rochester are assuming a more tangible form, and while we are not yet "out of the woods" the plans of the Wabash-Rochester promoters are being allowed to leak out in small dribbles, here and there. The SENTINEL reporter obtained a warm clue to a bit of news this morning, and after considerable effort he finally landed into the good graces of Mr. J. B. Chapman, of Pittsburgh, Pa., from whom it was learned that a big meeting was being held in Rochester, at which Contractor M. W. Stanley, Mechanical Engineer W. F. Huntington, of Ft. Wayne; F. W. Latham, of Cleveland, J. B. Chapman and E. B. Thompson, of Pittsburgh, were in conference with president Tuttle, of the road. Mr. Chapman said that the whole party had just returned from a trip along the line of the proposed road and in and about Rochester, and declared that in all his experience in railroad building he had never seen grander country than that which surrounds Rochester. "Why," he said, "I cannot understand why Rochester does not possess 25,000 population today, situated as she is and surrounded by such country." Continuing, he said that the contractor had taken all his force of men and equipment, except those working at Wabash, to Ft. Wayne, where he is finishing a Southwestern line. As soon as this work is completed he expects to bring his whole outfit to this line and crowd it through and unless something not looked for should transpire the line should be completed by next spring. Mr. Chapman said that the present financial backing of the road was all right and that they were more than pleased with the outlook, and the road would be built just as rapidly as sound business judgment would permit.

It was also learned that a conference was held this morning between the promoters and Mr. J. E. Beyer, when the trolley people asked whether they could buy power from the Rochester Electric company, and how much they could furnish. When told by Mr. Beyer that the Rochester plant could furnish sufficient power to run their entire line, and could begin the service in twenty minutes, they seemed well pleased, and left to make an estimate of the amount of power they might need as a basis to figure rates upon. This is construed to indicate that the road through the streets of Rochester and out to the lake will be built at once and the cars operated from the local Light plant. In fact Mr. Chapman, when asked about it, said that cars would probably be running to and from the Lake by August 1st, and Columbia Park made a grand resort.

The willingness shown by the present promoters to talk and explain their plans indicate that there is "something doing" and their intention to meet here again the first of next week is considered a favorable indication that the present backers have the price and expect to do something more than look wise and talk of big things that may happen if . . . The information that work is not to stop on the Wabash end of the line also has a tendency to brace up Rochester backbones.

[Rochester Sentinel, Thursday, June 4, 1903]

SURVEYORS AT WORK

The civil engineer of the proposed Wabash-Rochester Trolley line took a bunch of assistants this morning and commenced restaking the route already surveyed along the north shore of lake Manitou.

The engineer says that he was ordered to come to this end of the line and put the finishing touches on to be ready for the graders whom he understands, will be here as soon as a little unfinished work on the Ft. Wayne and Lima line is completed. The surveyors commenced work on the old Vanmeter farm and are working west towards town.

[Rochester Sentinel, Monday, June 8, 1903]

W-R TROLLEY LINE

"Hope Springs Eternal," says the Wabash Plain Dealer. "Those in doubt are referred to the Wabash Rochester interurban project which has been dead and buried at least three time to bob up again serene and full of confidence and inspiration.

"During the past two or three days, Mr. Tuttle, president of the original company, has been in the city again going over the line and arranging for building the road.

"He has not lost hope that the road will be built and the fact that he is still spending money on the project shows that there is at least hopes yet that the road will be built.

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"He is looking after the right of way between this city and Rochester and expects to complete all the right of way this time, there being but little of it that has not already been assured.

"While Mr. Tuttle has not made any definite promises since being here he has not discouraged anyone with whom he has talked as to the road being built but has lead them to believe that he still has a company in view that may build the road.

"The Rochester interurban is planned through a territory that has no outlet, either by steam or trolley. It reaches a resort that could attract some of the best summer patronage and at the same time would attract passengers and freight business to Chicago from here and way points."

Mr. Tuttle has written his Rochester representative that he wants an audience with the Rochester Council and will be here soon to consider important matters.

[Rochester Sentinel, Saturday, September 5, 1903]

TROLLEY LINE NEWS

The Wabash Times-Star says Alvah Taylor, attorney for the Wabash-Rochester Traction company, which proposes to build north from this city to Rochester, has just returned from a two days' trip to Cleveland and Pittsburgh in the interests of the company for which he is attorney. Mr. Taylor visited several men in the east and conferred with them in regard to the legal and business phase of the proposed road.

In answer to the question as to the present prospects for the building of the road, Mr. Taylor stated that the chances were fair and would not say more. Several men with financial standing are interested in the road and the number of those interested is larger than they have ever had before.

There will be no work on grading done this fall. Everything, however, will be put in good shape and ready for next spring. So said Mr. Taylor.

[Rochester Sentinel, Saturday, October 17, 1903]

PAYING THE CASH

The brief mention in the SENTINEL of the presence of Wabash-Rochester trolley line men in town and that it meant something good is corroborated by the fact that three squads of men are now on the line paying in full for right of way and taking deeds for the same.

Mr. J. E. Wilcox, of Geneva, O., is closing the deals between here and Akron. He is accompanied by Jud Ault and is paying the spot cash for a strip of right of way a hundred feet wide.

President P. N. Tuttle started from Wabash at the same time and will buy the right of way between that city and Roann. Another party, whose name could not be learned, began the work between Roann and Gilead. The purchasing of right of way will be pushed as fast as possible, and the promoters expect to be owners of the ground, on which to construct the line, in course of a short time.

Mr. Wilcox is very indifferent toward newspaper representatives when questioned on matters connected with the line, but from other source's SENTINEL men received reliable information to the effect that there is no possibility of the line falling through with now as men with the necessary capital at their command are now backing the road and anxious to get it completed.

The route is now definitely fixed and the road goes from here through Athens to Akron. It will run under the Erie railroad into Akron on a spur and the cars will have to back out. It follows along the main road to Gilead, Gilead to Roann, and Roann to Wabash.

No information regarding the place of locating the power plant was learned but rumors, circulated last summer, say it will be placed at Wabash or Stockdale.

[Rochester Sentinel, Thursday, October 29, 1903]

OPEN W-R OFFICE

Wabash Plain Dealer.

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A letter from E. S. Pratt, secretary of the Wabash & Rochester Traction company, states that he will be in Wabash, January 1, to open an office for the company in this city.

All the work on the interurban is then to be done from this city, under his direction. The contract is to be let for the construction work and the road is to be placed in operation within one year.

More Good Cheer

Wabash Times-Star.

"One year from today,, said County Surveyor Will Fowler, interurban cars will be running from Wabash to Rochester and Warsaw, and with the line to Marion completed and in operation for six months, Wabash will be the center of the Northern Indiana system of interurbans and will be in direct communication with all the southern Indiana systems emanating from Indianapolis. The road to Warsaw will be graded as soon as the weather will permit. The Rochester road will be built without a doubt, although there has been no absolute assurance received in Wabash to the effect that the road has been sold to eastern capitalists, although such has practically been done. Nothing is known definitely about the financial condition of the Rochester line. The local people connected with the line are unable to state that it has been sold and say that there is a chance of the parties being negotiated with to back out, although there is little probability of their doing so."

Financed All Right

Commercial Bulletin.

The Wabash & Rochester Railway company, which was incorporated some months ago, under the laws of Indiana at \$50,000, has just increased its capital stock to \$900,000, and will at once close for the construction of the road from Wabash to Rochester, a distance of thirty-five miles. It is hoped to complete the road by August 1, 1904.

The road will have a Cleveland office and the promoting and financing during the last sixty days have been in charge of Messrs. G. A. Bartholomew and L. A. Smartt, from No. 927 Williamson building. Mr. Smartt forwarded a trust deed this week to the Cincinnati Trust company, which will act as trustee. The Municipal Bond and Securities company, of Cincinnati is also interested in the financing of the company. The securities are being marketed a part of them being already disposed of.

W. A. Calhoun, of Buffalo, an expert engineer, has declared the new road as projected to be in every way unexceptional. [sic] The territory through which it passes has subscribed \$110,000 in subsidies and the rights of way are all secured. The franchises run from fifty to ninety-nine years. The subsidy money will be used in construction. The president is Charles Craine, of Geneva, O. and the secretary, E. S. Pratt, of Scranton, Pa.

[Rochester Sentinel, Wednesday, December 16, 1903]

THAT TRUST DEED

The trust deed filed for record here by the Wabash Rochester Railway Company, and briefly reported in the SENTINEL, at the time, is indicative of the early construction of the line. By the trust deed or mortgage all the franchises, property rights, concessions, privileges, rights of way, ordinances, easements and so forth held by the Wabash & Rochester Railway company, are bonded to the Cincinnati Trust company for \$900,000. The bonds bear five per cent interest and are made payable January 1, 1934. The bonds from one to 450 are of the denomination of \$500 and those from 451 to 1,125 are of the denomination of \$1,000. They bear interest from January 2, 1904.

The second article of the deed explains the object of the loan and the extent of the company's operations. It reads "Whereas the railway company was created for the purpose of constructing, equipping, maintaining and operating a line of railroad from the city of Wabash, Wabash county, in and through the county of Wabash, the county of Miami and the county of Fulton to the town of Rochester in said Fulton county, all in the state of Indiana."

[Rochester Sentinel, Wednesday, January 6, 1904]

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WABASH-ROCHESTER OFFICERS

The stockholders of the Wabash-Rochester Ry Co met at Wabash, Thursday, and elected Charles Craine, president; P. E. Wilcox, vice president; E. S. Pratt, secretary; C. E. Barnum, treasurer.

Mr. Tuttle, who has been in Wabash for a long time purchasing a right of way and financing the company, was re-elected superintendent and general manager. He will arrange all plans for the company and will be general manager of the road when built, unless there should be a change, not now probable.

Mr. Pratt, the secretary, is expected in Wabash next week and will open an office with Attorney Taylor. He will not be there continually just now, but later expects to return to Wabash and open an office permanently.

It was stated that there is every probability of the road being speedily built, for it is already financed and the bonds are selling rapidly.

[Rochester Sentinel, Saturday, January 16, 1904]

TO LET CONTRACT

Secretary C. S. Pratt, of Scranton, Pennsylvania, and attorney Alvah Taylor, of Wabash, came Friday evening to get copies of the right of way options on file in the Recorder's office, preparatory to buying all the land contracted for along the route.

Mr. Pratt is moving to Wabash where he will open the company's office soon, and says the plans of the company are nearing completion and by the end of next week they will own ninety per cent of the right of way.

"We are now advertising bids for one hundred thousand ties, ten thousand fence posts, and are about to enter into a contract for the construction of the entire road which may be done within the next ten or fifteen days. I could tell you more of the contract, but owing to uncertainties just now I will say nothing more except that the road will be constructed as fast as possible."

[Rochester Sentinel, Saturday, January 23, 1904]

TROLLEY GOSSIP

W. D. Wyke, of Wooster, O., a civil engineer in the employ of the United States Engineering and Construction Company of Cleveland, O., arrived in Wabash from his home in Ohio, Monday, and will make that city his headquarters. Mr. Wyke came to Wabash to take charge of the civil engineering part of the work of the construction of the Wabash-Rochester railroad company's lines of which his company has the contract of building. He commenced work at once.

Mr. Wyke's work will consist of setting stakes for the grading of the line and fixing the various levels along the route between Wabash and Rochester, he having nothing to do with the route to be taken by the road since that is already established.

Mr. Wyke will finish his work as soon as it can be completed when his company will begin the construction of the road, first by setting about to grade the company's road bed. This will be commenced as soon as the weather will permit.

Attorney Alvah Taylor for the railway company was asked today about the progress being made by him in his procuring of the right of way deeds. He has full charge of this matter. Mr. Taylor said that the work of getting these deeds was being rushed as fast as possible. Several have filed with the recorders of the two counties already while the others are being gotten ready. He stated that about ten per cent of the deeds would have to be acquired by legal proceedings either because of the minority of the owners of the land or because of their refusal to allow the road to traverse their land without a fight.

The road's construction will be hastened as rapidly as possible as it is expected to be completed by October 15, 1904, when the franchise expires.

[Rochester Sentinel, Tuesday, February 7, 1904]

GRADING TO BEGIN

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It's now up to the weather to decide how soon Rochester is to have a trolley line, is the sum and substance of a lengthy talk a SENTINEL man had with W. H. Wyke, a representative of the United States Construction Company, of Cleveland, Ohio, which has the contract for the building of the Wabash-Rochester Interurban.

Mr. Wyke arrived in Rochester, Wednesday evening, and is now busily engaged looking after the purchase of timber, ties and other material that is to be had in this county.

Mr. Wyke is authorized, by the construction company to say that work will begin on the grading within the next thirty days, and will then be pushed to completion as fast as possible. His purpose here is to dispose of bonds and stock and to look after the company's interests in general.

In speaking of the condition of affairs he said: "The company is capitalized at \$900,000; \$675,000 capital stock paid up and \$225,000 preferred stock paid up and is backed by G. A. Bartholomew, of Cleveland, who is also general manager of United States Construction Company."

Mr. Wyke will be permanently located here, until the completion of the road, at least, and will move his family to Rochester in the near future.

[Rochester Sentinel, Thursday, February 11, 1904]

TOOLS ON THE WAY

Attorney Alvah Taylor of the Wabash-Rochester is in Rochester after titles of the road's right of way and give out news that is indeed cheering to Rochester people.

The United States Construction Company of Cleveland, have shipped a car load of tools from Pittsburgh for this place. They are expected to arrive any day and then as soon as Jack Frost leaves the earth, laying of track will be begun. Already considerable material has been placed along the line, consisting of fence posts and ties. The work of construction will be started at both ends and the constructors expect to lay the track before paving is begun in Rochester. "The cars," Mr. Taylor says, "have been ordered and by contract are to be completed and delivered by October 15th."

It will be very good if the company gets into running order that soon but wouldn't it be much nicer to have them whiz-z-z-z- out to the lake for a fourth of July celebration.

[Rochester Sentinel, Friday, February 19, 1904]

MAY CHANGE TROLLEY ROUTE

Hon. Alvah Taylor, of Wabash, Mr. Pond, of Chicago, and Mr. Bartholomew, president of the engineering and construction company of Cleveland, left here this morning and will go over the Wabash-Rochester right of way. Near Akron several of the persons who have farms adjoining the route are asking fabulous prices for right of way, and the officers of the road are now considering the advisability of changing the route and taking it out north of Akron and around past the John R. Barr farm, then into Rochester as heretofore intended.

[Rochester Sentinel, Saturday, February 20, 1904]

ROCHESTER GETS POWER PLANT

In an interview with Mr. Wyke, a representative of the United States Construction Company, of Cleveland, Ohio, which has the contract for the constructing and equipping the Wabash-Rochester Interurban, the information was gleaned that the power plant for the road is to be located in Rochester, as it is the central point of the field in which the money syndicate, who are financing the project propose to weave a net work of trolley lines.

"The Construction Company," Mr. Wyke said, "expect to have the line built to the Lake Manitou and car running by May 15. Of course it will be impossible for the power plant to be built and equipped by that early date but the plan now is to install a very large power motor in the Rochester Light Power and Heat Company's plant and then lease power from their boilers and engines, which are of necessary strength, until the power plant can be constructed."

"The company," continued Mr. Wyke, "Propose to extend their lines to Chicago and have cars running to that metropolis by the fall of 1905. Of course the plans for this great movement are

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still in their infancy but are being worked upon now and before many days civil engineers will be working on the proposed route. This is not the only route they are looking over and the fact that Mr. Bartholomew, general manager of the Construction company, has chosen this as a central point means that there will be more lines east of Rochester.”

No definite route has been settled upon between Akron and Rochester, despite the fact that about \$13,000 has been paid in right of ways. The south route which runs along the south side of the Erie tracks from Athens to Akron has many curves and is forty rods longer than the one recently laid out, which crosses the Erie tracks one-half mile east of Athens, and again near Akron.

[Rochester Sentinel, Thursday, February 25, 1904]

DEPOT IS LOCATED

Mr. Wyke has just returned from a business trip to Wabash, where he has been conferring with other officials and gives out some very good news concerning the Wabash-Rochester Interurban.

“We have made arrangements for our depot, general express, ticket and freight office,” said Mr. Wyke, “and have leased the Lot Sheets room on the west side of the court house, formerly occupied by Kistler’s meat market and grocery for one year with the privilege of more if the situation proves satisfactory to the citizens. We will open our office there as soon as the repairs now being made, are completed.”

A letter from Mr. G. A. Bartholomew, general manager of the United States Contractor company, who will build the line says “I have just ordered the wireless equipment for the road. I have seen it in successful operation at Atlantic City, and nothing now in use can surpass it in my judgment. The Pennsylvania railroad has it on all their lines there, and are preparing to use it on their New York roads. This system has the feed wires buried under the ground, which are tapped by small metal caps every eighteen feet. Magnetism in a steel bar under the car draws up copper cylinders under the metal caps until they make contact and in this manner feed the motors. When the bar is off the cap the copper falls of its own weight, and makes the disconnection. In this manner the system is made perfectly harmless.

When questioned concerning the Akron route Mr. Wyke informed a SENTINEL man that no definite decision had as yet been made with the exception that the line would pass through the business section of the town.

[Rochester Sentinel, Monday, February 29, 1904]

TROLLEY ROUTE CHANGED

The county commissioners court opened yesterday, with a great deal of business to attend to. Besides a number of ditch and road petitions, a petition to change the proposed route of the Wabash-Rochester trolley was granted.

The company has been having trouble with the farmers near Akron, who held their land at fabulous prices. The promoters decided that they could not expend as much money so they done [sic] the next best thing, change the route. The new way takes the road past the Jno. R. Barr farm, north of Akron, and thence back to the Akron-Rochester highway, near Athens.

[Rochester Sentinel, Tuesday, March 8, 1904]

TROLLEY ENGINEERS HERE

Chief Engineer W. G. Clark, of Toledo, and Engineer, Wm. Fowler, of Wabash, were in Rochester Tuesday. The men were here to make a final survey of the route and maps of the city but were compelled to return to their homes on account of the inclement weather. They hope to be back in a short time to finish their work.

One important mission of their visit was the possibility of changing the route of the line where it enters Rochester. The new survey brings it along the north bank of the Mill race, from Kilmer’s bridge, near the lake, so as to strike Center street, just east of the Lake Erie depot, thence up that street to the Citizen’s bank corner. This change has not been definitely determined upon but will be settled by the time the engineers get back to work again.

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[Rochester Sentinel, Wednesday, March 16, 1904]

GOOSE HANGS LOW

For several days there have been persistent local rumors afloat to the effect that the Wabash-Rochester electric line possibility has been transferred to some company which is building another route and so far as Rochester is concerned, it's all off. But where these rumors originated is a question too hard for SENTINEL reporters to answer. Indeed nobody seems to know more of the report than, "I heard so," and that is not reliable.

On the other hand representatives of the company declare that there is no foundation whatever for such rumors, that the company is going right along with its intentions, that contracts for material and grading are being let, and that work will commence "as soon as this mud dries up a little."

But many laboring men who have been expecting to work on the proposed new work are becoming suspicious that there will be more delay. Notwithstanding the fact that the company reported their construction tools shipped to Rochester a month ago and gave no denial to a newspaper report that they were already here, no tools have yet arrived although it is claimed by the contractor's local representative that they are on the way.

Every week or so the coming of surveyors to finally locate the route and set the grade stakes is announced and frequent conferences with the town council have been held. But every one of these favorable indications have been chronicled by the SENTINEL and there is nothing new this week.

[Rochester Sentinel, Wednesday, March 23, 1904]

NEWS OF THE DAY

Attorney Alvah Taylor and Mr. Wyke of the Wabash-Rochester met with town council, Monday evening, and asked for a change in their franchise allowing them to use nine inch shanghai rails instead of the groove rail as the franchise specified. The request was granted.

[Rochester Sentinel, Tuesday, March 29, 1904]

SURVEYORS AT WORK

The surveyors on the Wabash-Rochester Electric line started their final survey in Rochester, today, beginning at the C. & E. depot. According to Mr. Wyke of the construction company this is the beginning of the actual construction, and as soon as the survey is made the dirt will begin to fly and the track laid as fast as possible. It is the hope of the company to have the line between both depots and the lake in ample time for the summer season.

[Rochester Sentinel, Friday, April 1, 1904]

ELECTRIC LINE TALK

The Wabash Plain Dealer, of Monday says, "R. H. Myers, of Cleveland, O., was in the city, today, registered at the Tremont leaving this afternoon for points along the Wabash-Rochester interurban that is to be.

"Teams began work this morning, on the Rochester end of the line and eight months from April 1 the cars will be running between this city and Rochester. Within ten days, or at least within a very few weeks, teams and men will be at work on the line between this city and Roann," Mr. Myers stated, adding, "the final survey is now being run and today the surveyors had reached almost to Akron. The work is being begun as the survey is completed and the men will begin on this end of the line when surveyed."

The work of grading on the line is in charge of Mr. Pond, of Chicago, who has the contract, and W. H. Wyke, of Rochester. [sic] These men will have charge of all the work.

Asked as to the power house location, Mr. Myers stated that it had not been decided upon, but said, "I will locate it while here, and it will be done this week, before Saturday, I believe. I am doing all I can to have it located at Roann. With the power house will go the car barns. While I would not care to estimate the cost of the power house and machinery, I will say that it will be more than \$115,000, considerably more in fact."

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Whether a subsidy will be asked or not, or the amount if asked, was not stated by Mr. Myers. It has been found that it would be difficult to secure water at Akron, and for this reason the location advantages of Roann is favored.

[Rochester Sentinel, Wednesday, April 13, 1904]

POWER HOUSE PROPOSITION

At a called meeting of a dozen business men at the Jefferson Hotel parlor, this morning, a proposition was submitted to Rochester concerning the location of the Wabash-Rochester railroad company's proposed power house.

Representatives of the construction company, Messrs Wyke and Myers, were present and Mr. Zimmerman introduced them as men authorized to speak for the railroad interests. Mr. Daniel Agnew was made chairman of the meeting and he called on the Messrs Wyke and Myers for statements of the intent and purposes of the company on the location of the power house, car barns and shops.

Mr. Myers spoke first and said they would need 20 acres of ground, that they like the locations of a 22 acre strip on the north shore of Lake Manitau, and that there will be about sixty employees in the power house, shops and barns who will live in the vicinity. Mr. Wyke followed by reading letters from President Bartholomew of the company who frankly put it that they would exact from the locality which gets the power plant a donation of twenty acres of ground and that citizens of the community purchase at least \$50,000 worth of the company's bonds.

This demand was so extravagant looking as to be discouraging and it was discussed by a half dozen business men in that vein. They frankly doubted if the bonds could be sold in and about Rochester for want of buyers and from the uncertainty of such an investment in an enterprise, as yet largely on paper. But all thought the donation of the land could be arranged and a committee consisting of Messrs V. Zimmerman, W. H. Deniston, Ike M. Wile, F. N. Hoffman and Marion Carter was appointed to confer with the President of the company, get the very best terms possible, and then take charge of the donation getting.

It was reported that Akron and Roann are both making efforts to get the power house and that as they are more advantageously located as to equi distances, they have been notified that either can have the power plant if they will donate 20 acres of ground and take \$30,000 worth of the bonds.

[Rochester Sentinal, Thursday, April 14, 1904]

COMMENCE GRADING

There was doings on the Wabash-Rochester trolley line today, that looks better and more promising toward Rochester having a trolley than any move that has yet been made, and that was the starting of the scrapers, plows ad other tools on making the grade.

About eight o'clock the men, horses and tools brought here by the United States Construction company, of Cleveland, started east and went to a point near the farm residence of Mrs. Susan Biddle, about a mile east of Lake Manitau, and there began grading toward Rochester, and getting the right of way ready for track laying, which will be done as soon as this work is completed, material now being on its way to Rochester.

In speaking of the plans of the construction company Mr. Wyke stated, "As soon as more tools arrive, which will be in a very few days, another corps of men and teams will begin work at the corporation line and work east to meet the other workmen, now at work."

The many reports that were current this morning, concerning the tools being shipped to Akron and that the road had cut out Rochester altogether are entirely false according to Mr. Wyke's statements, and have no foundation.

Mr. Wyke is in Macy today, buying ties and other material, and will return this evening. Mr. Pound, of Chicago, will return from Cleveland this evening, and look after the construction gangs.

[Rochester Sentinel, Tuesday, April 19, 1904]

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CONTRACT SIGNED

Hon. V. Zimmerman has arrived home from Cleveland, Ohio, after attending a meeting of the directors of the Wabash-Rochester trolley line, which occurred in that city, Tuesday afternoon.

The purpose of the meeting was the signing of the contract, by all the directors, for the building and equipping of the road, which was done and the same turned over to the United States Engineering and Construction company of Cleveland, which already has men here at work on the grading.

For the construction and equipping of the road the company is to receive \$650,000, all of which is to be paid in bonds, the bonds are being traded for material and already rails a great many ties and a large quantity of other material such as boilers and cars has been secured.

Mr. Zimmerman stated that the road was in the finest condition and everything looked bright for its early completion. A few more thousand dollars worth of bonds are yet to be sold, by the directors, but this will in no way delay the construction of the road.

A wall street syndicate is now looking over the project and may buy the remainder of the bonds. They will have a representative here this week to look over the route.

W. G. Clark, chief engineer of the road, of Toledo, O., is here making some final plans and specifications for the grading of the roadbed, and looking over sites for the power plant.

[Rochester Sentinel, Wednesday, April 20, 1904]

THAT POWER HOUSE

The management of the Wabash-Rochester electric line has a proposition from Akron citizens to locate the power house in their town and at a meeting held last night it was proposed to the representatives of the company that Akron will buy \$8,500 worth of the bonds, furnish fifteen acres of ground for a site and free water. This, Mr. Wyke says, is not up to the railway company's demand of Akron by \$1,500 and Rochester could now secure the plant by buying \$25,000 worth of the bonds and furnishing a free site. He says Rochester is asked more than as much again as Akron because it is located at one end of the line and is a larger town. He also said that Akron has probably made the best offer possible and the matter is now up to the Cleveland people to make a decision.

In this connection it may be a matter of news to the public that the company exacts from employees, permanently engaged, that they pay cash for one share of stock -- \$100. It is said that several of these have been sold and that a Macy man has been offered the Auditorship of the road if he will buy \$1,000 worth of the bonds.

Taking these things in connection with the effort of the company to sell out here in the country on a property that does not yet exist, is leading a good many people to the conclusion that the reports that the bonds were all sold may have been premature.

[Rochester Sentinel, Friday, May 6, 1904]

LOOKS BIG TO AKRON

The Akron News is greatly elated over the prospect of the power house for the proposed Wabash-Rochester Electric line being located at Akron. The News thinks it will double the business of the town and make Akron a better town than Rochester. It says among other things:

"If work begins soon on the power plant, our Akron people must begin to prepare to board hands, houses for their families must be provided and other evidences of growth will be seen. The consumption of farm products will more than double and we will begin to reap the fruits of our worthy citizen's enterprise in this matter."

Mr. Wyke has said to the Akron people that now that they have agreed to subscribe \$10,000 for the power house he will locate in Akron and work will be more rapidly pushed than heretofore as "the company is nearly obliged to have the road nearly completed by the 1st of next October."

[Rochester Sentinel, Saturday, May 7, 1904]

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BOND DEAL CLOSED

Monday afternoon a number of Akron citizens, the capitalists of Henry township's capital, were in Rochester to locate, if possible, the power house in their town, but just at the opening of the meeting, the road's attorney, Mr. Smart, received a telegram from a New York representative of the company, which stated that arrangements for the sale of the bonds had been made. Mr. Smart, whom the Akron people were here to see, left on the 6 o'clock train for New York city.

The Akron people were very much disgusted and went home in a gloomy mood, taking their eighty-five hundred dollars with them as well as the deed for the fifteen acre site. They are hoping for the best.

If the bonds are sold it means that the prospects for the roads early completion are now brighter than ever and it may be that Rochester will have a trolley line some day.

[Rochester Sentinel, Tuesday, May 10, 1904]

AKRON

The surveyors are working this week, south of Akron, on the trolley line, boarding at the Madeford hotel at Gilead.

[Rochester Sentinel, Saturday, May 14, 1904]

PRESIDENT BARTHOLOMEW HERE

President Bartholomew, head of the construction company, which has accepted the bonds of the railroad company and a part of the subsidies in consideration for building and equipping the road, is in Rochester. He says New York parties will be here today or tomorrow to drive over the line in final inspection and there is no doubt whatever about the road being constructed.

In conversation at the SENTINEL office Mr. Bartholomew said the efforts to build the road have been beset with many disappointments but it is now so far advanced that the money for building is guaranteed by two different sets of capitalists and it is only a question with the company as to which of the two propositions will be accepted. Work from now on will be rapidly pushed as the machinery for the power house was purchased on May 8th, and is to be delivered at Wabash within six months.

[Rochester Sentinel, Monday, May 16, 1904]

AKRON

From the News

The visible apparent progress on the trolley line and power house construction has been very slow up to the present time, and consequently rather discouraging among the masses. Added to this small visible evidence that it will be built comes many all knowing ones who have the power of speech and influence with one short sentence and pours cold water on the enterprise until some of the lukewarm becomes chilled. At a meeting Wednesday afternoon President Bartholomew said the route has been finally fixed. It comes up from Miami county on the section line striking the Rochester road half mile east of town; thence west to the center of town; thence north to the Orr corners; thence west to Athens.

[Rochester Sentinel, Saturday, May 21, 1904]

NEWS OF THE DAY

Mr. J. W. Andrews, of New York City, who was here looking over the Wabash-Rochester trolley enterprise as an expert for eastern capitalists writes that he was much pleased

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with the prospects of it becoming a paying property and that his report will be favorable. The letter is written at Cleveland to Mr. Bartholomew in Cleveland, and signed J. W. Anderson, N. Y. City.

[Rochester Sentinel, Tuesday, May 24, 1904]

WON'T BUY BONDS

The following from the News plainly portrays the sentiment of the Akron people in regard to the trolley. It says: "The efforts for the securing of the power house and car barns and repair shops at Akron have all been abandoned. The frost will be on the pumpkin vine and the fodder in the shock long before that coveted industry will be built anywhere if the management continues to believe that any community will plank down their dollars before any part of it is visible to the eye of the donor. Akron never wanted stock nor bonds, and the only reason for the investment was to secure the enterprise for Akron. As we see it, it was not business to pay before delivery, and in the face of such discouraging prospects as now exists for the early completion of the road. This paper has steadily stood out alone almost in advocating optimistic view on this matter, and done the best to lend a helping hand to the sentiment that was trying to win, but when the management not only wanted \$5,200 cash down, refused to accept of the money in installments as work on the plant progressed and wanted a deed for fifteen acres of land besides, it was time to call off. We believe their intentions were good, but the transaction was not on a business basis. There are probabilities yet that the road will be built but work on the grade is progressing slowly. Since the climax has come to our efforts trolley agents have abandoned Akron for the present at least and no particular encouraging news is at hand. We may have better news later. However, we desire to say that Messrs Wyke and Meyers are regarded as gentlemen and most of our people feel grateful to them for their interests in Akron's behalf, even if we did fail."

[Rochester Sentinel, Saturday, June 11, 1904]

NO PAY CAR YET

August 14 and 15 have passed and the workmen on the Wabash-Rochester trolley have not seen their pay, as was recently promised by the letters from Superintendent Bartholomew.

The prospect looks black, indeed. It has now been one month since the workmen were called in and it is now two months since they had a pay day. All seem ready and willing to return to work providing the money is in sight, but in case it is not received soon several suits may be brought against the road.

One of company's creditors says the heavy rain just east of Rochester, Monday night wrecked the pay car while others say it collided with Jud Ault and fell into lake Manitau.

[Rochester Sentinel, Tuesday, August 16, 1904]

NEWS OF THE DAY

The Wabash-Rochester Trolley headquarters moved today from their location in the Sheets' building to upstairs rooms in the Allie Holeman building. They are now in the same rooms where the "Tippecanoe Route" died.

[Rochester Sentinel, Thursday, August 18, 1904]

W-R OFFICERS HERE

Rochester atmosphere had an industrial quality, today, caused by the officials of the thought to be defunct Wabash-Rochester proposed electric line being here and telling of their plans for the future. The officials are C. C. Barnum, of Detroit, secretary and treasurer of the United States Construction company and treasurer of railroad company, N. D. Pound, of Chicago, president of the railroad company and E. S. Pratt, of Cleveland, secretary of the company.

When the gentlemen were met by a SENTINEL representative, Mr. Barnum stated that they were here to see what condition the road was in and what could be done, but Mr. Pound said: "The road has now been placed on a financial basis that will enable the company to at once pay off the entire indebtedness of the road and push the work to completion. The bond issue has been practically all underwritten, some traded for material and some must be sold to people along the

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line, to show outside financiers that the local people are interested in the road and will give their influence to secure prestige for it.”

Mr. Bartholomew has been released from the contract and the backers of the railroad company are now going to push the work themselves. They have let the contract for the grading to W. M. Stanley, of North Liberty, O., who will superintend all the work of that kind on the line. The employees were all paid off today.

Work will be resumed at once and grading outfits are now on the way to Roann where work will be started, and the men will work both ways. Another outfit will arrive in Rochester and work will begin from here again.

[Rochester Sentinel, Thursday, September 15, 1904]

NEWS OF THE DAY

The work on the Wabash-Rochester Trolley line was resumed in full blast, this morning, and it is stated that the work will be pushed along and a car will be running from Wabash to Rochester by November 1st to be propelled by a gasoline motor.

[Rochester Sentinel, Monday, September 19, 1904]

ELECTRIC LINE SPARKS

Thirty-seven teams are at work on the Wabash-Rochester interurban line between Rochester and Akron and more than twice that number are building grade in the vicinity of Roann. The officials of the company are here frequently and there is an air of activity and confidence in the company's movements that is most encouraging for the early completion of the line.

[Rochester Sentinel, Friday, September 30, 1904]

AKRON

W. A. Patterson was in Roann Wednesday of this week, and he says the Roannites are all agog over the trolley line prospects. There are eight or ten “big” trolley line officials and bosses in that city, teams are working both ways out of town and more force coming in almost daily.

[Rochester Sentinel, Saturday, October 1, 1904]

POWER HOUSE AGAIN

The Wabash-Rochester trolley line company is now flirting with the city of Wabash on the location of the power house. The Plain Dealer says the company now states that they are ready to locate the power house and desire to have the foundation completed before there is a freeze this winter.

They have submitted propositions to Rochester, Akron and Roann and now come to Wabash with a proposition to have the power house located there. They will submit a definite proposition tomorrow evening at the meeting when all of the officials who can will be in Wabash.

They have submitted no formal offer to Wabash but the officers of the Merchants' exchange were notified that the company would probably ask for seven acres of land on which to locate the power house and also a chance to place bonds locally. The amount of money they will ask to be invested in bonds was not stated but the company would like \$50,000 expended for bonds by the residents of this city.

[Rochester Sentinel, Saturday, October 15, 1904]

NEWS OF THE DAY

Messrs W. H. Wyke, Barnum, and other trolley officials called on our business men a few days ago, and declared that they would get Akron the trolley power house, the car barns, the repair and paint shops and most of the road officers, providing Akron and vicinity would take \$40,000 worth of bonds.

[Rochester Sentinel, Saturday, October 22, 1904]

AKRON

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From the News.

Surveyors worked on the trolley all day last Sunday south of town. A new route has been established after passing Silas Hoffman's barn south.

[Rochester Sentinel, Saturday, October 22, 1904]

HAVING TROUBLE

A number of eastern capitalists and men who are financially interested in the Wabash-Rochester Electric railway company left Wabash Thursday evening after being driven over the line in company with W. D. Pound. The gentlemen, a few of whom had not before been over the route, expressed most favorable views of the line and were unanimous in declaring the future success of the road. The following gentlemen were in the party: John B. Chapman, of Pittsburgh, an attorney and one of the directors of the road, S. A. Holbrook, of Bradford, Pa., a manufacturer and oil man; Charles Craine, of Geneva, Ohio, one of the directors of the First National bank in that city, F. E. Wilcox, a commercial man of Geneva.

Mr. Pound states that the work on the line was being retarded by the refusal of a number of the farmers along the route to agree to terms by which their land could be secured. "We have done everything possible," said Mr. Pound, "to secure the right of way from property owners along the line and we have made good offers in all instances and in many we have submitted prices for property which we ourselves considered exorbitant, simply to avoid litigation. But a number of the farmers are still holding out against us and we will be compelled to gain such property by commencing condemnation proceedings."

[Rochester Sentinel, Saturday, October 29, 1904]

AKRON

From the News.

Grading on the trolley line remains suspended. In the meantime, Mr. Wyke is procuring right-of-way, closing contracts, securing deeds and bringing condemnation proceedings where necessary to secure equitable and righteous settlement.

[Rochester Sentinel, Saturday, November 5, 1904]

AKRON

From the News.

It is twelve miles by trolley line grade to Rochester. By election day there was nearly eleven miles of this graded. The teams were laid off that day and it will require only a couple of days more to finish grading down to the town limits of Akron. Through the town and on the street no grade will be made until the track layers need the grade. Work south of Akron will proceed at once and progress as rapidly as possible. There is no probability that any track will be laid this fall or winter.

[Rochester Sentinel, Saturday, November 12, 1904]

IS HALF FINISHED

At the present time about eighteen miles of the Wabash-Rochester trolley grade, or half of the full mileage, is finished and ready for the ties.

The progress made by the contractors in charge, who have pushed the work so steadily during the fine fall weather, is a surprise to everybody, including themselves. Of course, as yet there have been none of the numerous bridges along the line builded but when everything is in readinces for the track laying the contracts will be let and by the time the electric installation is completed the bridges will be in readiness for the rails and ties.

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South of Akron there is some heavy work to be done and the same is true of the stretch of line near Roann. It will be practicable to do most of this heavy work in the coldest weather, while, with the ground frozen eighteen inches or two feet the light grading is impossible.

The payroll of the construction gangs for October was about \$15,000 and for September, \$12,000. The men will be paid Tuesday for October labor.

Attorney Alvah Taylor says that the equipment and electrical outfit had been contracted for and the deliveries of the same would commence in the spring.

The bridge over Eel river near Roann is the most important structure of the kind to go in, and some time will be consumed in building it, but it will be in position in sufficient time to prevent any delay of operation.

Attorney Taylor was in Rochester, last Tuesday, and met the members of the county board, laying before them the proposition to make an order placing the subsidy levy in Rochester township on the duplicate. The commissioners, however, advised Mr. Taylor that it would be inexpedient to take such action until the line is almost completed, as the subsidy is nowhere payable until the road is ready to operate.

[Rochester Sentinel, Monday, November 14, 1904]

TROLLEY NEWS FROM WABASH

The forces of workmen who are engaged in making the grade on the Wabash-Rochester trolley line, are now within two miles of the city limits and expect to be in the city early this week or next, says the Plain Dealer.

There has been but little display made of the work that is being done this time as in the past, there seems to be every reason to believe that the road will be built as promised.

The graders have been continually engaged on the work from Rochester and in several places they have been extending the work. With the grade entirely completed and the right of way all secured, the prospects of the road being speedily built seems good, especially with the subsidy still hanging over the promoters as an incentive.

It is stated that the company does not employ any one in an important capacity without he first purchases \$100 worth of bonds. One of the employees of the local interurban states that he was offered a position on the road on this condition. The company seems now determined to sell enough bonds to assure the success of the road. This plan of selling bonds is a new one and strikes the average person as quite unique. The company has not yet definitely located the power house.

[Rochester Sentinel, Wednesday, November 16, 1904]

MECHANICS LIEN FILED

The Wabash-Rochester line is in trouble again. This time it comes from Contractor Stanley, who has filed a mechanic's lien on all the tangible property of the company to secure his claim of \$14,275.55 for construction work done. The lien has been filed with the county recorders in the three counties through which the road passes.

[Rochester Sentinel, Thursday, December 22, 1904]

PAYING OFF THE HANDS

While in Rochester Saturday evening an Akron business man informed the SENTINEL, that parties at Roann are buying all unpaid time orders due the W.R. Traction line workmen. Several Akron men have sold their orders to the Roann parties at a discount of 2 per cent, and it is given out that the buyers have the money to buy all claims that are properly o.k'd by the company's contractors.

This means that the company has raised some money and will probably square up all along the line and start in strong again when spring opens. Rumor has it that the eastern syndicate that agreed to take the bonds are requiring right of way title the entire length of the line and a certain considerable amount of grading done before they commence advancing money on the bonds and this preliminary outlay of a large amount of money is what keeps the company in a

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struggle to get through to the point of construction where their bonds will bring necessary money to finish the road.

[Rochester Sentinel, Monday, January 23, 1905]

WABASH-ROCHESTER TO BE BUILT

While in Rochester the other day Editor L. M. Spotts, of Roann, stated that he had just receive a very encouraging letter from Contractor Stanley, of the Wabash-Rochester traction line. Mr. Stanley is in Cleveland and his letter says he has made all necessary arrangements with the company to get his money for construction work already done when all claims will be paid. He also says that work of laying ties and rails will be commenced as soon as spring comes and cars will be running by the middle of the summer.

[Rochester Sentinel, Saturday, February 18, 1905]

THIS SOUNDS GOOD

In conversation with a SENTINEL representative, this morning, W. H. Wyke, who has just returned from Marion, O., where he attended a meeting of Wabash-Rochester officials, says that everything has now been arranged for the continuation of building the road. He says the plans are to put a force of men at work as soon as possible after the weather moderates and that when once commenced, if there are no numerous drawbacks, the work will be pushed to completing at once. When asked concerning the report that a gang of men were already at work near Roann Mr. Wyke said that he would not confirm the statement as he was not positive, but that if they are not now at work they will be as soon as possible to do so.

The capitalists and officials now back of the road do not intend to let any obstacle impede their progress in the completion of the line this summer, and the outlook for the trolley is now brighter than ever.

[Rochester Sentinel, Thursday, March 16, 1905]

GOOD RAILROAD NEWS

A letter came to Mr. Wyke, today, from President Barnum in which he says the construction company that has had charge of the construction of the road has quit the contract and transferred its rights and privileges back to the company and the road will now be completed by the company that has put up all the money, so far. The letter also says that if all having claims against the construction company will transfer them to the Wabash-Rochester Railroad Co., they will be duly settled and that work on the road will soon be re-commenced and pushed to completion, the funds for the same having been provided for.

[Rochester Sentinel, Saturday, May 13, 1905]

MORE ABOUT W-R LINE

Wabash Times-Star.

The Times-Star is in receipt of a telegram this morning signed "United Press News Association," and dated at New York, stating that a syndicate is forming there today for the purpose of taking over the Wabash-Rochester Traction line and completing the road. The telegram has all ear marks of a fake and is probably sent out by some who desires to boom the stock of the Rochester-Wabash company. This proposition has been hanging fire for so long that the people have become disgusted and have little or no faith in any proposition connected with the Wabash-Rochester project. However if there is any one who desires to complete this line and they will commence active work with any indication of pushing the work to an early completion, they will no doubt have the hearty support of the community in general as the majority of the people in Wabash county would be pleased to see this line completed.

[Rochester Sentinel, Tuesday, May 23, 1905]

SAME OLD STORY

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The Wabash Plain Dealer tells a doleful story of the closing of the Wabash-Rochester traction line offices in that city. It says: Mr. Pond recently came to Wabash and opened offices. He returned east and Mr. Myers came to Wabash.

Mr. Myers has been securing right of way deeds and also selling bonds and stock to Wabash people who were seeking investments for their money in return for which they were to receive positions on the line.

The income from this source has steadily fallen away, as hopes of the ultimate success of the project went glimmering and was found it would not pay to continue the office separately.

This has just been closed and it is probable that Mr. Myers will return to Ohio, although this has not been definitely settled.

The Rochester company has had three plans for disposing of stock. One was to interest capitalists in the road and sell off the entire loans for enough to build the road.

Another was to have corporations along the way buy bonds for favors in the way of the power house and other necessities.

The third way was to sell bonds locally to applicants for places either now or after the line was built. One man who is holding an office position in Rochester bought \$100 worth of bonds and is now working for a salary of \$50 a month.

Several Wabash men have bought \$50 worth of bonds and have been promised places as motormen or conductors.

In this way the offices that have been maintained have had a source of income and have paid expenses as far as any have been paid.

A rumor has just been gaining ground that the company has at last succeeded in financing the road and that it would be built assuredly.

This is not entirely well founded for there is considerable fear that the financing is not assured.

Alvah Taylor, local representative of the company, was asked as to this rumor and was forced to confess that there was as yet nothing definite.

"I have got to the point where I will say I believe the road will be built, but I will not add undoubtedly. We have had the line financed absolutely three or four times, but there were strings to the propositions and we did not land the money. I am now waiting to see the money actually paid in."

It is estimated that it will cost \$750,000 to build and equip this road and when some millionaire is ready to put up three-fourths of his wealth the road will be built.

[Rochester Sentinel, Saturday, May 27, 1905]

TROLLEY DOINGS

President Barnum, of the Wabash-Rochester traction company is expected in Rochester before the end of the week. He has written that he will be here to pay off all claims against the road, and then turn the construction work over to a contractor, who will rush the work to completion. Chicago capital is said to be in the new move and that it may mean a through line to Chicago via Maxinkuckee, Bass Lake, Knox and Valparaiso to Chicago. Mail is awaiting Mr. Barnum at the Arlington hotel. Contractor Stanley is here to meet him by appointment, and Rochester has new hope.

[Rochester Sentinel, Thursday, June 15, 1905]

CASH FOR W-R CLAIMS

President Barnum, Attorney Alvah Taylor, of the Wabash-Rochester Traction line, and a Cleveland capitalist, were in Rochester today. They came to pay off all claims against the road and it is said they will distribute \$41,000 for labor already done and last payment on right of way along the line between Rochester and Wabash.

President Barnum was seen but he made no promises of what the future will bring forth. He simply said "we are here to pay every dollar we owe and are doing it." Asked if the road will be completed he repeated that he is making no promises.

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It is said a Chicago and Cleveland syndicate has taken the bonds and that they would not do this until all claims against the road were cleared away. Now that this is done let us continue to hope that we will yet get this much needed improvement.

[Rochester Sentinel, Tuesday, June 20, 1905]

THROUGH A GRAVEYARD

Wabash Daily Times.

There was entered on the deed records of the county recorder this morning a deed for a right of way through Falls cemetery. The Wabash Cemetery company conveyed to the Wabash & Rochester Traction company this right of way.

The route is from Stitt street northeast to Cass street, along Falls cemetery. A bridge must be built over Charley creek. There must also be built a depot for the benefit of the cemetery and a siding must be maintained for loading and unloading passengers and freight. The price paid for the route was \$250. The Rochester company has been paying out considerable money for a right-of-way and to liquidate debts recently.

[Rochester Sentinel, Monday, November 6, 1905]

AKRON

Akron News.

Surveyors on the Wabash-Rochester trolley line were in Akron Saturday. They informed the "man" about town that they would be here this week some time to finish the leveling process and that grading would commence at the earliest period possible when spring comes.

[Rochester Sentinel, Saturday, January 13, 1906]

SOLD OUT AGAIN

A confidential report from Chicago furnishes the SENTINEL some Wabash-Rochester Trolley news that is not only reliable but very encouraging.

The Ohio company that now owns the Wabash-Rochester railroad interests have had their bonds in the hands of a Chicago Syndicate for some time with the view of trading them to a construction company that would take them in compensation for the completion of the road on which work has been done. Recently this syndicate has had surveyors at work making a perfect profile, showing how much work has been done and how much is yet to do. The report of this survey was forwarded to the syndicate which was so favorably impressed with prospect that an offer was at once made to the owners of the road to buy them out on a basis of itemized cost of work already done. This was a satisfactory offer to the company and they contracted to sell and the transfer will be made as soon as the book keepers make abstracts of the expense so far put into the promotion and construction of the line.

The report also says that the Chicago syndicate is backed by interests that are already much in evidence as trolley line owners in Indiana and Ohio, and that work will be resumed on the Wabash-Rochester as soon as the transfer is made to the new owners, which will be about the first or middle of March.

[Rochester Sentinel, Monday, Feb 12, 1906]

NEWS OF THE DAY

The taxes on the Wabash-Rochester Railway right-of-way and improvements are all delinquent and the property is advertised for tax sale, but the company has asked treasurer Pyle for a statement of the amount and this would indicate they intend to pay it.

[Rochester Sentinel, Monday, February 11, 1907]

WHY NOT BUILD IT?

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Railroad contractor Stanley was here a day or two this week sowing the seed of survival in the death bed of the distinguished Wabash-Rochester Interurban line, says the Akron News. Mr. Stanley thinks it can be brought to life again and the once feasible enterprise yet made a successful issue. He is enthusiastic and deadly in earnest. The proposed road extended from Wabash through Roann, Gilead, Akron and Athens to Rochester, a distance of thirty-six miles. Twenty-three miles of this has been graded and at one time most or all of this grade was ready for the ties and steel, but time and the storm has damaged the old bed very much in many places. The right of way of 69 per cent of the entire distance has been bought and paid for by the old company. All the labor put on the line so far has been paid in full, all of which indicates honesty of purpose and earnestness. There is still some taxes against the right of way and some other small claims that Mr. Stanley thinks will not total two thousand dollars. Which is very small when the poverty of the company is taken into consideration, and their wonderful struggle to sustain the enterprise.

According to Mr. Stanley the only thing now to do is not to let this project die. It is absolute foolishness to not let all this work and money honestly invested, several people's all, go on or try to go on and complete the work and make it a paying investment and a great service to this community and all the people along the line. There is no interest along the line that can object to its early and final completion. There is no interest with which this road conflicts. But on the other hand it would be a great benefit to all the local community and furnish a route for travel and traffic that is actually needed and would become a feeder of the Interurban that is now building. Mr. Stanley exclaims, if sentiment is not against it, but rather in favor, and by most people very anxious for the road, why not build it?

[Rochester Sentinel, Saturday, December 19, 1908]

MUST BE BUILT

C. D. Carpenter, of near Roann, was in Wabash Wednesday. He came to find out what can be done towards reviving the old Rochester interurban project, says the Plain Dealer.

"Out at Roann," he said, "we are anxious to have that line built, and we want to find out what it will take to get something started.

"That line would be a big thing for Roann and all through that section and it would be a big thing for Wabash. The road ought to be constructed. The right of way could be given and something ought to be done soon."

Mr. Carpenter was assured that he would have the support of Wabash people in the matter and began an investigation. Contractor Stanley recently asserted that the road could and should be built and people all along the right of way are with him on that proposition.

And now Mr. Carpenter may be assured that the project will have the hearty support of Rochester and Fulton county people.

[Rochester Sentinel, Friday, January 8, 1909]

THE GHOST WALKS

S. N. Shessler and R. R. Carr of Akron are in town today trying to put some new life into the Wabash-Rochester Trolley project. Mr. Shessler is postmaster at Akron and editor of the Akron News, and Mr. Carr is an attorney, who was recently appointed receiver for the defunct line by Judge Bernetha of the circuit court. Both gentlemen are filled with commendable enthusiasm, and are advocating the building of the line by the receiver under orders from the court.

Mr. Shessler says that the road could be finished by the receiver, and that receiver's bonds and certificates would find a ready market, being backed by the court which would insure investors that watered stock and other high financial capers have been eliminated. The schedule of assets have not been filed with the court as yet, and until that time it will be a hard matter to determine the value of the road as it stands, and how much of a burden the receiver would have to assume in undertaking to build the road, if he receives the necessary orders to proceed.

The petition for a receiver recently filed by Mr. Stanley shows that 50 per cent of the entire line has been graded, 60 per cent of the right-of-way is held by the company and ties to the value of \$600.00 are stacked along the roadway near Roann.

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Those who advocate the building of the road say a considerable sum has already been spent by the promoters, and graft and internal dissensions on the part of the stockholders have made it impossible for them to get together and continue the work.

On the other hand, some conservative business men who have some little knowledge of finance, express the opinion that the receiver could not finance the road and the court would give him an impossible job should the order to build be entered. The estimated cost of construction will exceed half a million dollars and work already done would amount to only a drop in the bucket. It is also pointed out that some pretty good financiers have been at work on the problem at different times in the past several years and have been unsuccessful.

On one point, however, everybody agrees. The construction of the road would prove of immense profit to Rochdester and if there is any way to get it we want it, and want it badly.

[Rochester Sentinel, Friday, March 5, 1909]

TROLLEY AT LAST

"It now seems that, after so many very pleasant dreams and not so pleasant awakenings, that there is a good prospect of having a trolley line from this city to Roann and Rochester," says the Wabash Plain Dealer.

"A man, representing London, England capitalists, who have money to invest in this country, has been here for several days. He is looking over the ground as to the suitability of advising his men to invest in this interurban.

"Wabash people who were interested gave very favorable endorsements of his plans. At Roann he called at the Exchange bank and here Dan Van Buskirk did not discourage him.

"Then at Rochester he was also favored. It is known that the representative was interested and it is believed that he will be convinced he should do what he could to favor its building.

"Part of the grading is already done for this line. It is a good road and will give Wabash a fine line to Chicago. It passes through virgin territory having no rival of a railroad, although being in good territory.

"Roann and other residents of the northern part of the county, have no way to get to Wabash except by driving or taking railroad trips out of the way. In freight, too, there will be good patronage for the line. More definite news is expected to be given soon but everyone hopes for success."

[Rochester Sentinel, Thursday, August 12, 1909]

LOOKING AFTER IT

Wabash Plain Dealer

C. W. Caffyn of Rochester, named by Judge Bernetha of the Fulton county court, as one of the appraisers for the Wabash-Rochester interurban property, was in the city today.

He came to confer with Alvah Taylor concerning the value of the grading done on this road. Mr. Taylor will secure the figures from Cleveland, Ohio, showing just how many yards of dirt was thrown up in the grading and other details.

About eighteen miles of this thirty-four miles, or 55 per cent has been graded. Mr. Caffyn and the other appraiser, C. Kreikman of Rochester, made a trip over the line in an automobile before today's visit.

"I don't think there is any question but that the road will be built within two years," he said this morning while at the Plain Dealer office.

The receiver's sale will be made after the appraiser's report and it is then believed the Winona line will buy the graded right-of-way and build the road.

Mr. Caffyn and Judge Bernetha were the two who secured the first franchise for this road, later turning it over to the promoters who were back of the Rochester line a few years ago. There has been voted \$110,000 subsidies for this road but they have long since expired.

[Rochester Sentinel, Wednesday, May 4, 1910]

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PROSPECTS GOOD

Roann Clarion.

There is an end to all things, it is said, and the trolley line subject as far as Roann was concerned, was disposed of several years ago, when Mr Barnum of Cleveland, and his party of friends had spent all their surplus cash and had nothing to show for it but a piece of grade, here and there, between Wabash and Rochester, built at a cost far above the price usually paid for similar work and placing it beyond the reach of purchasers who could use it at a fair valuation.

At the time Mr. Barnum suspended operations five or six years ago, all claims for labor and material were paid and nothing is in dispute now but a small balance on the contractor's claim, we are told, which is being threshed out in the Fulton circuit court, and some time ago a receiver for the road was appointed, while recently two appraisers were selected to go over the line and report to the court the actual amount of work done and its actual valuation, and, we suppose much will depend upon the appraiser's report, so far as the court's action and the future of the road is concerned. It is believed by those who are in a position to know, that if the old roadbed can be bought for its cash value, with reasonable encouragement along the line, parties stand ready to take up the work and push it to a speedy completion.

Last Friday G. W. Holman, attorney for the road, ex-Auditor Caffyn of Rochester, Mr. Kreighbaum of the Erie railroad appraisers, and R. R. Carr, receiver, were in town several hours on their way from Wabash to Rochester, giving the grade close inspection and the attorney informed us that if the appraisers report met with favor the court would order the road sold to the highest bidder, in his judgment.

In the first place, it takes much money to build a railroad -- they are not constructed with wind and receiver's certificates, and this action by the court will clear up the title and the sale will attract the attention of railroad men and capitalists who will soon have the line in active operation.

[Rochester Sentinel, Saturday, May 7, 1910]

GOOD BYE TROLLEY

The old Wabash-Rochester Interurban Railway Company, which has been dying by inches and jumps for the past several years has received what most people term its death blow. This latest thrust at one of the city's and county's fondest hopes of other days was taken this morning by Prosecuting Attorney Harry L. Unger, which case is booked against the Wabash & Rochester Railway Co.

The plaintiff sets forth the defendant company was incorporated on June 27, 1902, with Wabash as its principal office, and Attorney Alvah Taylor of that city as chief counsel. It is further stated that the company was organized for the purpose of constructing, equipping and operating a trolley line along the most advantageous route between Wabash and the town, now city of Rochester. In this, the complaint sets forth the defendant utterly failed and has not built or operated any part of proposed railway. That the company abandoned the building of said road and is now doing no work on it, nor has there been any work done for the past five years. And as it has been ten years since the company was incorporated, Prosecutor Unger gives the court to understand the articles of incorporation are void and should be forfeited. Wherefore the plaintiff prays the court that the defendant be adjudged to have forfeited its franchise and be dissolved and that a receiver be appointed to take charge of the property for distribution among its creditors.

[Rochester Sentinel, Monday, October 23, 1911]

Two of these planned lines were to go through Rochester. The Rochester, Roann, Wabash, Montpelier and Geneva, Ohio, line was one. The contract had been let and the grading had been done from Wabash to Rochester, a distance of 35 miles at a cost of \$130,000, which sum included the land purchase. This was in 1904, and in 1913 a contract was let and the grading done to connect the stretch from Rochester to the Winona line one mile north of Akron. Then World War I came on, which disrupted everything. Materials went way up in price and were hardly

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obtainable at any price. They were also unable to procure more needed financing so the whole project was folded up and abandoned.

Another proposed line was the Indianapolis-Logansport and South Bend Traction Company, which was changed April 18, 1908, to the South Bend, Plymouth, Rochester, Logansport Company. The land for the right of way was procured and work was started with the road bed graded from Plymouth to South Bend, when bonding trouble developed and the whole project was forced to give up, all work was discontinued, and was never resumed. This was in 1911.

[Thomas Carpenter Family, Walter F. Carpenter, *Fulton Co Folks*, Vol. 2, Willard]

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RAILROADS - ROCHESTER WABASH VALLEY TRACTION LINE

STOCKHOLDERS HAVE NOT ABANDONED LINE

The long proposed Rochester Wabash Valley Traction Line may be constructed, according to a letter received today by Henry Zellars from Attorney Alva Taylor of Wabash.

According to Mr. Taylor the stockholders are thinking of beginning work in the summer. He did not go into detail as to the future plans but it was gathered that they do not intend to abandon the project. In the letter was a check for \$47 to pay the last ditch assessment on the right of way east of Rochester.

[Rochester Sentinel, Tuesday, May 19, 1914]

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**RAILROADS - SOUTH BEND AND LOGANSFORT
TRACTION CO.**

PLYMOUTH-SOUTH BEND RIGHT-OF-WAY IS SOLD

South Bend, Ind., Jan. 20 -- Gabriel R. Summers, Wednesday granted an option until March 7th, for the purchase of the right-of-way of the South Bend and Logansport Traction Co., to A. E. Anderson of the Union bank of Chicago. Exactly what use Mr. Anderson intends to make of the right-of-way is not known, but it is barely possible that he is representing the Union Traction Co. of Indianapolis which is anxious to secure a line into South Bend.

Messrs G. L. GLAUSEN, consulting engineer, and Mr. Peterson, railroad promoter, of Chicago, are in Plymouth in consultation with prominent attorneys with a view of reviving the road from Plymouth to South Bend.

[Rochester Sentinel, Thursday, January 20, 1916]

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RAILROADS - TOLEDO AND CHICAGO TRANSFER RAILWAY

The surveyors of the T. & C. T. Ry. have had headquarters at the fair grounds while working in this vicinity, and this morning they moved to Talma. The line, as surveyed, will cross the Michigan road just south of Mrs. Margaret Brackett's residence south of town and enter the corporation west of the College. They crossed the L. E. & W. near the oil tanks and passed a little to the west of the ball park and then on toward Talma.

[Rochester Sentinel, Saturday, June 1, 1901]

"TIPPECANOE ROUTE"

There is said to be a growing sentiment among the promoters and owners of the proposed Toledo and Chicago Transfer railway to shorten up the present bunglesome name to "Tippecanoe Route." This would be a convenient name, an appropriate one, and one easily remembered. It would be appropriate and suggestive, too. The Tippecanoe river is one of the most beautiful in the state, it is skirted by picturesque and productive bottoms, and, althgether the name would be just the thing.

[Rochester Sentinel, Wednesday, July 10, 1901]

LOCAL NEWS

The surveying and topography corps of the T. & C. T. Ry are working just east of Talma at this time, and are making rapid progress in their work.

[Rochester Sentinel, Wednesday, July 17, 1901]

LOCAL NEWS

Arthur Jenkins, who has been with the T. & C. T. surveying corps has come home sick. He left the other workmen between Wooden lake and Warsaw.

[Rochester Sentinel, Wednesday, July 31, 1901]

LOCAL NEWS

Don Plank, who has been with a T. & C. T. surveying corps the past week, came home yesterday evening. He left the other members of his corps at Angola.

[Rochester Sentinel, Saturday, August 10, 1901]

LOCAL NEWS

One corps of surveyors on the Tippecanoe route is now making surveys about Rochester. The first survey crossed the Michigan road near Mrs. Brackett's residence south of town and came through the Tabor woods, crossing the Lake Erie tracks near the oil tanks. A line run yesterday passes south of town and crosses the C. & C. tracks at the depot. In all there will be four surveys through Rochester and when it comes time for the construction the most practicable line will be used.

[Rochester Sentinel, Saturday, August 10, 1901]

PRESIDENT IS HERE

Hon. I. W. Newcomer, of Cleveland, President of the Toledo & Chicago Transfer Railway company is in the city conferring with Chief Engineer Hamilton concerning some final details of the arrangements to commence work on the line.

When seen by a SENTINEL representative Mr. Newcomer said they hope to get their plans in shape to commence work grading east of Rochester within the next month. But he also said, there are always unforeseen delays in getting every thing in readiness and he could not say definitely that grading will commence so soon. Concerning the outlook for shops in Rochester he simply said "Rochester has treated us so liberally and so kindly it is surely on our eligible list for shops site."

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[Rochester Sentinel, Wednesday, September 11, 1901]

MORE RAILROAD

In a communication to Hon. V. Zimmerman today Dr. Westcott, the secretary of the proposed Toledo and Chicago Transfer Railroad Co., says the undertaking is not dead and will be viewed at once. The letter says the company lost all of its papers including franchises, profiles, options, etc., through a controversy with parties who were interested in the undertaking and it cost them a lot of annoyance and \$1700, in money, to get them back, but they have them now and a party of capitalists will be here this week to look the ground over with the view of building the road.

This company has a quarter of a million dollars in subsidies voted to it along the line and has options on most of the right of way. But just as they had things in tangible shape to attract capital President Hamilton of the company, died and this plunged the promoters and company into disorganization and it was thought the undertaking had been abandoned.

[Rochester Sentinel, Saturday, May 30, 1903]

MORE SURE THING

In a communication to V. Zimmerman which information he furnished exclusively to the Republican Saturday, the promoters of the Toledo & Chicago Transfer line say they now have things in better shape than they have been for some time, that work will soon commence, that Rochester will be made the "Gem of the Ocean" by the railroad company building up the town, and that the thanks of the company are due Mr. Zimmerman for his personal interest and influence in bringing this about.

Incidentally it might be mentioned that the commissioners have extended the T. & C. T. Ry franchise another year. A quarter of a million dollars in subsidies has been voted to this proposed road and, as it traverses a rich section of country that is badly in need of a northeast and southwest line, it would seem that capitalists would be glad to get hold of such a snap and build a road.

[Rochester Sentinel, Monday, June 8, 1903]

RAILROADS - VANDALIA

AGED MAN'S HEAD CUT OFF

STRUCK BY VAN ENGINE

The town of Grass Creek in the southwestern part of Fulton county was wrought to a high pitch of excitement this afternoon at 2:30 o'clock, when the news rapidly spread that Michael CALLAHAN, aged 83 years, had been instantly killed, when a Vandalia engine ran over him and severed his head from his body.

The accident occurred about one-fourth of a mile north of Grass Creek, and different rumors say that the aged man was lying on the tracks when struck by the engine, while others say he was walking northward when the engine with coal tender, running backward, in the same direction, overtook him. It is thought the engineman did not see the man on the track untill after they had run over him. The engine was at once stopped and the dead man removed from the tracks. It was found that the engine wheels passed over his neck and the head was only held to the body by a few strings of flesh. Undertaker Val Zimmerman of this city, was at once notified and left immediately for Grass Creek to take charge of the body.

Callahan was a former resident of Grass Creek but of late years has been making his home at the county farm, south of this city. He left that place about a week ago and it was supposed that he was on his way to the home of Mrs. McDennis, north of Grass Creek, when he met his horrible fate. As far as known he leaves no immediate relatives.

[Rochester Sentinel, Saturday, March 19, 1910]

RAILROADS - WESTERN ELECTRIC RAILROAD

NEW TROLLEY LINE

Another new trolley line is headed toward Rochester. The Logansport Pharos, whose reporter has a longer nose for truly news than any other reporter in Indiana, in writing of the new company says:

The local stockholders interviewed by the Pharos this morning, were unable to give any information regarding the project, either as to the plans of the company or any of the details, while others interested in the enterprise were out of the city and could not be seen. The rumor that the Panhandle railroad company is interested in the project could not be verified.

The company yesterday, filed its articles of incorporation at Indianapolis under the title of the Western Electric railroad company and in its paper sets forth a purpose of constructing an electric line from Logansport to Fowler, Benton county, and a system of lines that will pass through Benton county to Crown Point and Hammond in Lake county, Rensselaer in Jasper county, Winamac in Pulaski county, Rochester in Fulton county, North Judson and Knox in Starke county, Plymouth in Marshall county, LaPorte and Michigan City in LaPorte county, and Valparaiso in Porter county. The estimated length of the system is 150 miles.

The capital stock is \$150,000, and the directors are: Newland T. DePauw, of New Albany; Hanry B. Smith, of Hartford City; William M. Elliott, of Logansport; Emory B. Sellers, of Monticello, and George E. Ross, Sr., of Logansport.

In addition to the directors the following are incorporators: J. R. Johnson, Hartford City; H. D. Reasoner, Marion; Louis Hartman New Albany; Alvin T. Hart, Louisville, Ky; Henry Van Voorst and Clyde Loughry, Monticello; O. H. Binns, W. M. Graffis, John Elliot and John Gray, of Logansport, and W. A. Goodman, Jr., of Cincinnati, Ohio.

[Rochester Sentinel, Saturday, April 4, 1903]

MORE TROLLEY TALK

The following dispatch from New York to the LaPorte Argus gives the news of another trolley line headed for Rochester: The Westinghouse Electric and Manufacturing company are preparing estimates on electrical equipment for a new line from Mishawaka through Osceola, Walkerton, Etna Green, Nappanee, Rochester and Logansport. H. E. Insley & Co., of Denver, who are promoters, are said to have interested a number of New York capitalists in the entrprise.

[Rochester Sentinel, Monday, April 6, 1903]

RAILROADS - WINONA INTERURBAN

From Goshen to Peru, through Akron.

It was one of more than 200 lines that were completed in Indiana.

There were more than 260 projected lines in Indiana, which were never completed.

Incorporated in June 12, 1902, with authorized capital of \$500,000, later increased in 1911 to \$1,200,000.

Completed and operated 1911 to 1952.

[NOTE: In March, 1997, Wayne Tombaugh, living in Mentone, Indiana, was interviewed by this compiler concerning crossing stops in Fulton County. His father, George E. Tombaugh was motorman on the line for several years. Wayne said that the only crossing stop in Fulton County which had a small waiting room was two miles north of Akron, and was known as Barr Crossing.

He also said that the only one he knew of in the northern part of Miami County was two miles south of Gilead, and was known as Whistler's Crossing. It also had a small waiting room. -- WCT]-----

The first car was run from Warsaw to Goshen June 22, 1906. The next year, from May 8, 1907, the section from Peru to Chili was operating. From Chili to Akron, through Gilead, was in operation January 7, 1908. From Mentone to Warsaw opened March 19, 1909. The last, from Mentone to Akron, on February 4, 1910.

Passenger service discontinued in 1946. The first freight run was made in 1937, and the last freight run was made on May 31, 1952. Propane gas was used for power on the freight hauls.

The right of way came almost directly south from Mentone to Akron, entering Akron on Mishawaka Street. The first station was on the east side of Mishawaka Street in the middle of the block north of Rochester Street. I believe it was in the Akron Hotel, and in later years it was moved to the west side of the street in the room now occupied by the Snack Bar. The track continued on to the south, crossing Rochester Street and turning east at the first corner where it went east to the edge of town where this street ended. Here the tracks went east across a field owned by Edward Utter, where it turned south and crossed the Erie Railroad by a steel overhead bridge and continued on straight to Gilead. Chile was the next station before Peru.

Most of the cars were combined passenger and baggage, with the baggage compartment in the front section. The cars were similar to the steam railroad cars of that time. Some did not have the baggage compartment and some had a snack bar where passengers would obtain light lunches. The Winona Line did not have any sleeping cars.

In the earlier more prosperous years the Winona had a car through Akron every two hours running in each direction. They also had cars that made through-trips without the passengers having to change cars. The train crews were changed at Goshen and Peru. These through-trains ran from Michigan City to Indianapolis and sometimes from St. Joseph, Mich., to Indianapolis.

The cars stopped at every cross road to pick up passengers and let others off. The motorman at times also acted as conductor.

Three of these early employees from Akron were Grover Floor and Seth Taylor, who were motormen and conductors as the necessity arose, and the ticket agent William Stout.

[Thomas Carpenter Family, Walter F. Carpenter, *Fulton Co Folks*, Vol. 2, Willard]

The Erie had been constructed as a single track railroad in the 1880's. It was the shortest rail route between New York and Chicago. During the period 1909-12 we saw the double-tracking of the Erie and the original construction of the Winona Interurban (Electric) from Goshen to Peru.

All of the necessary earth moving for these projects, was accomplished with dump wagons drawn by teams of mules. The drivers of these teams were known as "mule skinnners". Akron fairly seethed with the members of this rare professional group for two or three years

[FCHS Quarterly No. 44, p. 6]

NEWS OF THE DAY

The Winona Traction company which talks of building a line from Warsaw to Peru sends word that if Mentone will give \$25,000, Akron \$25,000 and Gilead \$15,000 the road will be built and if Rochester will give \$25,000 a spur will be built down here from Akron. This is a fine spring day.

[Rochester Sentinel, Thursday, March 16, 1905]

AKRON RAILROAD MEETING

Peru Chronicle:

A party of promoters for the Winona interurban electric line -- comprising W. S. Mercer, R. A. Edwards, H. P. Loveland, Frank Stutesman and Hugh McCaffrey -- left for Akron this morning by private conveyance, to meet and confer with the business men of the place relative to an election for a subsidy in Henry township, Fulton county, for the line. On their return this evening they will stop at Gilead and hold a night meeting for the advocacy of a subsidy for the same road in Perry township, this county. It has not been learned how much of an appropriation they will ask to be voted at the places visited.

[Rochester Sentinel, Friday, March 31, 1905]

ELECTION FOR GILEAD AND AKRON

Peru Chronicle:

Sol. C. Dickey, proprietor of the Winona Interurban line, H. P. Loveland and a number of other Peru people were at Akron and Gilead, yesterday afternoon and last evening, meeting with citizens relative to the extension of the line through those towns. Henry township, Fulton county, in which Akron is located, has been asked to vote a subsidy of \$25,000 and Perry township, this county, \$15,000. The commissioners of Miami and Fulton counties at their April sessions will be petitioned to order elections in the respective townships. A guarantee under bond to each of the townships has been made that in the event that the said townships are required to pay the subsidies already voted to the Rochester-Wabash line, the amount will be paid out of the subsidies voted to the Winona line.

[Rochester Sentinel, Saturday, April 1, 1905]

WINONA ROUTE ELECTION AT AKRON

A petition from twenty-five free holders of Henry township was filed with the county commissioners, yesterday, asking for an election to vote a \$25,000 subsidy to the proposed Peru-Winona Traction line and it was granted and the date set for May 16th. The company deposited a \$400 certified check to defray the expense of the election and makes the further proposal that if the Wabash-Rochester subsidy of \$15,000 already voted by Henry township is held valid and must be paid, then the Peru-Winona Company agrees to ask only so much subsidy as would make the total for the township \$25,000. That is, if the Wabash-Rochester Co completes its lines and collects its \$15,000 then the Winona-Peru Company shall have but \$10,000 on the completion of his line.

The only opposition to the proposed subsidy in Henry is the general belief that \$25,000 is too much as that is all Peru is to pay.

[Rochester Sentinel, Tuesday, April 4, 1905]

VOTE FOR TROLLEY

The elections held in Henry township, this county, and Perry township, Miami county, yesterday, resulted in substantial majorities for the subsidies asked by the promoters of the Peru-Winona Traction Railway. Henry township, in which Akron is located, voted \$25,000 (with \$15,000 off if the Wabash Rochester line is built) and Perry township, in which Gilead is the main center, voted \$15,000.

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In Henry township 653 of the 700 voters in the township were at the polls and a majority of 162 voted for the subsidy. In the Athens precinct the vote was 50 "yes" and 144 "no." The election was lively, the opposition of the Erie Ry Co by an injunction suit having helped the subsidy promoters to victory. After the election the Akron band gave the whole town a serenade and everybody was happy.

At Gilead the subsidy carried by only 48 majority. There was a good deal of opposition from two causes. First, many taxpayers thought \$15,000 was an extortionate demand and second, the dilly dally tactics of the Wabash-Rochester trolley line builders disgusted a good many people into voting "no."

The Peru-Winona Co now has \$75,000 voted to it as far north as Akron and from there the route will be to Silver Lake, Claypool and Warsaw if the substation asked are voted and if not the line may verge off west to Mentone.

New Prospect for Rochester

In a conversation with Mr. J. E. Beyer, this morning, he said to the SENTINEL that the building of the Peru-Winona traction line will give Rochester an opportunity to get a very important trolley line. If the Wabash-Rochester is built the Winona line promoters, all of whom are very wealthy men, will try to get in an extension from Rochester, via Kewanna, to Winamac, then to connect with the proposed Northern traction route from Logansport to Chicago which will be built in the near future. The object of this connection will be to furnish a short traction line from Winona to Chicago and at the same time to get a cross connection to the Chicago line that would be a paying property. This contemplates the connection of Akron, Rochester, Kewanna and Winamac by trolley and it would be a most useful line for Fulton county.

Such a line through Rochester and then the Michigan Road line would fix Rochester in an ideal way so far as trolley line connections could be arranged.

[Rochester Sentinel, Wednesday, May 17, 1905]

TROLLEY TALK

Peru Chronicle: H. P. Loveland informs the Chronicle that the Winona Railway company has not yet decided whether or not to commence work on the line until after the subsidy elections are held in Kosciusko county, next month.

[Rochester Sentinel, Friday, May 19, 1905]

TROLLEY DOINGS

Monday's Indianapolis News says: Articles have been filed with the Secretary of State for the incorporation of the Winona Interurban Railway company, part of the line of which has already been constructed. The capital stock is \$500,000. The line connecting Warsaw and Winona is already in operation and is now being continued to Goshen and Peru. The articles state that the proposed continuation of these lines will include Peru, Wabash, Ft. Wayne, Columbia City, Plymouth, Valparaiso, Logansport, Rochester, Huntington, Syracuse and Nappanee. The men interested are Sol Dickey, of the Winona association, J. M. Studebaker, of South Bend, E. A. K. Hackett, of the Ft. Wayne Sentinel, and H. J. Heinz, the great pickle canning man.

[Rochester Sentinel, Thursday, June 15, 1905]

MENTONE

Mentone Gazette

Henry Dickey and W. A. Patterson, representing the Winona Interurban road passed through town this morning on their way to Chili for the purpose of starting their engineers to work on the south end of the line.

[Rochester Sentinel, Friday, July 28, 1905]

WINONA LINE PEOPLE ACT FAVORABLE TO ROCHESTER

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The capitalists who are furnishing the money for the construction of electric lines centering at Winona, have been in session four or five days at Warsaw.

Mr. J. E. Beyer, of this city, was with them and reports some good news for Rochester. He says the capitalists have virtually arranged to issue \$1,500,000 bonds for the construction and equipment of the Peru-Winona line and to build it by way of Mentone. And at Mr. Beyer's earnest suggestion this amount was made a half million more than necessary for the Peru-Winona line with the view of extending the line to Rochester either from Mentone or Akron. And this will be done of Rochester wants it.

Other plans contemplated by the Winona people are a line from Winona to Ft. Wayne and one by way of Plymouth and Valparaiso to Chicago. Winona is to be made the greatest summer resort electric railway center in the west, and enough rich men are interested to make it no guess work.

[Rochester Sentinel, Thursday, August 24, 1905]

MENTONE

Mentone Gazette.

The electric line promoters are quite busy this week. The question now is as to what route will be taken from here to Warsaw. Two lines have already been surveyed. One going east from Mentone by way of Palestine, and the other north by way of Crystal Lake. Another line running one mile north from Mentone then directly east to the Palestine and Warsaw road is being considered. The right-of-way on the last two named routes has practically all been pledged.

[Rochester Sentinel, Friday, August 25, 1905]

PERU WINONA ROUTE

Peru Sentinel.

"As soon as the council grants the Winona company a franchise, work will be started on this end of the line, opening it from here to Chili at once over the tracks of the old Wabash line. The route has been fixed as far as Akron. From Chili the track will be built straight to Gilead along the range line, from Gilead to the county line along the west side of the highway, and from there to Akron along the section line. Beyond Akron the route is not fixed, but the surveyors are working along daily. From the point where the company will get the track of the old Peru & Chili line of the Wabash, which is two miles northeast of the city, the new company will run its line across Oakdale, North Peru and Elmwood and down Water and Sixth streets to Broadway.

The Winona company is ready to begin work just as soon as affairs will allow. When the old and new track between the center of Peru and Chili is put in condition for cars a service will be started at once.

[Rochester Sentinel, Wednesday, October 18, 1905]

NEWS OF THE DAY

Wabash Plain Dealer.

"The population of the territory along the proposed Peru-Winona line is so sparse that it is doubtful whether it will yield enough revenue to pay for the dope used in the car journals. The conditions from the point of view of actual revenue are identical with those along the Wabash & Rochester, which no responsible contracting firm would touch even with a big purse hung up in the form of a \$110,000 subsidy. It looks as though the Winona traction line were as much of an iridescent dream as was one lamented Rochester enterprise."

[Rochester Sentinel, Friday, October 20, 1905]

MENTONE

Mentone Gazette.

The vote on the Peru-Winona electric railroad subsidy proposition in Harrison township, last Tuesday, resulted in a second defeat for the people who favored the road. The result was a majority of 58 against the subsidy. This result proves several things. First, that the people of

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Mentone and vicinity appreciate the improvement and would willingly give it the glad-hand of welcome together with solid financial support, while a big majority of the people of Atwood and Palestine feel that they can worry along somehow without a trolley.

[Rochester Sentinel, Saturday, November 18, 1905]

MENTONE WON'T GET TROLLEY

A special from Warsaw says: The defeat of the subsidy in aid of Dr. Sol. C. Dickey's Winona interurban line at Mentone, Harrison Township, Kosciusko county, will probably compel a re-survey of the line, as the promoters promised the Harrison township voters that if they refused to appropriate the \$15,000 to aid the line, which has already been surveyed, it would be diverted. The subsidy was lost by a majority of sixty-two.

[Rochester Sentinel, Thursday, November 23, 1905]

ANOTHER TROLLEY

At a meeting of about eighteen citizens at the office of Holman & Stephenson, Tuesday evening, Dr. Sol C. Dickey, president of the Winona resort, schools and Interurban Railway company, presented a proposition for Rochester to get a traction railway. The requirement of the Winona people is that the citizens of Rochester township vote a subsidy of \$25,000 and those of Rochester township one of \$10,000.

In speaking of the matter, Dr. Dickey told the citizens it was the intention of the company to make this part of the company a system the same as all others -- those of Peru, Warsaw or Goshen. "What we wish to do," he said, "is to connect Rochester with the line, and build the system on to here, connecting it with the other lines south of Mentone. The Rochester division will cross the center of Newcastle township to the Tippecanoe river at the Sheward bridge and then run diagonally to Rochester. The company now has a portion of their system completed, cars now running from Milford to Warsaw on the Goshen division, and this section will be completed by May 1st. What we want here is for the citizens to take immediate action, because if we build to Rochester we will do it at the same time that we do the Peru division, upon which work will be begun about May 1st.

By this line Rochester will be given connection with Mentone, Warsaw, Goshen, Kendallville, Elkhart, South Bend and Niles and St. Joe, Mich., on the north; on the south by the way of Mentone, it will connect Rochester with Peru, Logansport and all the Indiana Union Traction company's lines.

All the citizens who were present at the meeting were favorably impressed with the proposed line. The promoters say Rochester will have the same privileges and the road the same equipment as the other divisions, and that the road may be in the future, continued south and west from here. Mr. Dickey said he would make an official statement that if the subsidies are voted, the road will be built and in operation by the middle of the summer.

[Rochester Sentinel, Wednesday, March 14, 1906]

AKRON

Akron News.

For ten days Winona trolley surveyors have been at work making the central bed line through Akron. The town is conceded to be a bad one to get out of town from the north to the south, the C. & C. railroad being the great barrier to easy exit. This has caused the surveyors to run several different center lines in order to seek and find the cheapest out-let south. The company favors the Main street line and on down Gilead avenue through under the C. & E. tracks. This route includes putting the public road under the C. & C. tracks as well, and by the side of the trolley tracks, attaching some of the cost to the township for the excavation.

[Rochester Sentinel, Friday, June 29, 1906]

NEWS OF THE DAY

Peru Sentinel.

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General Manager Dickey of the Peru-Winona Interurban railway was in Peru Friday afternoon. Mr. Dickey says that arrangements will be made to have cars running on a regular schedule out to Oakdale before the end of the present month. It is the intention of the company to establish regular service between Peru and Chili yet this fall. The road will not be completed from Chili north until early next summer.

[Rochester Sentinel, Wednesday, October 3, 1906]

AKRON

Akron News.

The trolley line grading is approaching Gilead very closely from the south. Contractor Butterfield is very anxious to get teams and men to assist him in the work and pays three-fifty per day for teams, while that good pay yet farmers seem to think it is worth more to get in their corn crop, haul gravel on the roads and get ready for winter.

[Rochester Sentinel, Saturday, October 27, 1906]

AKRON

Akron News.

L. B. Stanley & Son, Winona Interurban contractors, arrived at noon Thursday, and at once commenced to hustle for a place to board, and secure men and teams to begin work next Monday.

[Rochester Sentinel, Saturday, November 10, 1906]

MENTONE

Mentone Gazette.

A car load of trolley poles were unloaded at Mentone this week for the Winona Co. The load consisted of 110 yellow cedar poles, 30 and 40 feet long, shipped from Washington. The freight was \$324.

[Rochester Sentinel, Friday, November 16, 1906]

MENTONE

Mentone Gazette

Dr. S. C. Dickey and Col Beyer president and vice president of the trolley line were in town Tuesday evening and in conference with a few of our citizens, who could be hastily called together after the arrival of the gentlemen. The main purpose of the visit of Messrs Dickey and Beyer was to present the matter of selling bonds for the construction of the road. The bonds are issued in denominations of \$100 up, at 5 per cent interest and are being offered at 90 cents.

[Rochester Sentinel, Friday, February 15, 1907]

AKRON

Akron News.

The Winona Interurban has paid over four thousand dollars to the Chicago & Erie railroad at this point during the past few weeks on freight on railroad ties and trolley poles received at this point.

[Rochester Sentinel, Saturday, February 23, 1907]

MENTONE

Mentone Gazette.

A whole train load of ties for the Winona line arrived this week and about twenty men are now engaged in unloading them. The ties were shipped by rail from Jeppa, Ill., to which point they had been brought by boat up the river. This makes thirty car loads of material that have been shipped to this place and four more loads are reported at Knox that may arrive today.

[Rochester Sentinel, Friday, March 1, 1907]

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NEWS OF THE DAY

Roann Clarion.

Some of the taxpayers of Henry township, Fulton county, put up a kick against paying the tax voted there to the Winona line, because the road would not be completed to Akron by May 1st, according to agreement. The matter is reported settled now and the line will run to that village, instead of diverging from Miller's to North Manchester, and thence to Warsaw.

[Rochester Sentinel, Friday, April 19, 1907]

NEWS OF THE DAY

Peru Republican.

The Winona Interurban Company which is building a line from here to Warsaw, has suddenly ordered work stopped. For several months the company has been working a force of men between here and Chili. The road over this distance is now in excellent condition but there is still considerable work to be done north of Chili. Why the company did not move the men on north of Chili is not known and the reason for this suspension is not given out.

[Rochester Sentinel, Friday, April 26, 1907]

NEWS OF THE DAY

The Winona Interurban company has decided to change a part of its route on the Peru line. A number of farmers in the vicinity of Mentone are asking extortionate prices for the right-of-way and the company, rather than submit to such greed, have sent a surveyor to stake out a new line. The farmers had asked for \$17,000 for rights-of-way, but by changing the route the line can be made two miles shorter and in this way a saving of \$24,000 can be effected.

Rochester Sentinel, Saturday, May 18, 1907]

AKRON

Akron News.

The Winona construction company passed through Akron Tuesday with a derrick used to raise trolley line poles. The machine had been used south of Gilead and poles were erected as far north as the grade was finished. From there the machine was taken to Warsaw to raise poles for the Winona within the corporation limits of the town and then return for further work here.

[Rochester Sentinel, Saturday, June 15, 1907]

THE PERU WINONA TROLLEY

Contractor Stanley, who built part of the Wabash & Rochester line and is now on the Winona interurban, says that with good weather he can finish his part of the grade of the Winona interurban near Akron, in ten days, and so can Ditgard and Butterfield finish theirs also. But if it rains it may take all summer. Mr. Stanley will move part of his teams from south of Akron ten miles and where the wet weather will not cut so much figure as it does on the clay lands south of town. Viewing the whole matter optimistically it is possible now that electric cars will be running into Akron September 1st.

[Rochester Sentinel, Friday, July 26, 1907]

AKRON

The poles for the electric line have been erected along the route through Akron, which is sufficient evidence to the doubtful ones that the road will be completed. Akronites are justly elated with the prospect of the road.

[Rochester Sentinel, Thursday, August 8, 1907]

SINK HOLE NEAR GILEAD

The Peru Journal says the fine concrete bridge constructed by the Winona Traction company just north of Gilead is sinking, and has already gone down about eight feet. There is a bad mucky place just north of the Gilead cemetery and the company's engineers studied some time to know how to bridge it. They finally drove long piling, about thirty feet in length, and

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placed irons on top of these and built an arch of concrete. Tuesday morning it was found that a hole had been made at one end of the bridge and by noon the entire structure had gone down eight feet. The muck was forced up along the sides of the bridge, which gives it a frightful appearance. It is a bad state of affairs, and will require quite a lot of trouble and expense to rebuild. The bridge cost \$2,500. The grading on this road is all done from Gilead north to the county line, and nearly all done between Gilead and Chili.

[Rochester Sentinel, Thursday, August 22, 1907]

INTERURBAN SUES CONTRACTOR

A suit has been filed in the county clerk's office by the Winona Interurban railway company vs Luther B. Stanley.

The complaint states that the parties named entered into a contract November 1, 1906 for the completion of a roadbed between Warsaw and Peru. It further says the work went forward under the direction of the defendant until August 31, 1907, when all operations stopped. Now the plaintiff alleges that on account of dirt left to be moved, cuts left open and the condition of fills and grades they are damaged to the extent of \$2,000 and asks that sum therefor. Attorneys Frazer, Cook and Frazer and J. H. Bibler are for the plaintiff and C. C. Campbell for the defendant.

[Rochester Sentinel, Saturday, September 7, 1907]

TROLLEY NEAR THE PARLOR

The Akron News says the trolley builders are engaged putting in a sewer or bridge just below Mrs. Shaffer's farm. Mrs. Shaffer's brick residence was not moved as many people had the impression, but the cut for the trolley track is five or six feet deep and within five feet of the front door of the house. The bank is kept in place by a handsome cement wall and this keeps the foundation under the house solid. The cars will run some day, very uncomfortably close to the parlor and front bedroom -- six to ten feet.

[Rochester Sentinel, Monday, September 9, 1907]

NEWS OF THE DAY

Work on the Warsaw end of the Winona Interurban railway company's line from Warsaw to Peru began Monday morning. Much of the delay in grading the Warsaw end of the line, say the Winona people, has been due to the fact that the officials of the Winona Interurban railway company have been unable to reach any understanding with the officials of the Pennsylvania railroad company regarding an overhead crossing west of Warsaw. If some understanding can be reached with the Pennsylvania officials the grading on the Warsaw end of the Peru road will be rushed to completion at the earliest possible time.

[Rochester Sentinel, Tuesday, September 10, 1907]

ANOTHER SINK HOLE

The sink hole just north of Gilead has been at a standstill for three weeks.

It has not gone down at all in that time and a force of men have been at work putting it in shape again.

But that is not the worst. Contractor Litgard has one on his job on William Wilhoit's farm just south of Akron and this one is down four or five feet, for a distance of about 150 feet. It commenced sinking last Saturday and by Sunday it was down two feet. Since then it has gone down two or three feet more and Mr. Litgard said Wednesday before the rain that the end of its sinking was not in sight so far as he could see. The heavy rains of Wednesday may have added to the trouble. He takes the dilemma good naturedly and has his jokes over it just the same as if it was standing ready for the ties. He has a force of about twenty-three teams on the average and if no trouble arose to disturb him, he would soon have the Stanley 40,000 yards on the grade.

[Rochester Sentinel, Tuesday, September 24, 1907]

NEWS OF THE DAY

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There is still a probability that the grading on the Warsaw and Peru extension of the Winona Interurban railway will be completed yet this fall. There have been numerous delays through no fault of the officials of the company, but it is now believed that these can be overcome and cars placed in operation early in the coming year, if not before. According to the latest reports the sinking of the ground near Gilead will not be as serious as was at first supposed. The damage done at this point is now being repaired.

[Rochester Sentinel, Thursday, September 26, 1907]

AKRON

Akron News.

The sink on the W. A. Wilhoit farm is still sinking. Wednesday night one hundred and twenty feet of the grade sank three feet -- in all it has sunk now about twelve feet. Mr. Litgard says, even after he has dynamited it twice. There is no telling how much more it will sink. Had it not been for this ill luck at this point, he would have completed the Stanley job by Thursday evening of this week and have been ready for work at some point north of the Erie track. He hopes to get the sink fixed by Saturday night and be ready for work farther north next Monday morning if not before. All other work on the trolley is moving off nicely.

[Rochester Sentinel, Saturday, September 28, 1907]

MORE SINK HOLE TROUBLE

Nearly 300 feet of the right-of-way of the Winona Interurban Railway company's Warsaw and Peru extension on the Carl Myers farm, three miles northeast of Mentone, is sinking. Two grading contractors and their gangs of workmen have been at work at this point for some time, but little headway has been made because of the condition of the soil. The recent heavy rains have had a bad effect on the ground at this point. Since Monday the surface has dropped a considerable distance. Piling thirty feet in length has been driven on the Myers farm without striking solid earth. Persons who have gone over the ground have expressed the opinion that there is an underground lake at the point and that the surface never can be made solid enough to hold a railway bed. Contractor Lidguard, who has charge of one of the grading gangs, says that the trouble near Mentone is more perplexing than the sink at Gilead, where a large concrete arch was recently swallowed up by the mud. The condition is such on the Myers farm that it may be necessary to change the route.

[Rochester Sentinel, Friday, October 11, 1907]

NEWS OF THE DAY

The officials of the Winona interurban Railway company say that the route of the Warsaw and Peru line will not be changed in any way, in spite of reports to the contrary. W. D. Stansifer, legal representative and right-of-way man for the company, says that the work is progressing rapidly. Contractor Harry A. Butterfield's contract embraces the Carl Myers farm, near Mentone, and much of the grading at this point has been finished, said Mr. Stansifer Monday. "There is no indication of a sinkhole at this point," he continued. Contractor Litguard is now working on the Tinkey farm, five and one-half miles southwest of Warsaw and four and one-half miles northwest of Mentone.

[Rochester Sentinel, Tuesday, October 15, 1907]

MENTONE

Mentone Gazette.

Two car loads of trolley anglebars have arrived at Mentone and workmen are engaged in dressing the poles and fitting them for setting along the line. Contractors Butterfield and Litgard are busy with gangs of men on the grade on the Myers and Latta farms northeast of town.

[Rochester Sentinel, Friday, October 18, 1907]

NEWS OF THE DAY

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Harry S. Dickey, general superintendent of the Winona Interurban railway company, was in Peru Friday and Saturday. He received encouraging reports regarding the work accomplished on the Warsaw and Peru interurban line between Akron and Mentone. With favorable weather, there will be cars operating between Warsaw and Peru early next spring.

[Rochester Sentinel, Tuesday, December 10, 1907]

MENTONE

Mentone Gazette.

Contractors Butterfield and Lidguard are now working about 30 teams on the trolley grade between Mentone and Warsaw.

[Rochester Sentinel, Friday, April 10, 1908]

MENTONE

Mentone Gazette.

Work on the trolley line is now making better progress than ever before. Mr. Butterfield is now working his force on the Joshua Garwood farm northwest [?] of town, and the prospects are that the grading will all be completed between here and Warsaw in a couple of weeks.

[Rochester Sentinel, Friday, July 3, 1908]

NEWS OF THE DAY

Warsaw Times.

The right-of-way of the Winona Interurban railway just west of Warsaw, on the Warsaw and Peru extension, presents a busy spectacle. About sixty men are now employed at this point. Contractor U. S. Lidgard, of Leesburg, has the contract to complete the gap between Warsaw and Mentone, and during the course of an interview with a representative of this newspaper Tuesday he stated that with favorable weather there is no question but that the line between Warsaw and Mentone will be ready for the operation of cars in less than sixty days.

[Rochester Sentinel, Thursday, September 17, 1908]

MENTONE

Mentone Gazette.

Mr. Butterfield with his force of hands has about completed the trolley grade through Lot Mollenhour's farm and will soon begin on Bowman's which brings them up to the corporation line. Mr. Stansifer informs us that they will begin distributing the poles from this place along the grade to Warsaw next week.

[Rochester Sentinel, Saturday, September 19, 1908]

MENTONE

Mentone Gazette.

Mr. Butterfield with his force of workmen are now busines in Bowman's field near the north end of Morgan street. Within a few days they will be inside the corporation. There will be a fill of nearly six feet where they strike Morgan street and at the highest near Ed Mollenhour's residence, there will be a cut of nearly two feet.

[Rochester Sentinel, Saturday, September 26, 1908]

MENTONE

Mentone Gazette.

Mr. Butterfield with his force of workmen are just finishing the trolley grade along Morgan street and through the Bowman farm.

[Rochester Sentinel, Friday, October 2, 1908]

MENTONE

Mentone Gazette.

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Representatives of the Winona-Peru trolley line, the Nickel Plate railroad company, the trustees of the Lee cemetery and the town council of Mentone held a conference here yesterday, the object of which was to secure the consent of the cemetery trustees and town council to vacate the present subway to the cemetery and to use the same subway with the trolley or to cross the Nickel Plate at Broadway.

[Rochester Sentinel, Friday, October 9, 1908]

NEWS OF THE DAY

Contractor U. S. Lidguard and his force of men have completed the grade for the Warsaw and Peru extension of the Winona Interurban railway to a point just east of the north and south public highway near the Young residence one mile west of Warsaw. The post holes are being made by inserting half a stick of dynamite in the ground and then exploding it with a fuse. The charge is invariable sufficient to make a hole just about the size desired.

[Rochester Sentinel, Friday, November 20, 1908]

AKRON

Akron News.

Mr. Chas. H. Black, whose home is in the neighborhood of Gilead, and who has been doing the cement work on culverts and bridges for the Winona Interurban, was in Akron last Tuesday morning. He has been working eight or ten men every day since last May on cement work for the Winona Interurban, and is now engaged on two bridges, one east of Palestine and one west.

[Rochester Sentinel, Saturday, December 19, 1908]

CAR FOR MENTONE

Interurban car No. 40, which at various times has been in service on the Winona Interurban railway between Warsaw and Goshen and between Warsaw and Winona Lake, is soon to make regular trips between Warsaw and Mentone. This service will be inaugurated as soon as the track is laid and sufficiently graded between the two points. Controllers are now being installed in both ends of this car at the Winona car barns. Four miles of steel is now in position and General Superintendent Harry S. Dickey of the Winona Interurban railway company, Tuesday, received word to the effect that ten more car loads of rails are enroute to Winona Lake. Those ten car loads will lay four miles more of the right of way between Warsaw and Mentone.

[Rochester Sentinel, Monday, February 15, 1909]

NEWS OF THE DAY

The tracklayers on the Warsaw and Peru division of the Winona traction line have reached a point on the Weirick farm between six and seven miles west of Warsaw. A large amount of steel was hauled from Winona Lake to that point Friday. The bridge gang is now making its headquarters in Mentone and is working on small jobs on the Garwood farm and adjacent places.

[Rochester Sentinel, Saturday, February 27, 1909]

MENTONE

Mentone Gazette.

The steel gang are coming this way on the trolley grade. They are now within three miles of town. With favorable weather the track will be laid into Mentone by the first of next week.

[Rochester Sentinel, Saturday, March 6, 1909]

AKRON

Akron News.

Mr. Litgard, the genial and efficient railroad builder, was in this office Wednesday afternoon a moment, long enough to tell us that he had moved his camp and his force of teams and

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workmen to the Stoner contract three miles north of town where, as we have previously noted, he has three miles of the Winona grade to build. With fair weather he thinks he can finish that contract early in May.

[Rochester Sentinel, Monday, March 15, 1909]

NEWS OF THE DAY

Owing to certain difficulties a franchise to be given the Winona Interurban Railway company by the town of Mentone has been temporarily held up. The board met this week with representatives of the company. The company desired to run its tracks from Morgan street over either Harrison or Main streets to Broadway, but the members of the board are offering objection and insist that the track be laid the full length of Broadway. The speed limit and the requiring of all cars to stop is a bone of contention between the councilmen and the representatives of the railway company.

[Rochester Sentinel, Saturday, March 20, 1909]

MENTONE HAS TROLLEY

The shriek of the trolley car has been heard at Mentone and Saturday afternoon the steel rails entered that little metropolis. By Wednesday it is expected cars will be running on regular schedule over the finest piece of trolley track in the world.

The work of laying steel on the Peru division of the Winona Interurban railway has been carried forward with a rush whenever the weather permitted. The overhead work is completed to Mentone and the work cars ran out on the track as fast as it was laid, bringing new steel to the scene of construction.

The first interurban whistle was heard Friday at Mentone and before the day was done the cars could be seen to the east. Work was begun early Saturday morning and before the day was over the track was laid to the town.

[Rochester Sentinel, Tuesday, March 23, 1909]

NEWS OF THE DAY

At a meeting of the Mentone town board and representatives of the Winona Interurban Railway company a franchise through Mentone was agreed upon. It extends over Morgan and Harrison streets and Broadway to the southern city limits. This will mean a grade crossing over the Nickel Plate tracks.

[Rochester Sentinel, Tuesday, March 30, 1909]

NEWS OF THE DAY

The Winona Interurban railway company has filed condemnation proceedings in Fulton circuit court against the Wabash-Rochester trolley line and a number of citizens near Akron along which plaintiff's line from Warsaw to Peru will run. The suit is for the privilege of crossing the W-R line and using of other defendant's property for right of way.

[Rochester Sentinel, Tuesday, April 6, 1909]

MENTONE

Mentone Gazette.

The Winona and Nickel Plate people have finally come to an agreement and the trolley will come down Morgan street and pass thru a subway under the Nickel Plate track at the high grade east of town.

[Rochester Sentinel, Saturday, April 10, 1909]

NEWS OF THE DAY

The first run over the Winona Interurban company's line to Mentone was made Saturday morning. Thirty-one passengers were on the car on its first round trip, thirteen going to Mentone, and eighteen returning to Warsaw.

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[Rochester Sentinel, Monday, April 12, 1909]

NEWS OF THE DAY

Business on the Mentone branch of the Winona railway has been very satisfactory since service was first installed on Saturday. Few of the cars are crowded, but on most trips there are enough passengers to make the line pay its own expenses. Between thirty-five and forty-five minutes are consumed in making the trip one way. The road is rather rough in some places.

[Rochester Sentinel, Thursday, April 15, 1909]

MENTONE

Mentone Gazette.

Contractor U. S. Lidgard who is grading on the Winona line south of Mentone, has bought a second yoke of oxen which he uses in the marsh lands where horses would sink in the soft muck.

[Rochester Sentinel, Saturday, April 17, 1909]

MENTONE

Mentone Gazette.

The Winona Company is now using the 35 ton electric shovel at the gravel bed in loading the cars which are hauling gravel to ballast the track in Mentone.

The trolley track is now laid across Main street and extends into Franklin township. This begins to look as if the interurban is really to be built by way of Akron, if not this year, some time in the future.

Rochester Sentinel, Saturday, May 1, 1909]

MENTONE

Akron News.

Work was begun Monday at Mentone on the sub-crossing under the Nickle Plate track and by Saturday evening the piling had been driven and the timber supports put in position.

[Rochester Sentinel, Saturday, May 22, 1909]

NEWS OF THE DAY

The first through trip from Mentone to Goshen and return will be made by a special car which will leave Mentone Saturday morning, May 29, at 8 o'clock, going straight through to Goshen without change, and returning will arrive at Mentone at noon.

[Rochester Sentinel, Thursday, May 27, 1909]

MENTONE

Mentone Gazette.

H. J. Heinz, the Pittsburgh pickle millionaire, was in Mentone Tuesday, having come down from Warsaw on a special trolley car with a number of officials of the road for the purpose of inspecting the line and the work at this place.

[Rochester Sentinel, Saturday, June 26, 1909]

GRADE IS FINISHED

Despite the expectations which have been entertained regarding the completion of the Peru branch of the Winona interurban road, the anxiously waited through service to Indianapolis will have to be postponed some time yet.

The grading work on the nine miles between Mentone and Akron is practically finished and the laying of ties will probably be commenced within a week or two. The rails for this strip of road have not yet arrived, but are expected any time. The grading has been done by several gangs working towards each other from Mentone and Akron. One of the most difficult propositions for the interurban and Erie railroad civil engineers and construction gangs has been

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the overhead crossing being built at Akron. The ground approaches have been completed and the building of the span is all that remains.

[Rochester Sentinel, Friday, September 3, 1909]

NEWS OF THE DAY

Sol Dickey of the Winona Assembly has denied that the controlling stock in the interurban company has been purchased by Heinz, the pickle king. He added that no stock had been sold and that it was being held in trust by the directors of the Winona line for the Winona Assembly.

[Rochester Sentinel, Friday, September 3, 1909]

NEWS OF THE DAY

Work on the Peru division of the Winona Interurban railway will not be stopped for winter weather, but will be rushed to completion, and the chances are that in less than sixty days traffic will be opened south from Mentone, while after sixty days more of work on the line, traffic will be opened through to Peru. Grading on the line practically is complete, excepting a small amount in the country and at the towns of Akron and Chili.

[Rochester Sentinel, Friday, November 19, 1909]

TO COMPLETE ROADBED

A special from Peru says: "The Winona Interurban Railway Company, which put a force of men at work at Chili, nine miles north of Peru, last week to go ahead with the work of completing the roadbed northward to Mentone, increased the force by twenty-five men today and leased an engine from the Wabash Railroad Company for use in the work of construction.

"Mr. Stansifur, the general superintendent of the road, while here yesterday, said that he had orders to push the work yet remaining to complete the line with all possible haste. Twenty-two car loads of steel were received here yesterday. The temporary grade crossing over the Vandalia railroad at Chili has been put in, but it will be replaced by an underground crossing next spring. The Vandalia will raise its tracks eight feet and the Winona roadbed will be lowered thirteen feet. The announcement has been made by General Manager C. O. Johnson of Pittsburgh, that the road is to be completed and in operation by January 18, 1910. The road was begun four years ago. There is a subsidy of \$50,000 in the Miami county treasury awaiting the completion of the line from Warsaw to Peru."

[Rochester Sentinel, Friday, December 24, 1909]

NEWS OF THE DAY

The Winona Traction Company now has twelve miles of track laid of the gap of twenty-three miles between Chili and Mentone, on which work was commenced with much force about two weeks ago. The eleven miles of track yet to be laid is to be installed between Perry township line and Akron, a distance of eight miles, and from Akron northward to the Kosciusko county line, a distance of three miles.

[Rochester Sentinel, Saturday, January 8, 1910]

WILD FLIGHT OF CARS

Two carloads of steel rails, weighing about seventy-five tons, and running wild down the steep incline just south of Mentone on Saturday evening, collided with the little construction switch engine, which was pulling up the hill and as the result the engine was knocked off the track and is again in the workshop at Winona for repairs. Four men were on the engine and three saved themselves by jumping and the fourth luckily escaped without serious injury. All were badly shaken up and frightened.

The two cars of steel were pulled from a side track by the switch engine and allowed to coast down the hill just south of Mentone. The heavy cars picked up considerable speed as they went down and disappeared from sight around the curve at the bottom of the incline. This speed carried them nearly to the top of a second grade. After waiting a reasonably long time, the engine

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crew supposed the cars had stopped safely and started over the same course. As they rounded the curve, the engine men were horrified to see the two cars rushing toward them at a high rate of speed and not more than 100 feet away. It was too late to reverse the engine and avert a collision and three of the men jumped for their lives. Arthur Anson, engineer, was forced to remain at his post.

[Rochester Sentinel, Tuesday, January 11, 1910]

CROSSING CHANGE MADE

Peru Chronicle.

Foreman William Aspinwall and a force of thirty men returned yesterday from the vicinity of Akron, where they had been several days engaged in making a change of the crossing at the intersection of the Erie railroad and the Winona traction line. Track for quite a distance on the Erie line was removed in order for a pier to be installed for an overway.

Track layers are within two miles of Akron from the north end and operations from the opposite end are in progress five miles north of Chili. Damico & Malone are the contractors, and Superintendent Smith, a veteran railroad builder, is in charge of operations on the Chili end and is making great headway. The bridge at Akron will be installed by the latter part of the week. A carload of foreign laborers arrived in the city last night on board train No. 24, over the Lake Erie to work on the Winona grade.

[Rochester Sentinel, Wednesday, January 12, 1910]

CHILI HAVING BOOM

The residents of Chili are much astir these days and there is a great business boom for the little town, due to the large force of men employed on the construction of the Winona traction line. The traction company is exerting every possible effort toward getting the road ready for operation, the rush being due to the fact that the company is obliged to pay an enormous amount of money as interest on borrowed funds, and consequently is very desirous to begin obtaining revenue from the property. The company is also in fear of losing subsidies granted in various townships and corporations through which the line traverses.

[Rochester Sentinel, Thursday, January 13, 1910]

AKRON'S FIRST CAR

The Winona Interurban track layers have passed Akron and are now on the last lap of the line, which will connect the interurban lines of northern Indiana with those of the central and southern part of the state. It is now almost certain that the work of track laying will be finished during the present week and Peru and Warsaw will be connected. Regular service will be installed as soon as the first six inch lift of ballast has been placed over the roadbed. One mile of ballast has already been placed south of Mentone. Both steam shovels are now working and the ballasting will be pushed as rapidly as possible. The first passenger car went over the line to Akron on Sunday and carried Mr. and Mrs. Johnson and Mr. and Mrs. Murray. The trip was necessarily slow on account of the condition of the track.

A full force of men was kept at work on Sunday and a considerable amount of work was done. The Erie railroad was passed by the track layers on Monday and from there on the work can be pushed even faster than before. General Manager C. J. Johnson is still at the front and is personally directing the work. The machinery is being installed in the sub-stations at Brownell and Gilead as rapidly as possible and there is no question but that these will be ready as soon as the high tension wires have been strung and the line is ready for operation.

[Rochester Sentinel, Tuesday, January 18, 1910]

NEWS OF THE DAY

Less than four miles of track is now unlaaid on the Peru branch of the Winona Interurban line between Akron and Chili and this gap will be spanned within the next two or three days. The present spell of fine weather is a great aid to the hurried completion of the line. The feed wires

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were strung as far as Akron on Wednesday so that plenty of power will be supplied to run interurban cars to that point as soon as the line is ballasted.

[Rochester Sentinel, Thursday, January 20, 1910]

NEWS OF THE DAY

The first passenger car over that part of the Peru division of the Winona lines between Mentone and Akron, will be run Wednesday evening, out of Akron in two sections. This train will take a party of Akron men, understood to be lodge members, to Mentone for a meeting at the order at that place. Regular passenger traffic, however, will not be established at that time. But about February 1 -- not later than that -- passenger traffic will be opened between Akron and Mentone, and within a week after that date, passenger traffic probably will be opened over the entire division.

[Rochester Sentinel, Tuesday, January 25, 1910]

NEWS OF THE DAY

That the Peru division of the Winona Interurban line will be the greatest farmers' line in Indiana, is shown by the plans, now outlined, for handling stock, grain and produce for the cities touched by the line. Arrangements will even be made so that the farmers will find the schedule of cars satisfactory for sending their children to schools in the cities, while they are at home each night. No other line in Indiana goes into the interurban business to this extent. Many lines do a big business with the farmers, but none of them cater especially to farm trade.

[Rochester Sentinel, Wednesday, January 26, 1910]

NEWS OF THE DAY

The first car service over the new Warsaw-Peru trolley out of Akron was made Wednesday evening, when the Akron basket ball team, band and a number of members of the Akron Odd Fellows lodge went to Mentone. The basket ball team played the Mentone team and the lodge members attended some third degree work. The band dispersed music, coming and going.

[Rochester Sentinel, Thursday, January 27, 1910]

NEWS OF THE DAY

Warsaw Union.

The test to which that part of the Peru division of the Winona line between Akron and Mentone was put to Wednesday night was a success, considering the amount of work on the track between the two points. About seventy-five players and fans were taken from Akron to Mentone for a basket ball game. The Akron fans were well satisfied with the line, but not at all satisfied with the game, which was won by Mentone. Another car was run over the line Thursday morning, taking a party of about twenty-five from Akron to the Beeson farm near Mentone for a sale.

[Rochester Sentinel, Friday, January 28, 1910]

NEWS OF THE DAY

The first passenger car between Warsaw and Peru was run on Friday morning when General Manager C. O. Johnson, of Pittsburgh, was taken to Peru in a special car, along with a quantity of supplies. Several days ago a work car was run from Warsaw through to Peru, but the trip on Friday morning was the first trip made by a passenger coach. Mr. Johnson was the only passenger on the initial trip.

[Rochester Sentinel, Saturday, February 5, 1910]

NEWS OF THE DAY

Eight husky men, including several Warsawans Tuesday evening tested their strength in pushing one of the cars on the Warsaw-Peru division of the Winona interurban railway across the Erie tracks at Akron. The action of the crowd of passengers was made necessary by the breaking

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of a high tension wire on East Main street, near Detroit, in Warsaw and the consequent loss of power on the traction line.

[Rochester Sentinel, Thursday, February 17, 1910]

TOOK FIRST CAR RIDE

James Rogers, 67 years of age and residing northwest of Akron took his first car ride on Monday. In the morning Mr. Rogers took a basket of butter and eggs, walked a mile to the Interurban line, where he boarded the first car for Akron. He looked about him for a minute as he entered the car, seemed to marvel at the appearance, and then paid his fare and rode into town, proud as a king.

During the trip he held his basket of produce on his knees and looked out of the window in amazement as the car moved rapidly southward. Strange to say, he arrived in Akron safely and hurriedly related the story of his first car ride to a large number of his friends about the town. He did his trading and returned home on the next car, as much elated as some people would be after a trip to Europe. Rogers has resided in that section of the country practically all his life and until the past few days no steam or electric car had ever reached within miles of his home.

[Rochester Sentinel, Monday, February 21, 1910]

AKRON

The Winona interurban ballasting force is now being worked in two gangs, the south gravel pit between Chili and Peru having been abandoned because the great distance between the pit and the place of ballasting made it too expensive to operate. All energy is now centered on the Latta and Akron pits and it is probable that the three remaining miles of the first lift will be complete this week.

Rochester Sentinel, Tuesday, February 22, 1910]

NEWS OF THE DAY

The expense of constructing a road such as the Winona company has just placed in operation between Warsaw and Peru is about \$12,000 a mile. The farmers certainly appreciate what the company has done and the residents of towns along the Peru division appreciate the coming of the road, and Akron has gone so far as to hold a celebration to demonstrate the fact.

[Rochester Sentinel, Saturday, April 30, 1910]

NEWS OF THE DAY

Akron News.

The Winona interurban has taken up the "Y" on the Embree farm north of town, and are putting in a "Y" in the eastern part of town, east of our school building on land they purchased last year from Mr. Gast.

[Rochester Sentinel, Saturday, May 28, 1910]

AKRON

Thirteen new cars which have been ordered by the Winona company will arrive within a couple of weeks and will make possible a great improvement in the freight and passenger service. There will be four freight and stock cars, a number of express cars and city cars and trailers.

[Rochester Sentinel, Wednesday, July 13, 1910]

NEWS FROM NEAR-BY TOWNS

The Winona Traction Company is about ready to prosecute a number of country boys residing in the vicinity of highway crossings, who persist in throwing stones and other missiles at the company's crossing signals. The crossing signals were placed by the company for the convenience of the public and in conformity with provisions of law, but maintenance-of-way men have been kept busy keeping them in order. Some of the company's new semaphores at Gilead, Akron and other places have also been tampered with.

[Rochester Sentinel, Thursday, February 16, 1911]

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NEWS OF THE DAY

Interurban lines operating in the middle west, it is reported, are feeling the loss of business to privately owned automobiles, which are rapidly increasing in number. It is said that in one town of 8,000 inhabitants in northern Indiana there are thirty-five machines. The town is near a city of 20,000 people. Until the last year the interurban company operating through both places derived a gratifying revenue from the town. Now, it is said, owners of machines go to the city in their automobiles and invite their neighbors to accompany them.

[Rochester Sentinel, Monday, September 4, 1911]

SHORT NEWS

Beginning today, the Winona Interurban railway will resume its through limited cars to Indianapolis, via Peru and the Union Traction company. The bridge at Peru, which went out during the flood in March, has been rebuilt, and trains will be operated hereafter on the same schedule as before traffic was interrupted by the flood troubles.

[Rochester Sentinel, Friday, May 9, 1913]

IS INTERURBAN LINE DIRECTOR

J. E. BEYER, of this city, was named director and his brother, J. F. BEYER, of Warsaw, was made vice-president of the WINONA INTERURBAN RAILWAY CO., at the annual meeting held in Warsaw this week.

The reports of the year were gone over and were found to show prosperous conditions. The following directors were named: H. J. HEINZ, Pittsburgh; F. S. WORDEN, Fort Wayne; H. C. ANDERSON, Pittsburgh; E. F. YARNELLE, Fort Wayne; J. H. MATCHETT, Bourbon; W. D. FRAZER and J. F. BEYER, Warsaw; J. E. BEYER, Rochester; C. C. BEYER, Kendallville; E. O. EXCELL, Chicago; R. L. LEESON, Winona Lake.

New officers were elected as follows: President, W. D. FRAZER, Warsaw; Vice-president, J. F. BEYER, Warsaw; Secretary and Treasurer, H. C. ANDERSON, Pittsburgh. C. F. FRANKLIN was retained as superintendent and J. C. SCHADE will continue to act as assistant secretary and treasurer.

[Rochester Sentinel, Thursday, November 13, 1913]

BEYER RE-ELECTED

At a meeting of the stockholders of the Winona Interurban lines, held Tuesday in Warsaw, J. E. Beyer of this city was re-elected a director.

[Rochester Sentinel, Friday, December 12, 1914]

WINONA LINE CAN'T PAY BOND INTEREST

Goshen, Ind., Sept. 23. -- Elkhart county residents who own \$100,000 of Winona Interurban Company bonds, have employed counsel following a notice from the corporation that interest payments will be defaulted. Davis & Schafer, Goshen lawyers who are interested in the case, today said an effort is being made to compromise the claims. The Winona company operates lines between Goshen and Warsaw and Warsaw and Peru. The Goshen-Warsaw line, 25 miles long, was built in 1906. In 1908 the line connecting Warsaw and Peru, 40 miles, was constructed.

[Rochester Sentinel, Thursday, September 23, 1915]

A BOOST FOR AKRON BUS LINE

Thru the efforts of J. E. Beyer of Rochester, the Winona Interurban Railway Co. has consented to publish in their official time card the schedule of the auto bus line now in operation between Rochester and Akron. Such an arrangement will stimulate travel to this city. At the present time, the Winebrenner bus line makes the main cars on the interurban, bringing a number of people to this city each day. If a regular schedule is maintained, traffic on the line will increase.

[Rochester Sentinel, Thursday, April 13, 1916]

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WINONA RAILWAY DEAL EXPECTED TO BE COMPLETED

Goshen, Ind., Jan. 11. -- The purchase of the Winona Interurban Railway Co., by the Interstate Public Service Co., was expected as a result of negotiations held here and at Warsaw yesterday. E. Vanarsdel, of Indianapolis, vice president of the Interstate Co.; H. C. Anderson, of Pittsburgh, representing the H. J. Heinz interests and George Witwer, representing the Studebaker interests, participated in the conference. The Winona line is 25 miles in length, running from Goshen to Peru, and has operated under a receivership for seven years. The Goshen-Warsaw division is said to show a profit and the Warsaw-Peru division shows a loss.

[Rochester, Sentinel, Friday, January 11, 1924]

WINONA INTERURBAN CO. NEGOTIATIONS STILL ON

Negotiations for the purchase by the Interstate Public Service Commission of the Winona Interurban Railway Company, which have been going on for some time, are still under way. The Winona company has been in a receivership since July 1916. C. J. Murton, of Kendallville, formerly a state senator, is receiver by appointment of the Elkhart superior court. Any sale made would be subject to the approval of the court.

James P. Goodrich, who conferred Wednesday with Murton at Elkhart, was in Chicago, and it is supposed is giving further attention to the proposed purchase and sale.

The report showed that for 1922 no dividends were paid and no interest on funded debt. It showed the matured and unpaid interest on funded debt was \$60,040.38 at the close of 1922. The amount of outstanding bonds was \$988,200. The amount of common stock outstanding was \$16,000, though \$584,000 had nominally been issued. The preferred outstanding was \$150,775. The report showed that the common stock was nearly all held in trust and that the preferred was pledged as collateral as security for notes.

In 1922 the company had a gross income of \$18,709.26, the amount left after paying operating expenses and taxes. Out of this gross, \$8,000 was paid to lease rental, as already referred to, and the remainder, \$10,709.26, was transferred to profit. But no interest on bonds had been paid out of the gross.

Holders of the outstanding 160 shares of common stock are given in the 1922 annual report. They include the J. M. Studebaker estate, twenty-one shares; H. J. Heinz, Pittsburgh, fifty shares; J. F. Beyer, J. E. Beyer, W. D. Fraser, of Warsaw, ten shares each.

[Rochester Sentinel, Friday, March 21, 1924]

WINONA LINE IS TAKEN OVER BY NEW BONDHOLDERS

Indianapolis, March 25. -- The bonds of the Winona Interurban Railway extending from Goshen to Peru via Akron have been acquired by James P. Goodrich and Harry Reid, of Indianapolis and Theodore Frazer, of Warsaw, it was announced here today by Goodrich and Mote, attorneys for the purchasers.

The road which is in two divisions will be taken out of a receivership in which it has been for nine years, it was stated. The road has never earned sufficient returns to pay interest on the large amount of outstanding indebtedness.

Early in the receivership a large portion of the Goshen division bonds were collected under an arrangement known as the "creditors protective agreement" and the Peru division bonds were collected in the hands of a company known as the "Securities Investment Co.," a New Jersey corporation and the situation has been under the control of these two companies during the receivership.

The plan of the new bondholders is to foreclose the mortgages on the property terminate the receivership and sell the property and by this process the new bondholders are expected to become the sole owners.

Extensions and improvements are contemplated by which service will be improved greatly, it was stated.

[Rochester Sentinel, Tuesday, March 25, 1924]

Asked regarding the rumor that thru service between Chicago and Indianapolis was to pass over the Winona thru Akron, attorneys represented in the purchase declared that there is no "definite assurance of any operation of cars between Chicago and Indianapolis over the Winona," but they admitted that in event later developments include contracts with other interurban lines in Indiana and Illinois such service may come to pass.

[Rochester Sentinel, Tuesday March 25, 1924]

WINONA LINE TO BE SOLD

C. J. Munton, receiver for the Winona Interurban Company, which has an electric line between Peru and Goshen, approximately seventy miles, will offer the line at public sale in Elkhart at 10 a.m. Thursday. James P. Goodrich owns about 95 per cent of the outstanding bonds of the line and will, it is understood, probably be the only bidder at the sale Thursday. The upset value on the property is \$300,000. In anticipation of the purchase of the line at the receiver's sale, Goodrich has with his son, P. F. Goodrich and Samuel J. Muntel, a clerk in the Mote & Goodrich law office, incorporated the Winona Service company, 10,000 shares of no par value, to operate the line. Outstanding bonds amount to about \$2,293,000 it was said.

[Rochester Sentinel, Thursday, May 29, 1924]

WINONA LINE OWNERS VISIT NEW PROPERTY

Towns and cities along the Winona Interurban line will have their first opportunity this week to view a deluxe interurban car when one of the Interstate Public Service company's all-steel club coaches goes over the line Thursday or Friday.

Harry Reid of Indianapolis, president of the Interstate company and of the Winona Service company, new owners of the Winona line, is bringing heads of various Interstate departments on a tour of inspection of the new property.

In the party will probably ex-Governor James P. Goodrich, secretary of the Winona company, and many others. They will be met at Peru, the southern terminal, by Theodore Frazer and Winona officials from Warsaw and will spend two days on the line.

Reservations have been made at the South Shore Inn, Wawasee, for Thursday night.

The Interstate company now operates five of the big club cars between Indianapolis and Louisville and have ordered additional similar equipment. The cars contain a dining compartment and seats may be reserved as on a Pullman.

It is not regarded as unlikely that the Winona will eventually have cars of this type for through service to Indianapolis.

[Rochester Sentinel, Friday, June 13, 1924]

NEW WINONA OWNERS PROMISE REAL THINGS

Officials of the Interstate Service Company, new owners of what was formerly the Winona Interurban Railway, came through Akron this week in a new all-steel dining and parlor car, the type used daily between Indianapolis and Louisville, famous for speed, excellency of dining and sleeping service and all sorts of services, many of which are practically new in the traction world.

The Interstate Service Company, representing the Insull interests, largest organization of its kind in the United States, have changed the name of their newly acquired property to The Winona Service Company, and from what the officials had to say to the writer, they expect to attach a real significance to the word "Service" a part of the name, and a token of their policy.

According to John Motto of Warsaw, occupant of the special car and traffic manager of the Winona, the company now in charge have the resources and the ability to make the Winona Service Company a paying property as their record shows they have invariably done with their other vast properties, and propose to make it second to none. The company expects to put the same service between Indianapolis and South Bend as the famous service they are now furnishing

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between Indianapolis and Louisville, including all-steel sleeping and parlor dining cars, which makes faster time than the Pennsylvania railroad between the same points.

[Rochester Sentinel, Saturday, June 14, 1924]

SCHEDULE FAST CARS OVER WINONA LINES

Schedules for two through limited interurban passenger trains a day each way between Indianapolis and South Bend, through Peru and Akron, are being worked out by the Winona Service Corporation, in conjunction with the Chicago, South Bend & Northern Indiana Railway company. These trains would stop only at county seats. The plan is to start with two trains a day as a test.

At the same time plans are under way for a further development of the interurban freight business so that for example a freight loaded at Louisville would run through to Michigan City and there connect with the Graham and Norton steamboat line for Chicago, or vice versa. Efforts are under way to develop a freight business so that cars would be loaded whether northbound or southbound.

It is not proposed to run passenger cars through from Louisville to South Bend. There would be a close connection and a change at Indianapolis.

The proposed limited trains from Indianapolis to South Bend would run over the Union Traction company line to Peru, over the Winona Service company tracks from Peru to Goshen, and over the tracks of the Chicago, South Bend & Northern Indiana Railway company from Goshen to South Bend. This plan has been developed since Harry Reid, president of the Interstate Service company and James P. Goodrich, acquired the Winona line. Passengers can go from Indianapolis to South Bend now by interurban cars, but there are no through trains.

[Rochester Sentinel, Tuesday, July 1, 1924]

LARGE UTILITY BUYS WINONA POWER PLANT

The Interstate Public Service Commission has purchased the transmission lines and power stations of the Winona Traction company, which was recently purchased by the Winona Service company, of which Harry Reid of Indianapolis is president. The Interstate will furnish the power for the Winona Service company. This brings to the Interstate another large power customer.

[Rochester Sentinel, Wednesday, August 6, 1924]

TRAIN COMFORTS ADDED

Buffet cars and pullmans are to be added to the new through traction service between Indianapolis and South Bend by way of Akron, according to plans announced by officials of the Chicago, South Bend and Northern Indiana Railway Company at Goshen Monday. An additional night train may be run if demand justifies it.

[Rochester Sentinel, Wednesday, November 12, 1924]

MIAMI COUNTY PEOPLE KILLED BY INTERURBAN

William Butt, 56, and Mrs. Loren Butt, 21, who lives six miles southeast of Macy, were instantly killed at 4:15 o'clock Friday afternoon, when their Ford coupe which they were returning from Akron was struck at what is known as the Whistler crossing 3 miles east of Macy by a northbound flyer on the Winona Traction line. The crossing is said to be a dangerous one, the view being obstructed from both sides by high embankments. The two had left Akron at 3:40 p.m. after a visit to a dentist. Bodies of both were badly mutilated and the heads of both crushed. They were taken to an Akron undertaking parlor by the interurban.

Mrs. Butt was a daughter-in-law of William Butt. Her maiden name was Flossie Fenimore, and she was the daughter of Edward Fenimore of Macy. She was a cousin of Mrs. Albert Ross of this city. Mrs. Butt is survived by the widower, Loren, a child Leroy Edward; four brothers, Ross of LaPorte, Fred of South Bend, Ralph of Lafayette and Orville of Peru; one sister, Cozette and an uncle Newton Clemans, living one mile north of Fulton.

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Mr. Butt is survived by the widow, a mother, and seven children.

Mr. and Mrs. Loren Butt formerly lived in Rochester, later moving to Bayton, Ky., and then to the Macy vicinity.

[The News-Sentinel, Saturday, January 31, 1925]

TO CLEAR OBSTRUCTIONS AT DANGEROUS CROSSING

The high embankments now obstructing view of approaching trains at the Whistler crossing on the Winona interurban line south of Akron, where William Butt and his daughter-in-law were killed a few days ago, are to be cut down so the driving public may have a view of the track. This course was decided Monday when Miami county highway superintendent Loucks, D. E. Mathews, chief inspector of the public service commission, and Mr. Lees of the Winona line made a survey of the crossing.

Although an official order has not been passed, it was determined that the interurban company should lower the right of way embankment about three feet for a distance of about 300 feet and that Newton Gilliland, trustee of Perry township, shall perform a like service on the township highway embankment that parallels the railroad track. It is also to be included in the order that the woods are to be kept cut throughout the season.

[The News-Sentinel, Rochester, Indiana, Friday, February 13, 1925]

BUS SERVICE INAUGURATED BY WINONA INTERURBAN CO.

Motor bus coaches, supplanting five Winona Interurban cars, operating on a regular schedule by the Winona Interurban Railway started Monday, Feb. 16. A trial was made on Sunday with the arrival of two motor busses at Warsaw.

After Monday the permanent schedule will be announced. The new busses will maintain a regular passenger schedule, will be operated by employes of the Winona Service company, make regular stops and are expected to make the trip between Warsaw and Goshen in one hour.

For those who prefer to ride in the interurban cars, for the hauling of heavy baggage, etc., the regular interurban cars will operate on a curtailed schedule.

Winona Service company officials are making the innovation in belief that the new service will be of more convenience to the traveling public. Frequent country and town stops will deliver the passengers nearer their destination.

[The News-Sentinel, Monday, February 16, 1925]

WIND FELS 36 POLES OF WINONA TRACTION CO.

Thirty-six trolley line poles were torn down on Saturday afternoon when the storm which played havoc with property in Indianapolis, swept northward and hit the Winona Service Co. interurban line near Gilead and Chili. The storm missed Warsaw but was visible as it passed to the southward. Winona interurban traffic was delayed four hours Saturday evening and night. Tuesday morning repairs had not yet been completed. Poles lay across the tracks, the high tension wires were broken and crossed with phone wires. Phone communication has not yet been re-established on the private interurban line between Warsaw and Peru. At one place a string of 17 poles were down, at another 15 were blown or pulled down and at a third, three more poles were broken. Interurban cars passed through the torn-up zone by attaining great speed and coasting through the space where there were no wires.

[The News-Sentinel, Rochester, Indiana, Tuesday, July 7, 1925]

35 TROLLEY POLES DROP DURING MIAMI'S STORM

Traffic on the Winona Service company's line between Gilead and Peru was interrupted for several hours late Sunday as a result of a terrific wind storm that broke off 35 trolley poles. In the immediate vicinity of Gilead 15 poles were broken off and at various other points between Gilead and Peru 10 other poles were snapped off. The storm passed over that section at about 2:15 o'clock.

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Between 6 and 7 o'clock Sunday evening two special cars were sent from Warsaw to Gilead and passengers for Warsaw and other points north of Gilead were transferred.

Monday morning cars from Warsaw to Peru were being operated on schedule.

[The News-Sentinel, Rochester, Indiana, Tuesday, July 14, 1925]

ERIE TO WINONA

The Winona Railroad Company is completing a physical connection with the Erie railroad at Akron, Ind. Several car loads of sand from the Warsaw gravel pit will be carried to Rochester by way of Akron in a few days. The sand is to be used in construction work on state highway No. 1, at Rochester.

[The News-Sentinel, Rochester, Indiana, Thursday, August 5, 1926]

CONDEMNATION SUIT IS FILED BY WINONA LINE

The Winona Railroad Co. had filed condemnation proceedings in the Miami circuit court against Hugh King and wife, June E. King. The plaintiff wants a right of way thru land owned by the defendants at Gilead for the construction of a side track. It is claimed that the plaintiff and defendants are unable to reach any agreement as to the purchase price and the plaintiff is therefore asking disinterested freeholders to appraise the strip of ground desired and fix the amount of damage that may accrue to the defendants. The State Bank of Akron is also made a defendant.

[The News-Sentinel, Rochester, Indiana, Wednesday, March 23, 1927]

WINONA LINE TO SELL BONDS FOR REFUNDING

Indianapolis, Aug. 30. - Authority to refund its present outstanding obligations with the proceeds from the sale of \$800,000 of 6 per cent, 30-year first mortgage bonds, was asked of the public service commission Tuesday by the Winona Railroad Company, operator of the Interurban line between Peru and Goshen. The bonds would be sold at not less than 90 per cent of their par value.

[The News-Sentinel, Rochester, Indiana, Thursday, August 30, 1928]

STOP RADIO TROUBLE

Employees of the Winona Railway Company were busily engaged Thursday at Akron in welding the rail connections fast to the rails. In a number of places these connections were broken off causing the electricity to jump thus interfering with radio reception in Akron.

[The News-Sentinel, Rochester, Indiana, Saturday, March 2, 1929]

WINONA RAILROAD CO. GOES INTO RECEIVERSHIP

Warsaw, June 29. - The Winona Railroad company, operating a passenger and freight line between Goshen and Peru, through the eastern part of Fulton County and with general headquarters in Warsaw, was today thrown into a receivership on petition of the Warsaw Investment company..

Theodore C. Frazer, Warsaw, was appointed receiver and furnished a bond in the sum of \$10,000.

In its petition the investment company alleges that the railroad company is indebted to it in the sum of \$605.75 for premiums on insurance.

A statement relative to the receivership was issued from the general offices of the company as follows:

"There will be no change whatever in the operation of the property as it is known at this time. It will be operated by Theodore C. Frazer as receiver with the present personnel in charge. However, later it may be necessary to make some changes which might affect the present employees.

"There will be no change as far as shipping facilities are concerned, and no change in passenger service is contemplated at this time. This is a friendly receivership brought by the Warsaw Investment company and the accounts of the Winona Railroad company are in good shape.

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“There are no bonds in the hands of the public, as all are in the hands of the officials of the company. We have no bank loans against the company, and there are very few creditors and accounts outstanding.

“Within the last six years the Winona Railroad company has shown a gain of 90 per cent in earnings in connection with the steam line railroads, but in the same period it has shown a loss in revenue of 90 per cent in connection with other electric railroads due to truck competition.

“Tonnage handled in connection with electric railroads moves within a radius of 150 miles or within the territory governed by local truck operations, thus accounting for the loss in connection with other electric railways.”

The cost of the Winona railroad when constructed was \$3,000,000. The cost from Warsaw north was built in 1904 and the line south of Warsaw was constructed in 1906.

[The News-Sentinel, Wednesday, June 29, 1932]

WINONA LINE TO TAKE OFF SIX INTERURBANS

Warsaw, Ind., Oct. 28. - Interurban railway service out of Warsaw north to Goshen and south to Peru will be curtailed on and after Nov. 1 by the elimination of six passenger trips. Southbound passengers thereafter will have to make a choice between 7:15 a.m. and 1:15 p.m. while northbound passengers can depart from Warsaw only at 10:45 a.m. and 5:05 p.m.

[The News-Sentinel, Friday, October 28, 1932]

WINONA R.R. SEEKS TO ABANDON FOUR STATIONS

Warsaw, Nov. 1 - Theodore C. Frazer, receiver for the Winona railway company, will go before the state public service commission this week with a petition to discontinue passenger and freight stations at four points.

Judge L. W. Royce in circuit court Saturday granted Frazer permission to proceed before the state utilities board. The stations to be dropped by the interurban railway include New Paris, Milford Junction, Chili and Oakdale. Frazier claims revenue from the stations is insufficient to justify their operation.

[The News-Sentinel, Wednesday, November 2, 1932]

PERU-GOSHEN PASSENGER SERVICE TO BE DISCARDED

Indianapolis, August 11. - Once one of the most prosperous interurban lines in northern Indiana, the Winona Railroad Company was granted permission today by the public service commission to abandon passenger service over its sixty-eight mile line from Goshen to Peru.

The action was taken on the petition of Theodore C. Frazier, receiver. He set forth in his petition that passenger traffic on the line had slumped to such a low level that during last June the revenue was slightly over \$300.

The commission's order makes the abandonment effective at midnight August 31.

Frazier's petition asserted that the Indiana Motor Bus Company now has an application pending for a certificate to operate passenger service between Goshen and Peru.

The proposed bus route will pass through and serve residents of Chili, Gilead, Akron, Mentone, Warsaw, Leesburg, Milford, Milford Junction and New Paris.

[The News-Sentinel, Saturday, August 11, 1934]

WINONA RAILWAY TO ABANDON SIX MILES

Discontinuance of freight service on the Winona railroad, between New Paris Junction and Goshen, a distance of six miles, and city passenger service in Peru, was ordered Saturday by the Public Service Commission at Indianapolis. The petition to discontinue this particular service was filed by T. C. Frazer, of Warsaw, receiver for the company, who said that arrangements have been made to transport shipments between New Paris and Goshen by truck. The Winona Company will continue its freight service as in the past.

[The News-Sentinel, onday, January 28, 1935]

ABANDON USE OF TROLLEYS WINONA INTERURBAN LINES

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Warsaw, April 12. - Abandonment of the use of electricity from overhead trolleys for operation of cars of the Winona Railway company, which owns a freight line between New Paris and Peru, is being planned, according to an announcement by Charles Sigler, maintenance superintendent of the company.

The company already has contracted for a \$50,000 oil-driven Diesel locomotive, which will be placed in operation about May 1. A large tank for the storage of Propane, the substance to be used as fuel, already has been erected at the Winona Railway company's car barns just north of Warsaw.

The company formerly operated passenger and freight service between Goshen and Peru. About three years ago the line was abandoned between Goshen and New Paris.

[The News-Sentinel, Monday, April 12, 1937]

WINONA RAILWAY FUNDS ORDERED GIVEN TO STATE

Elkhart, Ind., June 4. - Judge O. M. Conley, in Elkhart Superior court Wednesday ordered that \$8,490.30, remaining in the receivership account of the Winona Interurban Railway company, be turned over to the state. It will probably go into the Indiana school fund.

Since 1925, when the receiver was discharged, the Winona account has been in trust with the Elkhart county clerk. No claims have been filed against it.

[The News-Sentinel, Friday, June 4, 1937]

LAST ELECTRIC CAR PASSED THRU AKRON

The last electric interurban car went through Akron at 2:04 o'clock Thursday afternoon. The cars have been replaced by a Diesel engine propelled car which burns Propane gas.

Interurban cars electrically operated have passed through the eastern part of Fulton county since 1910 when the Winona Interurbvan Line between Goshen and Peru was officially opened.

The overhead trolley wires on the Winona line are now being removed by workmen. The Winona Interurban line has been in receivership for several years.

[The News-Sentinel, Friday, August 6, 1937]

[NOTE: On November 21, 1996, John B. Tombaugh interviewed George H. Klein at the Life Care Center, Rochester, Indiana, who stated that he had resided just south of Gilead on the east side of the road, and recalled there being a stock yard and Coal Yard at the south edge of Gilead, on the west side of the road. Mr. William Hunter ran the stock yard, and Marie Hunter ran the Coal Yard after his death. WCT]

AKRON OLD-TIMER RECALLS THE ERA OF ELECTRIC RAILROADS BY WILLIS L. BOWEN

Akron Resident

I grew up in the early 1900's in the era of the electric railways, also known as the Interurbans or Trolley Lines.

Trolley referred to the long arm extending above the car with a pulley on the end which made constant contact with the electric cable suspended above the rails.

The electric trains were a popular method of transportation during the first half of the 20th century. But the advent of the automobile, especially the popular Model T Ford, brought an early end to their popularity and by the 1950's many of them had ceased operation.

Being a native Hoosier, I am more familiar with the network of Interurbans in Indiana. With Indianapolis as a hub, they radiated out in all directions like the spokes of a wheel.

My home town of Akron was on the Winona Interurban Line, which extended from Goshen on the north to Peru on the south, where it joined the Union Traction on to Indianapolis.

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I can just barely remember when the tracks were laid right through the center of our little town even before the streets were paved, probably about 1910 or 1911. When the tracks were being laid, the work train moved along on the newly laid track as it progressed from the north.

My wife's parents lived on the county line three miles north of town, about a half mile from the railroad. I can remember my father-in-law telling that he was on hand the day the work train moved into Fulton County, so he boarded it and rode the first electric train into the county.

When the line was in full operation, the cars were operated by two men, motorman and conductor, on a two-hour schedule from early morning until late at night. In the latter days of their operation, however, due to the competition of the automobile, some lines used smaller one-man cars.

When I graduated from high school and decided to enter DePauw University at Greencastle, the Interurban was the only means of transportation available for me to travel to and from school. So for the next four years I used the Interurban several times. I could board the car at Akron and go to Indianapolis, where I transferred to the line which ran from Indianapolis to Terre Haute and got off at Greencastle. As I remember, the trip took about four hours.

One of those trips really stands out in my memory. It was when I came home for spring vacation, probably during my senior year. I left Greencastle about noon expecting to arrive home about 4 o'clock. When I transferred in Indianapolis, a friend of mine and I were in the trailer of a two-car train. The extra car had been added because the vacation resulted in a lot of extra passengers.

Everything went well until we got to Tipton.

Due to recent heavy rains, the street where the tracks were flooded and for safety reasons the car which carried the motor could not go through the water. So all of the passengers who were going on north from Tipton were transferred to the trailer, which did not have a motor.

We were towed through the water by a truck and then a freight car hooked on and hauled us out into the country and parked us on a siding. And there we sat for two or three hours until finally a regular car came out from Kokomo and hooked on to our trailer and we were on our way again.

The wait seemed longer than it really was because, being March, the temperature was close to freezing and there was no heat in the trailer.

I finally arrived home about two hours late. It was an experience I shall never forget.

This discussion on electric railroads in Indiana would not be complete without mentioning the Monon steam railroad, which was a popular means of transportation for students back in those earlier days, since it passed through four Indiana college towns: Lafayette, the home of Purdue University; Crawfordsville, the home of Wabash College; Greencastle, the home of DePauw University; and Bloomington, the home of Indiana University.

[Rochester Sentinel, Wednesday, March 4, 1998]

RAILROADS - WINONA & MAXINKUCKEE [Culver to Warsaw]

Articles have been filed with the secretary of state for the incorporation of the Winona & Maxinkuckee railway company of South Bend, organized with a capital of \$10,000, to operate between Culver, Marshall county, and Warsaw, through Argos. The directors are Edwin P. Taylor, Samuel I. Perley, Alexis Coquillard, Virginius Miar and Thomas P. Moredock.

[Rochester Sentinel, Thursday, October 4, 1906]

RAILWAY EXPRESS [Rochester, Indiana]

See American Railway Express

RAINBOW CAFE [Rochester, Indiana]

REFUSES TO LIVE IN THIS CITY - DIVORCE IS ASKED

Alexander Themis, owner of the Rainbow Cafe at 610 North Main street, today filed an application in the circuit court seeking a divorce from his wife Ami Themis, who resides in South

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Bend, alleging abandonment. The plaintiff says that his wife refuses to live with him in this city although this is the place where he is making his living. Themis also says that the family consists of four children, all of whom he is supporting. He asks the custody of the children. Mr. and Mrs. Themis were married in August 1914 and separated in 1926. For 10 years prior to moving to this city the plaintiff says he resided at 424 Lincoln Way, So. Bend.

[The News-Sentinel, Tuesday, May 26, 1931]

[Adv] NOTICE TO PUBLIC. In addition to our restaurant we are adding a candy department in which real home made candy is to be featured. The candies are made by Mrs. Nina B. Williams. Special prices to church societies, clubs and schools. RAINBOW CAFE, 610 North Main Street.

[The News-Sentinel, Friday, October 23, 1931]

NEW SANDWICH SHOP TO OPEN THURSDAY

A new sandwich shop to be known as the "2 by 4 Sandwich Shop" will be opened Thursday in the room at 113 East Ninth Street by Mae and Sophia Sparks. The two women are the owners of the Rainbow Cafe on North Main Street. The food to be served at the new establishment will be prepared at the Rainbow Cafe and delivered to the new shop where it will be kept under the strictest sanitary conditions until served. Several specials will be featured which will include the famous "Tasty Sandwich", "Farmers Produced Buttermilk" and sweet milk from Guernsey cows.

[The News-Sentinel, Wednesday, July 20, 1932]

RAINBOW CAFE SOLD

The Rainbow Cafe at 610 North Main street has been sold by Alex Sparks to Mrs. Emma Scott. Mrs. Scott has taken possession of the cafe and will continue to operate it.

[The News-Sentinel, Saturday, July 23, 1932]

RAINBOW ISLAND [Lake Manitou]

Rainbow Island, located on Poet's Point in Lilly Park, consisting of one acre, connected to mainland by short bridge.

RALSTIN'S MILL [Richland Township]

Dr. B. A. Grover, having located at Ralstin's Mill, six miles north of Rochester, on the Michigan Road, solicits a share of public patronage. References: Dr. C. Brackett, Dr. V. Gould, Rochester, Ind., Dr. S. Everts, Dr. T. H. Everts, Valparaiso, Ind. Prof. Dan'l. Meeker, LaPorte, Indiana

[Rochester *Mercury*, Thursday, December 13,, 1860]

RALSTIN'S TAVERN [- - -]

W. Jones, M.D., Physician & Surgeon, Sidney, Ind., office in Dr. Stevens' old office, half a mile north of Y. Ralstin's Tavern.

[Rochester *Sentinel*, Saturday, June 21, 1862]

Cotillion Party. The young folks of our place intend participating in a party given by Mr. Ralstin, six miles North of here, on Friday evening next . . . and we have no doubt the occasion will be enjoyed by all who are disposed to "trip the light fantastic toe."

[Rochester *Chronicle*, Thursday, August 23, 1866]

Christmas Eve. We are credibly informed that the young people of our place intend going to Ralstin's on Christmas Eve to have a hop. That is a good place to go; Young knows full well how to dish out fine eatables makes his guests feel at home . . .

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[Rochester *Chronicle*, Thursday, December 19, 1867]

Christmas Dance. The young folks are getting ready for a dance Christmas Eve at Young Ralstin's Tavern. Good music and a first-class supper will be provided.

[Rochester *Union-Spy*, Thursday, December 17, 1868]

Sarah Katherine [RICKLE] and Clinton Irvine "were married at Ralston near Rochester and on April fifth would have celebrated their 50th wedding anniversary."

[The News-Sentinel, Rochester, Indiana, Saturday, March 30, 1929]

RALSTON DRUG STORE [Kewanna, Indiana]

Located -----

Now the site of the Village Market, a grocery.

See McPherson & Ralston

RANKIN, FRED W. [Rochester, Indiana]

See: Rochester Bands

PROF. WHITMER RESIGNS AS HEAD OF SCHOOLS

COMPLETES 31 YEAR RECORD; PROF. RANKIN IS SUCCESSOR

***** Photos *****

Nearing the completion of his 31st year as Superintendent of the Rochester City schools, Prof. A. L. Whitmer, on April 9th, submitted his official resignation to Dr. Chas. L. Richardson, president of the Rochester City School Board.

Meeting in special session late Wednesday, the School Board accepted Mr. Whitmer's resignation and selected Prof. Fred W. Rankin as Mr. Whitmer's successor, with duties of his new office becoming effective as of June 1st, this year

Efficient Record

Prof. Whitmer's long tenure of office sets a new record in the school superintendency regime in the Rochester City schools and perhaps may also be a state record. The retiring superintendent came to Rochester in the year of 1907 from the Spencer, Ind. schools. In his long tenure as head of the city schools Mr. Whitmer was responsible for many marked improvements, both educationally and materially in the school system. The retiring superintendent who was seriously injured in an auto accident in Ohio last winter, has not as yet, definitely decided on his plans for the future, it was stated today.

Prof. Rankin, the newly appointed superintendent, came to Rochester in the fall of 1922 and was employed as an instructor of physics and mathematics. In the year of 1929 he was advanced to the principalship of the Rochester High school, in which capacity he has served most efficiently.

The new superintendent is a graduate of Hanover Colleg. He holds master degrees in Mathematics, Science and Education from Hanover, and in October of 1933, he received his master degrees of Science and Education with a first grade administrative's license from Indiana University.

Prof. Rankin is a member of the Rocheser Kiwanis Club, the Northern Indiana Principals Club, the National Educational Association, the Athletic Council of the I.H.S.A.A. and is

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president of the Athletic Conference of the Central Indiana H. S. Conference. Mr. Rankin is a member and elder of the First Presbyterian Church of this city.

Mr. and Mrs. Rankin reside in their own property at 418 West 7th street. They are the parents of two children, Suzanne, aged 8, and David, aged three.

A. Vernon Purdue was appointed by the Board to succeed Prof. Rankin to the principalship of the Rochester High school. Mr. Purdue has been the assistant principal of the High school for the past nine years.

Prof. A. V. Purdue, the new principal, became associated in the Rochester schools in the year of 1925. He obtained an A. B. degree from Central Normal College in 1929 and his M.S. degree from Purdue University in January, 1938. Upon completion of his college course, Prof. Purdue taught for five years in rural schools in central Indiana. He was principal of the Columbia grade school, this city, for four years and became assistant principal of the R.H.S. in 1929.

The new R.H.S. principal is a member of Rocheser Masonic Order, the Methodist Church and the Kiwanis Club. Mr. and Mrs. Purdue reside at 500 West 9th street.

[The News-Sentinel, Thursday, May 12, 1938]

RANNELLS, ALONZO L. [Rochester, Indiana]

BIOGRAPHY

Alonzo L. Rannells, a well known business man of Rochester, and one of the best hotel men that ever opened a register in Fulton county, was born in this city Feb. 10, 1851. He has resided here all his life and was educated at Urbana, Ohio, Swedenborgian college, and at Richmond, Ind., later received his training in business at this point. His training for the hotel business began when thirteen years old, when his father opened the Central house in 1864. In course of time he was taken into the business as a partner, the firm being R. M. Rannells & Son. Some time after his father's death, April 21, 1886, Mr. Rannells retired from his old hoselry, which is yet a part of the family estate, and when the Arlington was completed Mr. Rannells in company with Charles D. Sissen opened it and conducted it two years. Since then Mr. Rannells has devoted himself to his farming and other important interests. His farm lands are situated in Rochester and Henry townships. Mr. Rannells was married in Rochester June 13, 1876, to Emma L., daughter of Daniel Sterner, who came originally from Pennsylvania. Mrs. Rannells was born at Bristol, Ind., in 1855. Our subject's father, R. N. Rannells, was born in Crawford county, Ohio, March 21, 1827. He came to Fulton county with his parents in 1838. Four years later his father engaged in merchandising here, and took his son in as a partner. This business was conducted for sixteen years successfully, but the in-door confinement was proving disastrous to the health of the son and he retired and undertook farming. When the Eighty-seventh regiment was raised and equipped for service for the Union, Mr. Rannells was appointed a quartermastr by Gov. Morton. He served with his regiment till failing health forced him to resign, leaving behind him a most creditable record as a faithful servant and efficient officer. He returned home in 1864 and engaged in the hotel business, opening the Central house, conducting it to his death. In 1848 he was married to Elizabeth Spencer, born in Ohio in 1830. Their children are: W. S., Alonzo L. and Lycurgus E., deceased. Our subject's grandfather William Rannells, was born in Virginia, and there married Susan Rannells. He was a member of the state legislsture from Fulton county two terms and died in Rochester in 1850. A. L. Rannells is a member of the Independent Order of Odd Fellows, of the order of Knights of Pythias, Red Men, and National Union.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, pp. 119-120]

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RANNELLS, D. A. [Rochester, Indiana]

D. A. RANNELLS **Restaurant & Bakery**

This gentleman has been engaged in his present business in our city for the past fourteen months. At his well known restaurant can be had as good a meal as one could wish for. Mr. RANNELLS carries a good stock of canned and bottled goods, confections, tropical and domestic fruits, during their season. He has a good bakery in connection and delivers bread, cakes, pies etc. to any part of the city.

[Rochester Sentinel, Wednesday, February 29, 1888]

RANNELLS, E. A. [Rochester, Indiana]

[Adv] Are you going to buy a Parlor Suit, bed or single Lounge, Patent Rocker, or have you any work in that line to be repaired, if so you will be wise if you call on me and get prices and examine coverings and workmanship. - - - I also manufacture mattresses at prices as follows Plain Excelsior, \$2.00; Plain Husk, \$2.85; Wool, Cotton or Tow Top on Excelsior, \$2.50; on Husk, \$3.75; Palm Leaf, \$3.75; Moss, \$5.00; Hair, \$6.00 to \$25.00.

Church and Wagon Cushions made to order. Perforated Seats put in Cain Chairs, also varnishing and glazing. E. A. RANNELLS, Sarver's old stand. North End.

[Rochester Sentinel, Wednesday, December 25, 1889]

RANNELLS, JAMES [Rochester, Indiana]

See: Mitchell, Charles A.

RANNELLS, L. E. [Rochester, Indiana]

L. E. RANNELLS **Central Book Store**

Of the several firms or individuals in this city engaged in the book and stationery business, it may be safely asserted that none are better stocked, or conducted with a more thorough knowledge of the requirements of the trade than the establishment named above.

Mr. L. E. RANNELLS, who is familiarly known as Curg [RANNELLS], is right in the prime of business usefulness, and we predict for him a prosperous future knowing as we do that he conducts the affairs of his house on the most business like principles.

The stock of goods carried by the CENTRAL BOOK STORE is the most complete and best selected in the City, always embracing everything new, rare, rich and costly, and the store is the best in its line in this section carrying the most comprehensive list of goods. Mr. Rannells exhibits a large and varied assortment of all kinds of miscellaneous books, embracing all the latest writings of the most popular authors of the day, and all of the standard poetical works.

The stock of blank books is large, and as these goods are purchased direct from first hands, they are able to offer them at extremely low prices, school books and supplies are a specialty. They carry an elegant selection of photograph and autograph albums, scrap pocket books, fancy goods, notions, toys of every description. Particular attention is paid to artists materials of all kinds, the best the market affords, in which line they offer marked inducements.

The news department is supplied with all of the standard, leading popular dailies, weeklies and monthly publications. They take subscriptions for everything in this line, delivering to any part of the city without extra charge. Mr. Rannells also keeps a full stock of wall paper and

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ceiling decorations. In this line will be found a full assortment of the latest styles and grades at all times and at the lowest possible prices.

This gentleman is enjoying a large and satisfactory patronage, and by his fair treatment of all customers has established a high reputation for commercial honor.

[Rochester Sentinel, Wednesday, February 29, 1888]

[Adv] IF YOU ARE IN DOUBT As to where to save your money, Look at this: - - -
SHAFFER'S BOOK STORE, Successor to L. E. RANNELLS.

[Rochester Sentinel, Wednesday, October 14, 1891]

RANNELLS, LON [Rochester, Indiana]

See: Hotels - Arlington

RANNELLS, NEWTON [Rochester, Indiana]

See: Hotels - Arlington

See: Mitchell, Charles A.

See: Rochester, Indiana [Historical Review]

RANNELLS, ROBERT [Rochester, Indiana]

Also see Fulton Leader

[Adv] Dealers in Books and Stationery, School Supplies, Wall Paper, window Shades, Fancy China and Queensware. STERNER & RANNELLS.

[Rochester Sentinel, Tuesday, August 5, 1903]

NEWS OF THE DAY

Robert Rannells has purchased his partner's interest in the Sterner & Rannells book store and will hereafter be sole proprietor of that place.

[Rochester Sentinel, Thursday, December 3, 1903]

GETS BRIDGE CONTRACT

Robert Rannells, who returned from Illinois Thursday, where he has been erecting a bridge, announced that he had succeeded in getting the contract for another large steel bridge which will cross a stream between Marion and Jefferson counties in that state. Mr. Rannells said that the fabrication work would be done by the Rochester Bridge Company and that erection would start as soon as the steel was delivered.

[Rochester Sentinel, Thursday, March 30, 1922]

CAMP IN ILLINOIS

Robert Rannells returned from Goodfield, Ill., where he has a contract for a bridge at a point known as Mackinaw Dells. The work on the bridge will take about four months more to finish. Mr. Rannells will take his family back with him Tuesday and they will spend some time camping out and will return in time for the children to enter school.

[Rochester Sentinel, Monday, July 24, 1922]

RANNELLS, ROBERT N. [Rochester, Indiana]

BIOGRAPHY

The senior member of the firm of Rannells & Son, proprietors of the Central House, Rochester, Ind., is a native of Crawford County, Ohio, and was born March 21, 1827. He came, with his parents, to Fulton County in 1838, and, consequently, is justly-styled one of the pioneers

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of the county. During his youth, his educational advantages were confined to the pioneer district schools of his native State, and the limited instructions received could scarcely be called a good common education, yet were good for that time, and being a close observer and a reader of general news, he became a well-informed man.

In 1842, he and his father opened a dry goods store in this place, at which business he remained until 1858, attended with good success; but, finding that out-door exercise was more congenial to his health, he moved on a farm, and labored diligently until the commencement of the war of the Union. Upon the organization of the Eighty-seventh Indiana Infantry, he was appointed its Quartermaster, by the late Gov. Oliver P. Morton. He acted in this capacity with great efficiency and zeal, and with much credit, until failing health compelled him to resign his position. On his return home, in 1864, he immediately engaged in the hotel business, and became proprietor of the Central House. It is in this capacity that he is best known, and where his zeal and industry reflect his indomitable determination to succeed. The traveling public soon found him a very accommodating host, and his name, as "Uncle Newt," became a fixed appellation. His friendship is of the warmest nature, and shines through an exterior of seeming indifference, while his liberal disposition toward all good enterprises need scarcely be told, and many needs of those in distress have been supplied by his generous hands.

In May, 1848, he was united in marriage to Elizabeth Spencer, a native of Ohio, and born in 1830. To this union three children were born, viz., Winfield S., born March 17, 1849, now a physician by profession; Alonzo, born February 10, 1851, and now the junior member of the firm, and married to Miss Emma Sterner, June 1, 1876; she is a native of Elkhart County, and born June 20, 1855. The third son, Lycurgus E., was born October 10, 1855, now engaged in the book and stationery business in Rochester.

William Rannells, the father of the subject of this sketch, was originally from Virginia. He married Susan Rannells, a native of Virginia. They settled in Ohio, and then came to Fulton County at the date before mentioned. He represented this county in the State Legislature for two terms, and deceased in 1850, after an active and useful life.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 25]

RANNELLS, WILLIAM W. [Rochester, Indiana]

See: Rochester Bands

BIOGRAPHY

William W. Rannells, a native of Adams county, Ohio, was born July 12, 1852, and is a son of James R. Rannells, who was born in Virginia in 1836. He is the only survivor of six brothers and now resides in Rochester. The mother of William W. was Orpha J. Rannells, whose maiden name was Fenton, a descendant of the famous Fenton family of Kentucky. She was born in Adams county, Ohio, and died in Rochester, Ind., in 1864. As early as 1838 the Rannells family became known in northern Indiana by the coming of two brothers, who first settled near Leesburg, where the grandfather of our subject died. The paternal grandmother of Mr. Rannells kept an early day tavern in Rochester. Mr. Rannells came to Rochester in 1862. He obtained a common school education and at seventeen years of age he began learning the blacksmith trade in the shop of J. W. Rannells, who was for forty years a blacksmith. For quite a number of years he has been engaged in business for himself. He also has a fine little farm, upon which he with his family reside just beyond the corporate limits of Rochester. In 1875 he was united in marriage to Miss Ellen J. Osborn, who was born in Fulton county, Feb. 27, 1858. To this relation is one child, viz.: Clarence J., born in this county Feb. 10, 1876. For quite a number of years Mr. Rannells has been associated with the instrumental musical interests of Rochester. He is a member of Rochester lodge, No. 47, I.O.O.F. and is known as an honorable man and respected citizen of Fulton county.

HISTORY OF BRASS BANDS

By William W. Rannells

The first band in this place was called "The Rochester Cornet Band" and was organized in the fall of 1856. The membership consisted of the following persons: O. P. Osgood, teacher, Wm. Osgood, Jas. S. Chapin, J. J. Davis, H. C. Long, M. L. Minor, G. E. Smith, V. O. O'Donald, J. Holmes, Chas. A. Mitchell, Al. G. Pugh.

C. A. Mitchell and Al. G. Pugh, our honored citizens, are the only members of this band now living in Rochester, and to whom I am indebted for present information. This organization launched out on the musical world by employing an instructor, of Peru, whose name was F. C. Brown. The band continued to practice for six months and quit entirely. Some of the boys still kept their instruments and in 1858 reorganized with some changes in membership, Asa Mitchell selling his instrument to Os. McFall, who became a member. This band continued to practice at intervals, when they could get a place to practice, which was usually in the old court room until 1861, when the war caused a wave of excitement over the land and it stricken the band.

As musicians have an excitable temperament it gave the band a death blow. Some of the band's best musicians were inspired with a patriotic impulse and enlisted in the service for the Union, filling many responsible positions. M. L. Minor, Capt. Co. A, 16th Ind. Vol. H. C. Long became Capt. Co. F, 87th Ind. Vol., Al G. Pugh, 87th Regt. O. P. Osgood, musician 87th Regt. Infantry band, accompanying Sherman's march to the sea and serving until the grand muster out at Washington, where they played at the reviewing stand.

The band reorganized with J. S. Chapin, leader, and the addition of three new members: John Nafe, Gian Fuller and John Shaffer. This organization, with very little change in the membership, continued until the close of the Rebellion and the return of the boys, when O. P. Osgood became leader again, with a few new members, among whom were the following: Wilber Truslow, Grant Long, Jack Willard, Al. G. Pugh, L. M. Spotts, Ed. R. Rannells, Jas. M. Beeber, Isaac True, F. M. Ashton, J. G. Pearson, Monroe Armantrout, Austin McFall, Newton True, A. C. Copeland. This includes all as near as I can find by the records. Some were in the band a short time, then others took their places. This organization continued with different degrees of success, practicing in print shops, the court house and old Odd Fellows hall, where the M.E. church now stands, until 1868, when politics became very "warm" among the members and the band was divided.

The result was two bands, Fred Peting, leader of the Democratic band and Ovid Osgood, leader of the Union band, as it was called at that time. This put new life into the band business as opposition and politics always does, and a great rivalry sprung up between the bands as to which was the best band. Then practice commenced in earnest. You could hear horns tooting at any old time in every part of town. The Union band conceived the idea that a band wagon was the necessary article, for mud was knee deep on Main street after a rain and the sidewalks were boards laid lengthwise, crosswise or just mud. And it was nearly impossible to march and play on the sidewalks for fear of stumbling and falling, besides the noise of the walks was louder than the noise of the band. So the age of band wagons commenced. A contract was given to some carpenters to build a band wagon, which consisted of making a bed for an ordinary wagon. If it was not grand it certainly was a wonderful creation, (like some of the ladies' hats of the present day.) It was so high they used a ladder to get in and out of it. As the band used over-shoulder horns, lead horns and all down to the bass horn, which was six feet long, they would extend considerably above the top of the wagon, and when all the boys were in it would resemble a great pipe-organ of a new pattern, but did not imitate one in sound. Thus urged the Democrats to have a band wagon also.

A committee was dispatched to hunt a band wagon that would beat the Union wagon. They found a stranded circus which had a band wagon for sale and a bargain was immediately consummated. It was a glorious affair, built very low in the center and high at front and back

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ends, in imitation of large golden dragons or serpents, with heads and tails up, mouths wide open, large teeth and fiery tongues protruding. The driver's seat was between the heads of the dragons, the body coiling up and down formed seats for the players, the tails turned up, with canopy top, for the drummers.

It was difficult to determine which wagon caused the greatest sensation. The next thing was how to show off the best. They hitched from four to six horses (according to mud) to the band wagon and drove up and down town, Main street being about the only street passable when wet and it none too good. I think "Jap" True drove the Union wagon and I know "Bill" Holman was driver on the dragon. "Jap" was a good driver but owing to the height of the wagon, could not drive very fast on account of upsetting. "Bill" Holman owned a livery barn from which he would take six horses, hitch up to the dragons, take a couple of drinks or more, and drive up and down Main street as fast as the horses could go, turning on the run. That was the time for musicians to get nervous. He could not upset, for the wagon was low down and heavy. I think he paid three fines in succession for fast driving. The marshal would march him up to the 'Squire's office, he would pay the fine, get on the wagon and start off on the run and they would "yank" him up again before the 'Squire. The second time, he said he would pay another, for he was not done driving yet. I do not remember if the boys played while driving or not, but think some did. Al Pugh says he went in the wagon with the band to play at Peru, and after getting back was glad to take his meals standing up. No springs on the wagon and he had to carry a six-foot tuba horn. The music consisted of the popular songs of the day, such as "John Brown's Body Lies a Mouldering in the Tomb," "Rally 'Round the Flag," "When Johnnie Comes Marching Home," "Johnnie Fill up the Bowl," "Mollie Darling," "When Nell and I Went Swinging in the Lane," and many others too numerous to mention. Such strenuous life could not last long and their musical zeal began to cool, but before it did I must relate how "Old Hellicon" tuba came to Rochester.

Mack Ashton, one of the jolliest band boys of the day played tuba, and as the old six-foot tuba was a very poor instrument, decided to have a new horn, for he played tuba for both bands. With plenty of money, he started to find one; walking down street in Cincinnati, he passed a music store and saw the big horn in the window. The size suited Mack and he went in and enquired what they wanted for the horn in the window. He was informed that it was not for sale, as it was only used for a sign. Mack said "That is just what I want it for, what will you take for it?" "One hundred and fifteen dollars," said the proprietor. "Wrap it up," said Mack, and he brought it home with him. When he tried to blow it he found it was not in tune and could not run a scale on it; some of the pipes were six inches too long. After cutting off pipes and getting it in tune he found it to have an excellent tone, but the valves were a combination between a rotary crank and string action, but it was the easiest blowing horn in town, with great carrying power. It has been heard three or four miles from town. This was in 1868.

The band continued to hold together and practice occasionally until 1872. It was continued under the name of the Union Cornet Band and gave a series of entertainments commencing at Balcony hall, Dec. 25, 1871, grand ball. Jan. 1, 1872, they gave a grand masquerade ball; floor managers were S. R. Moon, M. T. Osgood, Milo R. Smith, E. E. Cowgill and J. H. Beeber.

After this there was no active band in Rochester until 1874 when Prof. J. G. Pearson and Jimmie Chapin organized what was known as Pearson's Brass and String Band, using the old water mill for a practice room. Jimmie Chapin and John, as they were familiarly called, collected some old horns from some place, where they came from or where they went, I never knew. The roster of the band consisted of the following members: J. G. Pearson, B-cornet, leader; J. S. Chapin, 1st B-cornet; O. P. Osgood, Eb cornet; Wm. W. Rannells, solo alto; John H. Wallace, 1st alto; Wm. H. Shelton, 2d alto; -----, tenor; Will Rex, tuba; George W. VanSlike, bass drum; N. G. Hunter, tenor drum. This band played for picnics, dances, excursions or any old thing. Gave Saturday night dances furnishing our own music. Following is copy of program.

"First Annual Grand Ball by Pearson's Brass and String Band, at Balcony hall, Friday Eve., July 3, 1874. The proceeds to assist in the permanent organization of a brass and string band. Honorary managers: J. P. Myers, Sidney R. Moon, Milo R. Smith, A. T. Bitters; floor

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manager Levi S. Emrick.” I find the names R. C. Wallace and Nelson G. Hunter frequently associated as friends of the band. Through all the years this band has never had a break since this date up to the present time, but has experienced several hard knocks.

On Feb. 20, 1875, John Wallace was killed by John Vandercarr, and Pearson was called to Remington, Ind., did not return until 1877. During this time the band was directed by J. S. Chapin and Ovid Osgood. Carlos (Tom) Edison came to Rochester to work for M. O. Reese in the cabinet shop, where Pyles’ hardware store is now located. The band rented the up-stairs for a practice room. George Van Skike bought the “Old Hellicon” tuba and commenced playing it, the band having retrograded after Pearson left Rochester. Edison was a very enthusiastic band man and a good Eb cornet player. Levi S. Emrick, Edison and myself organized the band which consisted of the following members: Carols (Tom) Edison, director, Eb cornet; J. S. Cha;in, Bb cornet; Ovid Osgood, Eb cornet; Wm. W. Rannells, solo alto; Ed. Zook, 1st alto; W. H. Shelton, 2d alto; Mox Samuels, trombone; L. S. Emrick, baritone; Geo. W. VanSkike, tube; F. M. Ashton, bass drum; Tommy Shaffer, tenor drum. This combination, with the exception of J. S. Chapin dropping out and Wm. Rannells taking solo Bb cornet; Ed Zook, trombone; Henry Edison, 1st alto; continued until 1877, when J. G. Pearson returned to Rochester and took trombone in the band. About one year before this L. S. Emrick was chosen manager, which position he held for many years. No man was better fitted for the position. Of a kind, lovable personality, good executive ability and respected by the members. To him more honor is due for the splendid band organization of Rochester than any other man. He decided that the band should be uniformed and secured the first uniforms any band ever had in Rochester, consisting of blue flannel pants with gold braid on the seams. The pants were so thin they had to be lined with muslin. We all had black coats so we turned the collars up and pinned hem around the neck. The only thing we had to send for was the gold braid and little flat navy blue caps with a small bunch of feathers, called a “pompons” in front of the cap. That was certainly one of the proud days for the boys, when we marched down the street. We had tried to keep it a secret until we marched out in our new uniforms.

Emrick commenced to agitate the necessity of having new instruments. We gave balls, shows, Emrick’s minstrels, etc., until we got enough money to get a set of Straton instruments. They were all hellicon shape and very cheap. I remember marching down the street one day, playing on the old board sidewalk. Billy Shelton’s bell fell off his horn and he nearly fell over it. By the way, he still keeps his old hellicon alto, the only one of that breed left.

About that time the band decided to engage an instructor, a Grand Army man by the name of James Nevota, a very fine cornet player. I gave up Bb cornet and took solo alto, which I played for over twelve years. Prof. J. G. Pearson accepted solo Bb cornet and also received private instructions from Prof. Nevota. Prof. Pearson became one of the noted cornetists of the country. He was also chosen director of Emrick’s band, which position he filled for several years and under his directorship the band became one of the best bands in northern Indiana, filling many important engagements. To Prof. J. G. Pearson is due the honor of elevating the standard of music in Rochester from a lower to a higher degree of excellency than any other man. In 1877 the band commenced giving concerts and entertainments to equip themselves with new uniforms. I find in the Rochester Sentinel of July 7, 1877, that an entertainment was given by the young ladies of Rochester, on Friday evening, for the benefit of the band and raised \$51.55. I am very sorry the article does not give the names of the girls for it has been thirty-two years since. The uniforms were procured and consisted of good cloth and latest style cutaway coats and light blue pants; suits trimmed in red and good caps, costing about \$26.00 each. Also bought new instruments from Quimby Bros., one of the best makers of instruments in America. Old “Helicon” was sent to the factory, repaired with new valves and piping of the Quimby Bros. make, also silver plated. Cost of repairing \$72.10, making a very beautiful horn out of an old one for George Van Skike. This organization was continued with very few changes up to 1882. Prof. J. G. Pearson, director; Chas. Hastlinger, Eb cornet; J. S. Chapin, Bb cornet; Ovid Osgood, Eb cornet; Wm. W. Rannells, solo alto; O. R. Decker, 1st alto; W. H. Shelton, 2d alto; Ed Zook, tenor; L. S. Emrick, baritone; George VanSkike, tuba; Milt Farnham, bass drum; Lol Samuels, tenor drum and finally Billy

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True, the old standby. This band had a great reputation and contracted many engagements at Indianapolis, Chicago, LaPorte and Michigan City.

July 4, 1871, the band, accompanied by their wives and sweethearts, went to Michigan City and had a jolly good time. We played a few pieces and the town was ours. We could play an evening's engagement without books, as every member knew his part. The little band of eleven led many parades at Indianapolis. At the General Grant boom we led the parade, both day and night. I could relate an account of a fight we had for it but space is limited.

In 1882 the band gave a show called "Emrick's Minstrels," benefit of the band. Will give a few names of those assisting: Lee Emrick, manager; Jack Case, stage manager; J. G. Pearson, musical director; Wm. Williams, leader orchestra. Performers: John Hunter, Ott Townsend, bones; J. H. Bibler, interlocutor; Chas. Brouillette, O. R. Decker, James Rannells, Frank Ralston, quartette; Bobbie Williams, black artist. The band realized about \$80.00 from the show. I may mention of a few names of members of the band who belonged about that time, 1880. H. A. Reiter, commenced learning cornet; Julius Michael, piccolo and flute; Wm. Williamson, Eb clarinet, and many others who I cannot remember.

In 1880 a band was organized called "The Rochester Band," consisting of twelve to twenty men, which "flunked" in about one year, from which Emrick's band received some new recruits. Among the number were Henry Meyer and J. F. Ault. In 1882 another band, called "Rochester Cornet Band" was organized by Prof. Pearson and after giving it a few lessons he received an engagement at San Antonio, Texas, playing cornet for Mox Samuels in theatre. Wm. Downey, manager of band, made me a proposition to join them. Oct. 22, 1883, I signed contract to play baritone and instruct band. This ended my membership with Emrick's band. George VanSike was elected director of the "Old Band" as it was commonly called and the battle was on. I found a new set of boys with no knowledge of music, except Charles Clymer, who had some knowledge of the cornet and Wm. Enders, who played the tuba in the band with Henry Meyer and J. F. Ault. I changed some of the parts, Frank Crim having baritone, I put him on solo alto, which he has played to the present time; Jake Crim, 1st alto, which he has played to the present time, and it is a fact which cannot be disputed that the Citizens' band has the best alto section of any band in the country. Schuyler Reed played 2d alto, Roy Myers and Wm. Downey, tenors; George Adams, bass drum; Allen Myers, tenor drum; Viv Essick was on alto. I changed Viv to Eb cornet and I feel that I did a good thing for he has become one of the best cornet players of the town, and a great entertainer at social gatherings, giving solos on the cornet. Chas Clymer afterward took up tuba and became quite an artist on that instrument. We had to rent a band room, while Emrick's band, having secured a room in the fire engine house when it was built, did not have any expense for rent, which has been one of the greatest factors in perpetuating a band in Rochester. The two bands became the greatest rivals, in fact the members were so enthusiastic over the bands that they often nearly came to blows. Several would not speak to each other. They would work all night to beat the other band out of a job, money or not. When a show came to town both bands would be after it. I remember of a show coming here from the south and Emrick's band was going to get its job. Frank Crim, secretary of our band was notified, and as he could not go, we sent Schuyler Reed down to Peru to intercept the show and get the job of playing in front of the Academy of Music. He was successful and telegraphed for band to be at the depot. Both bands were there, but we had the job and escorted the troupe to the hotel. If there was any advantage to be gained by any move every one was ready and willing. Our practice was great and nothing kept the members away from rehearsal. If a new man came to town and he was a musician we would follow him all night. I remember when Walter Chapman came from Pennsylvania. George Adams discovered that he was a cornet player and passed the word. Two or three of the band boys were "put next" and stayed with him until one o'clock in the morning, then others talked to him until they had him solid for the band.

The name of the band was changed to "Rannells' G.A.R. Band" having made arrangements with the G.A.R. to do their playing. We equipped ourselves with uniforms of good cloth, but the color did not suit the Grand Army boys, as the uniforms were butternut gray. The coats were colored to a deep blue, same as the Emrick band. We became one of the best bands

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Rochester ever had, with a membership of twenty-four men. We had a noted trombone soloist, Billy Casad, who played all the professional solos of the day, and Viv Essick became one of our cornet soloists, playing triple-tongue polkas; Chas. Clymer, tuba solos. Emrick's band changed its name to the "K. of P. Band" and equipped themselves with new uniforms, consisting of light frock coats, bright blue pants and white helmets with large horse-hair plumes. This was a very pretty and unique uniform. Emrick joined our band as Bb clarinet player. There were several clarinets in the G.A.R. band: Sam Hilbrun, Joe Hilbrun, Sam Steiglitz, Chas. Shoup and J. W. F. Smith, piccolo. Soon after this Rannells' G.A.R. band joined an association called the Tri-State Musicians' Association, composed of northern Indiana, southern Michigan and northwestern Ohio. There was a membership of over fifty bands. The first meeting was called at Fort Wasyne, Gart Shober, of that city, was chosen president and Wm. W. Rannells, vice-president. They would hold meetings three days, all bands playing in unison on parade, one day. We had our last meeting at Warsaw. The band attended the G.A.R. encampment at Fort Wayne with the old soldiers for three or four days and things that happened would not look well in print. I could tell a good many things that happened in my experience with bands, but it has become, in the long years of my band life, a habit not to tell stories out of school, and I will not do so now.

I must relate one circumstance which occurred while at the Fort Wayne encampment. We had one tent about 10x12 feet erected for the band, which we used for our instruments and to sleep in. There were about twenty men in the band and space was limited. When we lay down with our heads to the wall and feet to the center of the tent, we were packed like sardines in a box. There was room for about four to lie lengthwise at our feet. I was lying next to the curtains at the back end of the tent and Viv Essick lay next to me. Frank Crim came in late and had to take his bed at our feet next to the entrance. We had our food cooked by steam, that is beef and roasting ears cooked in barrels with steam pipes in them. The second night was a good time to go strolling--and go quick. Viv waked up very suddenly with a desire to go strolling double-quick. He took one leap for the opening and landed on Frank Crim's neck. Frank thought the cannon wagons had stampeded and were running over him and I don't think a short-hand writer could have found hieroglyphic characters enough to have recorded the things he said, but as no one replied Frank got settled without killing anyone before Viv got back. Next night all were peaceably sleeping as comfortably as the case would admit, when I awoke to find I was laying in water. It was raining in torrents and we had not ditched around our tent and that was a job we immediately had to do, with anything we could find to dig with. After the job was finished we were too wet to sleep. Talk about your army life--we had a plenty. There was a panorama of the battle of Gettysburg showing under a large tent and the manager wanted a band to play at the entrance. We got the job for \$5 per hour, which we felt pretty big over, as there were eight or ten bands on the ground. We got five hours playing and a storm came up, blew down our show and closed up our business.

In the fall of 1887 the two bands were consolidated: Wm. Downey, manager; H. F. Crim, J. C. Tipton, Roy Myers, L. B. Walters, members of the G.A.R. band, and Chas. Myers, Ed. Zook, Joe Ault, Henry Meyer, O. R. Decker, S. P. Bailey, Will True, George Adams, members of the K. of P. band; Chas Brouillette, drum major. This organization lasted only two or three weeks. Owing to petty jealousies existing among the members the band separated, going back to their respective band rooms. The G.A.R. band continued until 1889, when it disbanded, some of the members going in with the K. of P. band, which was changed later to the Third Regiment band under command of drum major C. A. Brouillette. George VanSike resigned his position as director, Henry Meyer was chosen as director and VanSike organized "The Mascot Band" about 1891, which by diligent practice became very good and filled several important engagements under VanSike's directorship, but it had to give up as the old band, now called the Citizens' band, still held the prestige and a free band room, which has been the main factor and I may say, the only reason that Rochester ever held a band together as long as it has. The new members of the Citizens' band at this time were: Chas. A. Kilmer, Ellery Stockberger, Alfred Goodrich, Cal Hoover, P. J. Stingly and Billy DeWitt, the latter becoming quite a slide trombone player.

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In 1898 a band was organized at the college by Prof. Germann and collapsed in 1901, the Citizens' band taking the best players into its fold, the following members joining: Wm. Hoffman, Lonnie Hoffman, Fred Ault, Guy Showley, Luther Mitchell, D. M. Swinehart, L. B. Walters. This was the last opposition the old Citizens' band had. I was solicited to take tuba and in 1900 the Citizens' band gave an antique fair which certainly was antique enough, for we had all the old relics in the county on exhibition. It was a great place for the old people to enjoy themselves and entertaining for the young. It was conceived by Albert Bitters and executed by Frank Crim and Joe Ault, assisted by the entire band and families. It was a great success socially and financially and netted over \$400.00 in three weeks and bought the present uniforms which are the showiest uniforms Rochester has ever had, but the band is sadly in need of new ones as they are getting scuffed and always were too heavy for comfort. In 1901 I was chosen director and continued to fill the position until 1906, when I resigned, Viv Essick filling the position until he was employed by Argos band as instructor and I was again appointed and filled the place until 1908, when Henry Meyer was again elected director. The citizens donated enough money to purchase Mr. Meyer a beautiful new gold cornet of the latest Conn model and presented it to him. This was a very meritorious action on the part of some Rochester citizens, as the director in the band takes all the kicks if the music does not suit and when the band plays well the director is not thought of. This is all the director gets in the Citizens' band. M. L. Davidson, of Rochester college, has acted as director since the fall of 1908 and will do so as long as he wishes. The band does not pay the director any salary, in fact there has never been any salaried players.

No other band has ever gained the prestige or been more highly favored away from home, or executed more classic music, than the band of Rochester. Peru paid her band director fifty to seventy-five dollars per month. Logansport employs a director for her band; Michigan City keeps a high salaried man. Every city and town around us have hired musicians for their bands, while poor old Rochester refused to even let her band have a room for practice. Ever since the fire house was built, the band was allowed to have a practice room until the present council. In June 1908, the council gave the band orders to vacate their room at once. Manager Crim and the members were looking for other quarters. The council tendered the band the use of the council room for rehearsals, which was thankfully accepted. In Dec., 1908, the council adopted a resolution that the band should vacate their room on or before Jan. 25, 1909. This was settled without any recourse, as friends did everything to change the decree. Everything was done to get a room suitable for practice, but we met with disappointment, as the excuse was always presented that it would annoy someone. In the time allotted to vacate, the town clerk, Mr. Jerome Swihart, circulated a petition among the taxpayers of the town, a tax of 1 1/4 cents for each person in Rochester. The band in return, to furnish concerts during the summer months and furnish music free for Decoration day. He was notified to stop at once, as the plan would be opposed, and as no other plan suggested itself, the band was taking action to disband. But the friends of the band, headed by Omar B. Smith, W. H. Taylor, (councilman, who stood by the band all through), J. E. Troutman, R. C. Wallace, Sol Allman, twice went before the council, pleading for the privilege to let the band return there. But Mr. Joel Stockberger, seconded by Mr. Frank Sheward, absolutely refused to consider any proposition. When the band was just about to draw its last breath, up steps Doctors Shafer & Rannells, free and unsolicited, offering, not medicine, but consolation to the band and friends of the band. They tendered the use of a fine, newly papered and painted room, centrally located. One of the best rooms the band ever had, to be used indefinitely. Therefore the band is at home once more.

The membership is, at present: Henry Meyer, Bb cornet, director; Adison Reiter, Bb cornet; Chas. A. Kilmer, 1st Bb cornet; Walter Stevenson, solo clarinet; Peter Stingly, Eb clarinet; H. F. Crim, solo alto, manager; J. S. Crim, 1st alto, treasurer; Fred Stevenson, slide trombone; Will Hoffman, slide trombone; Alfred Goodrich, trombone; Oran Karn, baritone saxophone; Cal Hoover, tuba; W. W. Rannells, tuba; William True, side drum; Wm. Crable, bass drum; Bert Skinner, drum major. This constitutes the roster of the band at this time, of the actual membership. Blythe Buchanan is playing slide trombone; also John Simons plays baritone; Lovell Walters, tenor saxophone, but are only honorary members. Paul Emrick, solo Bb cornet, will play

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with us when at home from his work. It is understood that Mr. Reiter will soon leave the old Citizens' Band and go to LaPorte. This is to be deplored as Mr. Reiter is a first-class cornetist and his place will be hard to fill. But this is always the case with the Citizens' Band. They can not pay anyone to stay, while others can.

In regard to the "Old Helicon Tuba," which I use and of which I spoke, I can truly say it is the best instrument I have ever seen or blowed, but am sorry to say it does not belong to me, and is only under my care while I blow it. It belongs to the band, having been purchased by them after George VanSike's death, Sept. 28, 1897, when his sister was going to take it away from Rochester. The band was informed of this, and Manager Crim went to see what could be done. He found that it could be bought for fifty dollars, which amount was found to be in the treasury, and voted to be paid for "Old Helicon," to be preserved for Rochester, and to remain here until worn out, which was nearly the case, when through the unsolicited kindness and generosity to the Citizens' Band, of friend Albert Bitters, the money has been donated by the citizens for the repair of "Old Helicon," and it is now good as new. It is an expensive instrument, having cost \$327. It is a great pleasure to me, as a friend and lover of the old horn, which I have played for so many years. I thank anyone laboring under the supposition that they were subscribing anything to me personally, as I am now the oldest musician playing in the band, having been associated with the band since 1871--38 years. I have always tried to do my duty and play whatever I had to play, whether playing for money or friendship. The band boys do not get very much for a year's playing, in fact if all expenses were counted, there would not be a member but would come out in debt. Our records will show that nearly one-half our playing is gratis for the town, and is donated by the band boys for the good of the town. No other organization in Rochester does for the town so much free advertising without remuneration. No charitable institution ever asked the aid of Citizens' Band, that it was not cheerfully granted. There are very few paying engagements in Rochester, and with giving concerts in summer, which keeps the boys practicing twice a week, and one night for concert. This occupies three nights each week, rain or shine, with a very liberal donation of fifty cents per man for concert night, or possibly seventy-five cents. This for three nights' work and the band pays for music, lights and forty cents for moving the wagon out each night. All other expenses deducted, who would like to take the band's place? The band is one of the greatest advertisers the town may have to draw a crowd. The band does not receive anything for this, and our manager, H. F. Crim, who has acted as such for nearly twenty years, says a great many subscribers never pay, or make a big kick.

July 4, 1886, L. S. Emrick engaged the band to accompany an excursion to Chicago. I was playing "Old Helicon" for the band. Several of the band boys' wives accompanied them. Emrick engaged lodging at the Kune hotel, on Clark street. At four o'clock in the morning someone aroused my wife and I by pounding on our door. On inquiring what was wanted, found Ed Zook frightened nearly to death, trying to find all the band boys, saying the house was all on fire. It did not take us long to get out, in truth I think my wife forgot to see if my necktie was on straight. On gaining the hall, there was a general rush to get out. Some carrying their clothes, some without any. I was told that Stilla Bailey went out with one pants leg on and the other over his shoulder. Lee Emrick, when awakened, turned over and put his hand on the wall, said: "Oh, it ain't hot yet," then turned over and tried to go to sleep. When we reached the balcony in front, over the street, we found the fire was on the opposite side of the street, in a four-story building used as a restaurant, and rooming house. Smoke, in thick, heavy, greasy-looking rolls and clouds, was seen pouring out from every window. The whole neighborhood was thick with a dense fog of smoke. It was a very extensive conflagration. There were thirty-six engines playing the fire. The first alarm reported that it was our hotel, which caused the first excitement, but when it was reported that some of our crowd was over in the place, Sam Heffley and Chandley were missing, then there was more excitement, but it proved to be a mistake. We saw two bodies carried out of the building. The fire was not fully under control until ten o'clock.

I will now bring this story to a close, as it is too lengthy now, and I have not mentioned several very funny things that happened for fear it would offend someone. But I must name some of the boys who have made some take notice.

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Prof. J. G. Pearson started from the Rochester band and has gained a great reputation as a cornet soloist, located at Kansas City. Fred Ault, another boy, started from the band, would have become one of the noted musicians, but was called into the wilds of Wisconsin with his father, J. F. Ault. Another fine young man, and a chip of the "old block," is Paul Emrick, who grew up in the band, son of L. S. Emrick. He is full of musical enthusiasm, a good clarinet, violin or cornet player, capable of blowing any part in the band. Was director of Purdue College band two years. Another bright, kind-hearted, good boy everyone liked, was Luther Mitchell. Played piccolo in band, but was a professional on violin. If he had lived would have become one of America's best violinists. Another Citizens' Band boy was Edgar Wallace, who grew up in the band, and is today a professional trap drummer at Mishawaka. And another; my old friend Viv Essick, who I depended on for my solo cornet work for many years. How often when directing, has he caused my heart to pound with anxiety, fear, pride and pleasure. But I can truthfully say Viv seldom failed me, and today he is one of the best cornetists in the country, holding positions with several bands as instructor and soloist. I could mention many others but my space is full. I will say for myself that I have done some hard work in the band business and have not given up yet.

I never laid any claim to being a soloist, or a great musician, but have been a lover of music all my life. If I have given pleasure to some, I am repaid, but if I have caused any sorrow, I will beg your forgiveness, as my aim has been ever to please. I have been cross in the band room many times when things did not go to suit me, and said harsh things, for which I am ashamed. I could never reach my ideal in music, therefore have been a failure. I would like to say that the band is not the place for every young man. Some have talent, others join the band for the purpose of show and to "mash." They never amount to anything for themselves and are worse for the band. There are always some silly girls who would run after any fellow if he wore a uniform. It is not a good school for such a young man. There is a certain nature, or trait, in a musician, born with them, to love music. They are of a very sensitive and nervous temperament, or become so. There is no lodge fraternity as great as the fraternity which exists among band men. After being associated for a number of years, they have their minds so frequently attuned in harmony that they have a sympathy for each other. While there may be feelings of jealousy, there is a bond of friendship existing between them, though they may not speak to each other. It has long been the custom of the band to play or attend in a body all funerals of band men if it does not conflict with the fraternal societies to which they belong.

[Marguerite L. Miller, *Home Folks*, Vol. II, 1910, pp. 35-48]

RANNELLS & ELAM [Rochester, Indiana]

C. E. Fuller, Notary Public & Conveyancer and Assistant Assessor of Internal Revenue. Office at the office of the Rochester *Chronicle*, over the store of Rannells & Elam, Main Street, Rochester, Indiana.

[Rochester *Chronicle*, Thursday, May 7, 1863]

New Harness Shop. Our friends, E. B. Chinn and Frank Smith are opening a new Harness Shop one door south of Rannells & Elam's store . . .

0 [Rochester *Chronicle*, Thursday, July 30, 1863]

Frank Ernsperger having purchased the interest of his late partner, Mr. Samuel Keely, in the mercantile business, has removed his goods to the room recently occupied by Rannells & Elam, beneath our office . . .

[Rochester *Chronicle*, Thursday, August 20, 1863]

Dissolution of Copartnership. The Copartnership formerly existing between T. F. Rannells and John Elam, has been dissolved by mutual consent, and the accounts and notes

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belonging to said firm are in the hands of the subscriber for collection. All persons indebted as above are requested to pay up without delay. John Elam. Rochester, April 28, 1864.

[*Rochester Chronicle*, Thursday, April 28, 1864]

Notice. The Partnership heretofore existing between Rannells & Elam has this day been dissolved by Mutual Consent. . . T. F. Rannells, John Elam. Rochester, April 19, 1866.

[*Rochester Chronicle*, Thursday, April 19, 1866]

RANNELLS & MAXWELL [Rochester, Indiana]

See: Mitchell, Charles A.

RANNELLS & McMAHAN [Rochester, Indiana]

The Farmer's Store . . . Dry Goods, Groceries, Latest styles of Fancy Goods, &c, &c. T. F. Rannells, Dennis McMahan. Rannells & McMahan. Rochester, April 18th, 1861.

[*Rochester Mercury*, Thursday, May 2, 1861]

Wanted: 10,000 bushels of Clover Seed, at Rannells & McMahan's.

[*Rochester Mercury*, Thursday, January 30, 1862]

G. W. Ernst has removed his Stove and Tin Store to the room adjoining Rannells and McMahan's establishment.

[*Rochester Mercury*, Thursday, February 27, 1862]

Rannells & McMahan, Dealers in Dry Goods, Groceries, Hardware, Queensware, Hats, Caps, Ready-made Clothing Clothing &c. Country Produce of all kinds purchased at all times. Store under the *Chronicle* Office, Rochester, Indiana.

[*Rochester Mercury*, Thursday, April 10, 1862]

RANNELLS & PLANK [Rochester, Indiana]

[Adv] New Book Store - Books, Stationery, Wall Paper, Curtain Goods, Baby Cabs, Childrens Carts, Toys, Notions, &c. Sewing Machine Needles of all kinds.

[*Rochester Sentinel*, Saturday, August 11, 1877]

RANNELLS & PLATT [Rochester, Indiana]

Co-operation. . . . Barb & Heffley, workers in wood, and Rannells & Platt, artificers in iron, co-operate in the construction of wagons, carriages, sleighs, &c. . .

[*Rochester Union-Spy*, Thursday, November 5, 1868]

RANNELLS & SCHRYER [Rochester, Indiana]

ATTENTION HORSEMEN

After years of study and practical experience in the treatment of horses feet, we feel competent to successfully treat corns, sand cracks, hoof-bound or contracted feet, also to cure cutters, knee-cutters and pigeon-toed horses. In addition to that class of work we do general blacksmithing and repair work of every kind. New mattocks always on hand and old ones made as good as new.

Give us a call at our shop, one door east of Fieser's Carriage Shop.

J. W. RANNELLS, J. SCHRYER

[*Rochester Sentinel*, Wednesday, June 24, 1885]

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RANNELLS & SHEETS [Rochester, Indiana]

Family Provision Store and Meat Market . . . at the room known as the New York Store . . . Rannells & Sheets. Rochester, Oct 15, 1863.
[Rochester *Chronicle*, Thursday, October 15, 1863]

RANNELLS & WALLACE LIVERY [Rochester, Indiana]

J. C. Wallace, lately of Peru, has removed to Rochester, and engaged in the livery business with J. R. Rannells, east of the Central House. . .
[Rochester *Union-Spy*, Thursday, June 18, 1868]

RANNELLS BOOK STORE [Rochester, Indiana]

[Adv] RANNELLS' 4th Annual HOUSE CLEANING SALE June 26 to July 6. - - - Wallpaper, Lamps, Books, Dinner Ware, Butterick Patterns, - - - RANNELLS BOOK STORE, The Gift Store, 826 Main St., Phone 346.
[Rochester Sentinel, Tuesday, June 25, 1907]

NEWS OF THE DAY

A business deal was closed, today, which resulted in the Rannells book store being sold to Geo. T. Ross and Co. At present an invoice of the stock is being made and as soon as this is completed Mr. Ross will take charge of the store. The new proprietor is well known in this city being the son of O. D. Ross, formerly of this city but now residing in Peru. He has lived in Rochester all his life with the exception of a little over a year during which time he resided in Peru. Mr. Ross is a gentlemanly young man who no doubt will prove a success in his chosen business career. The retiring owner, Robt. Rannells, has a proposition of a business nature in Northern Minnesota which he thinks will prove a success financially and with the end in view of moving to that state will soon make a trip there.
[Rochester Sentinel, Tuesday, September 24, 1907]

RANNELLS BROTHERS [Fulton, Indiana]

General store, operating in 1901.

RANNELLS BUTCHER SHOP [Rochester, Indiana]

Beef. James Rannells has started a new Butcher Shop under the new Store Room of Cornelius & Brothers . . .
[Rochester *Chronicle*, Thursday, August 8, 1867]

RANNELLS' G.A.R. BAND [Rochester, Indiana]

See: Rannells, William W.

RANNELLS LIVERY STABLES [Rochester, Indiana]

City Livery and Sale Stables. Mr. James Rannells . . . has purchased the stable formerly owned by Dr. Thompson, and has moved into the large and spacious stable at the Continental Couse. . .
[Rochester *Chronicle*, Thursday, February 20, 1868]
Livery, Sale and Feed Stable, East of the Continental House, Rochester, Indiana, J. R. Rannells, Proprietor . . . Oct. 28, 1868.
[Rochester *Union-Spy*, Thursday, October 29, 1868]

RANNELLS MEAT MARKET [Rochester, Indiana]

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See: Rochester Meat Market.

RANS, DEAN J. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Dean J. Rans)

RANS, H. O. [Kewanna, Indiana]

AUTO SERVICE

H. O. Rans, of Kewanna, owner of a livery stable and garage of that place, contemplates the establishment of an automobile freight and passenger service between Rochester and Kewanna. At the outset, schedule trips will be made each Thursday, but if there is any indication of a demand for the service, trips will be made every other day, and a big passenger auto installed for the purpose of covering the route.

The difficulty of going between the two towns by rail and returning the same day is well recognized by citizens of both places and it is thought that a good business can be built up for the auto route. The merchants of Rochester will certainly welcome any plan which will enable people living in the western end of the county to reach this city and it is hoped that the plan will prove so successful that a daily schedule may be adopted.

[Rochester Sentinel, Saturday, May 13, 1911]

RANS HARDWARE [Grass Creek, Indiana]

Operated by D. F. Rans, who sold Featherstone bicycles and McCormick binders.

RARRICK, M. E. [Monterey, Pulaski County]

[Adv] AUCTION, AUCTION. Parties needing auctioneering of any kind - especially Sale Crying - will find just the man they need in their business by writing to the undersigned. M. E. RARRICK, Monterey, Ind.

[Rochester Sentinel, Friday, January 7, 1898]

RATIONING, SUGAR [Fulton County]

See: World War II

19,000 SUGAR RATIONING CARDS RECEIVED TODAY

County Clerk Kline Reed today received his allotment of sugar rationing cards, for distribution to residents of this county. Dates of the distribution are to be announced later.

Fulton county received 19,000 of the rationing cards.

[The News-Sentinel, Wednesday, March 4, 1942]

TEACHERS TO REGISTER CONSUMERS NEXT WEEK

Announcement was made this morning by local school authorities that city school pupils would enjoy a vacation Monday and Tuesday of next week in order to provide opportunity for the teaching staff to take care of the consumer registration for the government sugar rationing program.

Columbia and Lincoln grade schools are the sites for the consumer registration and the buildings will be open from 9:00 a.m. to 4:00 p.m. and from 7:00 to 8:00 p.m. Monday and Tuesday. For those who fail to register Monday or Tuesday, the hours between 4:00 p.m. and 8:00 p.m. Wednesday and Thursday will be used.

Either the father, mother, or any responsible adult may register for an entire family and receive the books for each member. Even though an individual or family have an excess of sugar

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on hand and would not at present be entitled to any sugar ration books, they are required to register.

[The News-Sentinel, Thursday, April 30, 1942]

TWP. SCHOOLS ASSIST IN REGISTERING FOR SUGAR RATIONING

Alf Carter, trustee of Rochester township, today announced the following time schedules for registration for sugar rationing in the three township school buildings:

Monday and Tuesday, May 4th and 5th - from 9 a.m. to 4 p.m., and from 7 p.m. to 8 p.m.

Wednesday and Thursday, May 6th and 7th - from 4 p.m. to 8 p.m.

The schools are Burton, Reiter and Woodrow and the registration work will be under the supervision of the PTA of these respective schools. Every head of the house in these communities is urged to register on any of the days above designated.

[The News-Sentinel, Saturday, May 2, 1942]

ADMINISTRATORS GET FINAL INSTRUCTIONS

The school site administrators, who will have charge of registering Fulton county residents next Monday and Tuesday, met at the court house last night and received their instructions and supplies, Earl Sisson, rationing chairman, stated today.

Schools will be open all day Monday and Tuesday to register people and distribute rationing books. Everyone is urged to register on those days. But for those who do not register then, the school will be open Wednesday and Thursday from 4 to 8 p.m.

Following are listed the school site administrators:

K. V. Jones, Columbia school, George Riddle, Lincoln school, both for Rochester city; H. A. Guise, Leiters Ford school, Aubbeenaubee township; Dwight Gallipo, Fulton school, Liberty township; Mack Tucker, Talma school, Newcastle township; Margaret Newman, Richland Center school, Richland township; Van Tuyl Gillespie, Kewanna, Union township; R. H. Rayburn, Grass Creek, Wayne township; Mrs. William Belcher, Burton school, Everett Best, Reiter school, Devane Felts, Woodrow school, all for Rochester township.

[The News-Sentinel, Saturday, May 2, 1942]

4,290 PEOPLE GET RATION BOOKS MONDAY

Fulton county sugar users flocked to the several points of registration Monday to secure their individual copies of War Ration Book No. 1, which became effective today for one pound of sugar to each individual during the period ending May 1.

In the twelve county schools where registrations were made, 4290 persons applied for ration books, 4,127 were issued and 163 were refused because of sugar reserves in their possession. These persons will be ineligible for ration books until such time that present stocks in their possession are reduced to the prescribed minimum of two pounds for each individual in their own family groups.

Supt. of the City Schools, Fred Rankin, today announced that 2,093 family heads or representatives registered at the Lincoln and Columbia grade schools Monday and up until noon today applicants were still coming in at a brisk rate.

Because of heavy sugar purchases last week, ration officials hinted today that investigators may question certain persons who failed to declare these purchases.

According to reports, today's registration promises to exceed that of Monday. The registering period will continue daily until Thursday in an effort to catalogue all of Fulton county's sixteen-thousand-odd sugar users. Those who fail to register before 8:00 p.m. Thursday, will be denied ration books for a period of two weeks following that date. All persons who fail to register between now and Thursday evening must apply to the local rationing board for ration books, officials point out.

[The News-Sentinel, Tuesday, May 5, 1942]

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RATIONING, TIRES [Fulton County]

See World War II

TIRE RATIONING BOARD WILL BE SET UP HERE

County Civilian Defense Director, Capt. O. I. Minter, today announced that following notice from the State Defense Director, a Tire Rationing Board, to function as agents of the Federal government, will soon be set up in Rochester. Members of the board are to serve without pay, it was stated.

The board is to consist of from three to five members, who will pass on applications for tires. Under regulations, no person retailing tires can serve on the board.

Capt. Minter stated that it is expected Fulton county will be given a monthly tire quota and certificates for new tires must be kept within this allowance.

[The News-Sentinel, Monday, December 29, 1941]

COUNTY TIRE-RATIONING BOARD NOW IN OPERATION

A meeting of the Fulton County Tire Rationing Board together with the county tire inspectors was held in the City Hall at Rochester, Tuesday evening, at the call of County Defense Director H. J. Halstead.

The purpose of the meeting was for the placing in operation of the county-wide tire rationing machinery. Instructions received from federal offices were given to the tire-rationing board and the various inspectors and today the entire set-up is prepared to receive applications for tires.

Where To File Applications

Applications may be presented to George P. Buchanan, Rochester; Ermal Shine, Kewanna, and Joe Bidwell, Akron.

Following is the list of individuals and business concerns which will have priority rights in the distribution of each county's allotment of new tires and tubes: - - - - - .

[The News-Sentinel, Wednesday, January 7, 1942]

RAVENCROFT

[see Reciprolite]

RAVENCROFT, HOLDEN [Rochester, Indiana]

Holden Ravencroft has arrived home from the Bremerton Navy Yards in Washington. He has received his discharge from the navy.

[Rochester Sentinel, Saturday, June 4, 1921]

HOLDEN RAVENCROFT WINS STATE'S EDITORIAL TEST

A local High School student today comes into state-wide publicity through winning the highest honors in the State's Editorial writing contest conducted by the State Board of Education, of Indianapolis. The winning editorial which was captioned "School Banking" was published on the Nov. 17th issue of the News-Sentinel in the Station R.H.S. columns.

News of Ravencroft's good fortune was broadcast Thursday evening from station WFBM Indianapolis. Besides the honorary award the local student also receives a worth-while cash prize. The following story taken from the front page of today's Indianapolis Star, gives the details of the contest and reproduction of the outstanding editorial.

"Holden Ravencroft, student of the Rochester high school, with his editorial on 'School Banking' in the Rochester high school paper, Station R.H.S., has been judged winner of first place in the state high school editorial contest for the week of Nov. 15, according to announcement from the office of Dr. Henry Noble Sherwood, state superintendent of public instruction. The contest, being conducted under auspices of The Indianapolis Star in co-operation with the state department

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of public instruction and the Indiana High School Press Association, will continue eight weeks. This is the fourth announcement.

“Young Ravencroft urges in his editorial that school banking, which has been successful in his own school, - - - He will be awarded \$15 by The Star.

Ravencroft's editorial follows: - - - - - .”

[The News-Sentinel, Friday, December 10, 1926]

RAVENCROFT, RALPH [Rochester, Indiana]

See: Patents and Inventions

Manager Ray Shanks of the K. G., has finally persuaded Ralph Ravencroft, the well known local comedian, to appear with his three sons in vaudeville, Wednesday and Thursday evening of this week, according to an announcement made Monday.

Mr. Ravencroft has been at his home on the east side of the lake since he closed a successful winter season in stock at Detroit where he had been taking a leading part. The Ravencroft boys, age eight, 10 and 12, have been given vocal training by their father and on several occasions have taken minor parts. Their program at the local theater will consist of songs, recitations and monologues. Mr. Ravencroft has announced that he will repeat his famous A.B.C. recitation.

Mr. Ravencroft intends to go into vaudeville and will, with his sons, play a few engagements in surrounding towns when school is out. The boys, according to persons who have heard them, form a good quartette with their father. As they are very well known in Rochester, they will undoubtedly draw capacity houses for the two nights.

[Rochester Sentinel, Monday, May 3, 1915]

RAVENCROFT BOYS' STUNT OVER IN BIG LEAGUE STYLE

Ralph Ravencroft and his three sons, Holden [RAVENCROFT], John [RAVENCROFT] and Edward [RAVENCROFT], aged respectively 12, nine and eight, put on a vaudeville stunt that “went over big” at the Kai Gee theater Wednesday night, playing to several packed houses.

Together with their father, the boys form a quartet that really does sing, their comedy numbers being especially good. “Home Sweet Home,” “Rose of the Mountain Trail,” “You Wore a Tulip etc.,” and other numbers were all rendered cleverly by the quartet, the boys showing themselves already past the amateur stage. A big future is predicted for them. Mention should be made of the “A.B.C.” specialty and the five reel picture, “How Casy Made Good.” The quartet is on again tonight.

[Rochester Sentinel, Thursday, May 6, 1915]

RALPH RAVENCROFT

Everybody likes Ralph Ravencroft for he never holds his head aloft, nor peers into the sky while he is passing by. He don't run a peanut stand - he's an actor true and grand, but when it comes to threshing time Ralph grabs a pitchfork and falls in line. He mingles with us rubes and makes us feel like rural dudes - his wife and three boys are as interesting as Eddie Foy's. Some say he deserves rank as a second Luther Burbank - say how he's liked at home because fame does not swell his dome. - - - FRANKLIN EDWIN CARITHERS.

[Voice of the People, Rochester Sentinel, Wednesday, June 9, 1915]

GIVES UP STAGE TO MAKE THIS OLD WORLD BRIGHTER

Ralph Ravencroft, Rochester's versatile citizen, has given up the stage for the winter to take up the manufacture of metal polish and for the past two months has been Fording over the state selling to retail trade. The polish is manufactured in this city under the direct supervision of

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the Ravencrofts and is known to the trade as Col-Lus-Tro. Mr. Ravencroft says that the formula by which this polish is made has been in his possession for 23 years, and incidentally remarked that it was the only powder polish on the market for silverware and such that is worth a darn.

[Rochester Sentinel, Monday, December 6, 1915]

RAVENCROFTS WILL RETURN

Ralph Ravencroft and his boys have been secured by the Kai Gee theater for a return engagement next Tuesday and Wednesday nights, and as they have appeared in many cities and towns since being here, their act is expected to be much better than before, when it was very good. They have played many return engagements and will soon appear for the second time in Peru. Their repertoire is practically new and their reception will probably be enthusiastic.

[Rochester Sentinel, Friday, January 7, 1916]

4 RAVENCROFTS DIVIDE HONORS WITH MRS. CASTLE

The first installment of the serial picture, "Patria," shown at the Paramount Monday evening, was well received by several capacity crowds. A feature of the picture, which is produced by the Whartons of New York, is the appearance of Mrs. Vernon Castle with the former local girl, Mrs. Bess Emrick Wharton. The four Ravencrofts, an added feature, were highly entertaining in their singing act and received numerous encores. They rendered classical as well as popular selections. Special mention is made of the ukulele imitation.

[Rochester Sentinel, Tuesday, April 3, 1917]

RAYMER, ED [Rochester, Indiana]

See Raymer & Henry

OPENS BARBER SHOP

Ed Raymer today announced that he had opened the Felty Barber Shop at 514 North Main Street and would continue the shop in operation. Mr. Raymer was employed in local tonsorial parlors for a number of years but for the past 18 months has been working in a barber shop at Knox.

[The News-Sentinel, Friday, August 20, 1937]

RAYMER, FRANCIS [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Francis Raymer)

See: Service Men, World War II, Letters (Second Letter From Francis Raymer)

FRANCIS RAYMER BEING HELD AS JAP PRISONER

Francis Raymer, former resident of this city, who has been a prisoner of the Japanese since the capture of Guam Island on Dec. 10, 1941, is now being held in an internment camp in Japan, a postcard mailed last March to his mother, Mrs. Florence Ramer, of Knox, revealed today.

This card was the first communication his mother has received from him in over a year. He said that he is working as a shoe cobbler in the prison camp and is safe and well. He also said that he had just received (in March) a letter from his mother, mailed nine months before. His sister, Mrs. Howard Bunn, resides in this city.

[The News-Sentinel, Tuesday, August 17, 1943]

COXSWAIN FRANCIS RAYMER REMEMBERED BY PRESIDENT

A local man, Coxswain Francis M. Raymer, 317 Fulton avenue, son of Mrs. Florence Raymer, and recently repatriated from a Japanese prison camp where he spent three and one-half years behind barbed wire, on Monday received what is perhaps one of the most highly prized

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epistles ever to reach him. It is a letter written at the White House, Washington, D.C., and signed by the President. It follows:

THE WHITE HOUSE
Washington
27 Nov. 1945

Dear Francis Marion Raymer:

It gives me special pleasure to welcome you back to your native shores, and to express on behalf of the people of the United States, the joy we feel at your deliverance from the hands of the enemy. It is a source of profound satisfaction that our efforts to accomplish your return have been successful.

You have fought valiantly and have suffered greatly. As your Commander in Chief, I take pride in your past achievements and express the thanks of a grateful Nation for your services in combat and your steadfastness while a prisoner of war.

May God grant you happiness and a successful future.

Harry S. Truman

Raymer, who was captured at the fall of Guam on Dec. 10, 1941, expects to return to Navy service as soon as his present rest leave is finished. He plans to remain in service until eligible for retirement.

[The News-Sentinel, Tuesday, December 4, 1945]

RAYMER & HENRY [Rochester, Indiana]

See Raymer, Ed

[Adv] THIS IS TO ANNOUNCE I have sold a half interest in my barber shop to Mr. Geo. Henry. - - - Ed Raymer & Geo. Henry Barber & Beauty Shop, North Side Barrett Hotel.

[The News-Sentinel, Wednesday, March 20, 1935]

RAY'S EAT SHOPPE [Rochester, Indiana]

Also see L. E. & W. Restaurant

CAFE IS NAMED

"Ray's Eat Shop" is the name of the Myers cafe across from the postoffice, and the winner of the contest was William Sheean, employee of the bridge factory, who won the meal ticket. Second prize, for the name "The Eat Shop," - a box of candy - awarded to Miss Hazel Hunneshagen. Third prize was won by Fred Miller, who proposed the name "Ray's Cafe." The prize 25 ten cent cigars. The judges were William Howard, Frank McCarter and Lynn Lavengood.

[The News-Sentinel, Thursday, January 14, 1926]

[adv] Good Eats and Home-Cooking . . . Ray's Eat Shoppe, West of Postoffice.

[The News-Sentinel, Rochester, Indiana, Monday, January 25, 1926]

MYERS RESTAURANT CLOSED

The Myers restaurant will close its doors this evening after the dinner hour it was announced by the owner, Mr. Ray Myers. He stated that business had been so poor of late that he was no longer justified in keeping open. He stated that he would dispose of his fixtures and equipment at private sale and would seek work in other lines of employment but did not state just what he intended to do.

[The News-Sentinel, Tuesday, January 11, 1927]

REAHARD, RUSSELL [Akron, Indiana]

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[Adv] For Successful Sales get RUSSELL REAHARD Auctioneer. Akron, Ind. Phone 172.

[News-Sentinel, Tuesday, January 6, 1925]

REAL ESTATE AGENT [Rochester, Indiana]

Joseph Ault, Rochester. Real Estate agent.

[Rochester *Sentinel*, Saturday, February 14, 1863]

Land For Sale . . . J. W. Blatchley. Rochester, May 2, 1864.

[Rochester *Chronicle*, Thursday, May 12, 1864]

REAM, ANNA [Rochester, Indiana]

CITY'S IDEAL BEAUTY SHOP

Mrs. Anna Ream, who has opened a beauty shop in the flat over Marsh's grocery, has a shop that is rated among the finest in the state and the work she is putting out is daily drawing her a fine patronage. Every department is complete in itself, of a decidedly exclusive nature and neat in the extremest sense of the word. Everything is new and modern throughout, which makes it possible for Mrs. Ream to carry out in detail any and all of the latest beauty ideas, which she gathered while a student in a noted Chicago beauty shop school.

[Rochester *Sentinel*, Friday, September 20, 1912]

REAM, GEORGE "BUCK" [Rochester, Indiana]

George Ream, better known as "Buck" will arrive home Friday morning, from Colorado Springs, where he has been filling the position of second base man and pitcher the whole of this season.

[Rochester *Sentinel*, Wednesday, September 18, 1901]

REAM, "NANNY" [Rochester, Indiana]

"Nanny" Ream is now playing second base in the Colorado Springs team of the western League. He seemed to be unable to win in the box, although he played good ball. The sporting news speaks of him as an excellent man on second and he has been doing good batting.

[Rochester *Sentinel*, Wednesday, July 24, 1901]

REAMES CAFE [Rochester, Indiana]

PALM CAFE IS SOLD TO BERT REAMES OF PULASKI

Announcement was made today that the Palm Cafe at 608 North Main Street has been sold by Mrs. Versa Metz Mills to Bert Reames of Pulaski. The deal was made yesterday and the new proprietor took possession of the cafe this morning. He will continue to operate the restaurant. Mr. Reames plans to rename the restaurant to that of the Reames Cafe. Mrs. Mills has no immediate plans for the future.

[The News-Sentinel, Tuesday, January 2, 1934]

CAFE AT 610 NORTH MAIN STREET IS SOLD

The cafe at 610 North Main Street which has been operated for the past few months by Bert Reams, has been sold to Miss Jessie Harding, Mrs. Moneta Harding and daughter, Olive, all of Fulton. The purchasers have taken charge of the cafe. They are experienced restaurant

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operators and will specialize in serving home-cooked foods. Mr. Reams has returned to his former home at Star City where he will be employed.

[The News-Sentinel, Wednesday, May 23, 1934]

REARICK, SAMUEL [Aubbeenaubbee Township]

BIOGRAPHY

Samuel Rearick. - In the person of this man we meet one who has passed the half-way point in life by several years, and who now travels the decline, yet battles with time for many years to be added to his life. He was born in Union County, Penn., December 15, 1815, and is the son of William and Barbara Rearick, both natives of the same county and State as their son. Samuel is of German descent and is the eleventh of a family of thirteen children. He has a good common school education and has been a farmer most of his life. At the age of twenty-one years, he went from his home to Sandusky County, Ohio, and in 1849 came to Fulton County and located where he now lives. He has been a very hard-working man, and as a result of his labors, has a fine farm in a high state of cultivation, which he has made from the heavily timbered land of that section of the county. He was married in 1838 to Susanna Hendricks, a native of Fayette County, Ohio; she was born January 9, 1821, and is the daughter of Jacob and Elizabeth Hendricks, both deceased. Their family consists of twelve children, named as follows: Barbara, Elizabeth, Israel, George, Jacob, Samuel, Jr., Susanna, Sarah, John, William, Catharine and David. While Mr. Rearick was compelled to labor very hard for the support of so large a family, he is now repaid by having sons and daughters grown to manhood and womanhood, who honor him in the decline of life; and, too, he has by industry made a comfortable home in which to spend his remaining years respected by his neighbors and known to all as one of God's honest, upright men.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 34]

RECIPROLITE

ROCHESTER MAN RECEIVES PATENT ON AUTO LIGHT

A patent was received from the U. S. Patent Bureau, Washington, D.C., late yesterday, issued to Ralph J. RAVENCROFT, this city, covering exclusive rights for the manufacture of an auto road lighting device which is so designed to make night driving as safe as that of the day time. Although less than a day's time has elapsed since Ravencroft has been granted a patent, he is being literally swamped with attractive offers for the purchase of patent rights.

The appliance which will be marketed under the trade name of 'Reciprolite' will be mounted on the left front fender of any or all types of motor driven vehicles, encased in an attractive housing which extends approximately four inches above the fender. In the interior of the housing which is attached with a universal joint, are two separate lighting units or bulbs which emit their beams of light through reflector tubes.

One beam of light is cast to the right side of the road and ahead of the car, while the other is carried in direct right angle with the line of travel at the left of car. With universal joint mounting these beams can be set for any desired angle thus eliminating all glare which has been a menace to night driving, yet still giving a clear vision on both right and left sides of the highway. The 'Reciprolite' can be used either separately or in connection with the usual standard equipment headlights, operating directly from the regular ignition system.

Ravencroft, who is a traveling salesman, plans to sell open royalty rights to all of the automobile manufacturers and it is believed the new device will soon become a standard equipment in every state in the union.

[The News-Sentinel, Rochester, Indiana, Saturday, May 2, 1931]

RECKNER, G. H. [Rochester, Indiana]

NEWS OF THE DAY

G. H. Reckner, who was landlord of the Jefferson hotel five years ago, has opened up a restaurant in the room recently vacated by the ten cent store.

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[Rochester Sentinel, Friday, January 22, 1904]

RECRUITING OFFICE [Rochester, Indiana]

NEW RECRUITING OFFICE

"Men wanted for United States Army," so says a huge blue flag, which hangs from a window in the Masonic block. Mr. Ralph Cranford, of Indianapolis, has located an office here for a month, with the purpose of recruiting men for the United States army.

Any able man between 18 and 35 years may enlist and enter the service at once. Special inducement is offered to pharmacists, musicians, electricians, bakers, teamsters, barbers, carpenters, blacksmiths, farriers and mechanics.

[Rochester Sentinel, Monday, September 7, 1908]

RECTOR, FRANK [Culver, Indiana]

See: Patents and Inventions

RED CROSS

See: American Red Cross

RED CROSS DRUG STORE [Rochester, Indiana]

Ed Fieser has just installed a very handsome \$2,000 double soda fountain in the Red Cross drug store.

[Rochester Sentinel, Friday, April 22, 1904]

ED FIESER SELLS DRUG STORE

A transaction was closed yesterday afternoon in which Edward Fieser sold his drug store on the corner of Main and Seventh street to S. W. Newby of Peru.

Mr. Fieser has been in ill health for quite a while and had been wanting to sell out and go into a business where he could be out of doors a great deal of the time. So he will go into the carriage business with his father, John Fieser, and they will conduct their shop in the room one door north of the drug store.

Mr. Newby, the new proprietor, is a genteel man, and experienced in the drug business having had twenty years practical work. He comes from Peru and will move his family here soon. Mr. Newby will continue to treat patrons in the courteous manner that they have always received at the Red Cross drug store and will be pleased to meet new acquaintances.

[Rochester Sentinel, Tuesday, April 30, 1907]

RED LION STORE [Rochester, Indiana]

[Adv] FLASH - Red Lion Store, 612 Main Street. New batteries, guaranteed 1 year \$4.55, exchange. 30x50 tires, 6 ply, \$4.50. Also used tires, used batteries and used auto parts.

[The News-Sentinel, Friday, March 30, 1934]

RED ONION, THE [Rochester, Indiana]

See Churches - Open Door Mission

RED WING, THE [Lake Manitou]

See Lake Manitou Boats

REDINGER, LLOYD [Rochester, Indiana]

See: Louderback Garage

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REDINGER, WAYNE [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Wayne Redinger)

REDMAN RESTAURANT [Rochester, Indiana]

SHANKS CAFE SOLD TO ATTICA PARTIES

Mr. and Mrs. Roy Shanks, Friday afternoon sold their cafe to Mr. and Mrs. Peter REDMAN of Attica, Ind., who took possession at once. Mr. and Mrs. Shanks will probably take charge of one of the Lake Manitou hotels. The new owners have had several years experience in the restaurant business. They said that they came to Rochester because they liked the city.

[Rochester Sentinel, Friday, March 30, 1917]

REDMON FIBRE REED WORKS [Akron, Indiana]

W. C. Redmon and Sons, who formerly operated a basket factory at Akron, have started the manufacture of fibre reed furniture at the Akron factory to be known as the Redmon Fibre Reed Works. The factory at Akron will be a branch of the one in Peru operated by the Redmon Company.

[The News-Sentinel, Rochester, Indiana, Tuesday, October 29, 1929]

REDPATH CHAUTAUQUA [Rochester, Indiana]

The Redpath Chautauqua was a regular summer visitor and set up tent on a lot at 415 West Eighth street where the residence built by Postmaster Dean Neff now stands. The winter months brought the best of lecture course talent year in and year out. Rochester was really a mecca for high class entertaining.

[Earle A. Miller, *The News-Sentinel*, Monday, August 25, 1958]

REECE, HAROLD [Rochester, Indiana]

BUYS GROCERY

Ronald Powell, of this city today purchased and assumed active management of the Harold Reece grocery store, located on West Third street, this city. The business was formerly known as the Brower grocery. Reece has not announced his plans for the future.

[The News-Sentinel, Wednesday, February 6, 1935]

REED, ALMETTA [Rochester, Indiana]

See: Wile Department Store

REED, ED [Rochester, Indiana]

See: Rochester Laundry

REED, ELLIS E. [Rochester, Indiana]

NEWS OF THE DAY

Try the North End feed store for baled hay, straw, flour and all kinds of ground feed, coal oil etc. Phone 474. ELLIS E. REED.

[Rochester Sentinel, Tuesday, April 17, 1906]

NORTH END STORE SOLD

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Announcement was made late Thursday of the sale of the Ellis Reed grocery on North Main street to John Marshall and son William. The new firm will take possession at once and continue business at the old location with a full line of staple and fancy groceries.

Mr. Reed is undecided as to his next venture at present, but says he will probably resume his lightning rod business in the spring.

[Rochester Sentinel, Saturday, January 4, 1913]

BUYS PROPERTY

Ellis Reed has purchased the property at 216 North Main Street, now known as the Antique Tea Room. This makes the third time that Mr. Reed has owned this property.

[The News-Sentinel, Tuesday, August 13, 1929]

MOVES STORE

Loftlee B. Vanata has moved his bargain store in Kewanna to Rochester and has leased the room at 512 North Main street for many years occupied by Ellis Reed who moved into the "loop" several weeks ago. Mr. Vanata deals in new and used furniture.

The News-Sentinel, Saturday, March 9, 1940]

KARL GAST ACQUIRES ELLIS REED BUSINESS

Ellis Reed, for many years owner and operator of the Reed Furniture store, 619 Main street, on Wednesday announced the sale of his business to Karl Gast of Akron, who will take possession April 1.

Gast is at present operating stores in Akron and Kewanna. He plans several changes in the Rochester store, it is said.

[The News-Sentinel, Thursday, February 8, 1945]

REED, J. HOWARD [Fulton County]

BIOGRAPHY

J. Howard Reed was the son of Emanuel Reed, a soldier in the Civil war with the rank of corporal in the Pennsylvania troops. He saw much service and was wounded several times. He came out from Pennsylvania to Fulton county in 1865 and bought eighty acres of land which he cleared and cultivated. He was by trade a carpenter and worked at it coincidentally with his farming. He served one term as county clerk in 1886 and then engaged in business. His wife, the mother of the subject of our sketch was Miss Katherine Perschbaucher and was of German birth whose family had long been dwellers in Newcastle township. This couple had seven children: George, Jacob, Lee, Almetta, Loulu, Clara, and Howard. Howard Reed was born June 10, 1869, in Newcastle township, Fulton county, and was married August 31, 1892, to Miss Eunice Trimble by whom he had three children: Robert, Donald, and Joseph. The Trimble family settled in Rochester when it was a small village. They are of Irish stock and when coming West brought with them their live stock, driving it all the way from the East. The father, John Trimble, and brother William, went West during the gold rush in 1849 and experienced many exciting adventures in the five years during which he remained in California, some of them battles with the Indians. J. Howard Reed, is a general farmer and raises full blooded stock. He has served the public in various capacities. Was elected township trustee, serving six years and eight years later was elected for another term of four years. He was educated at DePauw University and has been a teacher in the county schools. Four years were spent in the West mining and prospecting from British Columbia to New Mexico. Other positions filled by Howard Reed with credit are district treasurer, county chairman and member of the council of defense during the late World war. Besides this he has twice been nominated for county auditor all of which goes to show that he is appreciated by his fellow citizens.

[Henry A. Barnhart, *Fulton County History*, pp. 262-263, Dayton Historical Publishing Co., 1923]

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REED, JAMES C. [Liberty Township]

BIOGRAPHY

James C. Reed was born September 10, 1866, the son of John V. and Ella E. (Izzard) Reed, he of Ohio and she of Indiana. John V. had come with his parents who lived about a mile and a half from the present home of the subject of this sketch. The grandfather acquired a tract of land, entering a part of it and purchasing a part and clearing all of it. To this home in the woods came John V. Reed a boy of eleven, aiding his father about the farm, helping lay out a road into Fulton and going to the local school when there was one to go to. The old grandparents died on this farm and their son John V. continued to work at agriculture sometimes on his own land and sometimes elsewhere. He was a prominent man in the community and much looked up to for advice on many subjects. When he became too old for active work he removed to Fulton and was appointed postmaster, which place he held for several years. He lived to the ripe age of 82. His wife is still living at the present writing and makes her home with her son the subject of our sketch. There were three children in the John V. family: Emsley L., Francis (died an infant) and James C. John V. Reed was always active in local affairs, was township assessor and took the census of Liberty and Wayne townships. He served in the Civil war and was a prisoner at Libby prison. A brother, James Reed died in Andersonville prison. A goodly heritage of loyalty and bravery to bequeath to the son and nephew of whom we write. The farm of James C. consists of 143 acres where he pursues general farming. His wife was Miss Bertha L. Doud a native of Kansas, daughter of Lucian Doud and their family consists of three children, Lydia (now Mrs. John Rans), Clarence, Emmor, of whom all are living. James Reed has always been a staunch Republican. On the paternal side his ancestors were Richard M. and Elizabeth (Vanblarigan) Reed, both of Ohio. On the maternal side of Mr. Reed's family we find his grandparents were Jabes and Margaret J. (Calloway) Izzard both of Ohio, he of Wayne county and she of Decatur county. She came as a girl to Fulton county the daughter of Charles and Ella (Garton) Calloway, both pioneers in the early days of Indiana. On the other side of the family tree were Lucian Doud the father of Mrs. James Reed, who was the son of Lorenzo and Lydia (Hicks) Doud who came from New York as pioneer settlers, cleared a farm in the virgin lands of Indiana and lived and died there respected by all. Lucian Doud married Miss Sarah E. Robins of Miami county, daughter of Emmor D. and Alice (Clendenning) Robins she from Ireland and he of North Carolina. Two brothers of Lucian Doud, Arthur and Albert served in the Civil War and the former was killed at Kenesaw Mountain. The family of Lucian Doud were Bertha, Arthur E. and Alvin, all still living. Except four years in Kansas Lucian Doud and family lived in Miami county until 1881 when they moved to Mud Lake, Liberty township in Fulton county which continues to be their present home.

[Henry A. Barnhart, *Fulton County History*, pp. 261-262, Dayton Historical Publishing Co., 1923]

REED, MYRON C. [Rochester, Indiana]

See: Service Men, World War II, Letters (Two Letters From Myron Reed)

See: Service Men, World War II, Letters (Third Letter From Myron Reed)

REED FEED STORE [Rochester, Indiana]

[Adv] Coal. Good Hocking Valley Coal Delivered to any part of town. \$4.50. Chas. Reed.

[Rochester Sentinel, Saturday, January 19, 1907]

[Adv] Flour, Wood, Coal, Hay, Straw, Corn and Feed of all kinds delivered on telephone orders. CHARLES REED. Phone 474. N. Main St.

[Rochester Sentinel, Tuesday, April 28, 1908]

CHARLES REED FEED STORE SOLD

Re

A deal was completed Tuesday afternoon whereby Fred Reese of this city became the owner of the Charles Reed feed and fuel store at the north end. Mr. Reese took possession today and will endeavor to make a success of the business, which has been built up in the few years that it was operated by Mr. Reed. Mr. Reese has been in the restaurant business in Rochester for the past few months, but sold his interest in the North End bakery Monday to his partner, Mr. Mutchler. Mr. Reed, the retiring owner of the feed store, has not fully decided as to what he will do but will remain in Rochester, where he expects to re-enter business of some kind.

[Rochester Sentinel, Wednesday, July 10, 1912]

REED FEED STORE HAS CHANGED HANDS

Charles Reed recently sold his feed store on North Main street to Wm. Kennell and William and Clarence Garner who will extend the line to include automobile tires and accessories. The new owners have had considerable experience and will conduct an up-to-date business. [NOTE: See Rochester Feed Store]

[Rochester Sentinel, Friday, August 5 1921]

REED FEED STORE IS TO BE OFFERED AT AUCTION

The feed store in the five hundred block on North Main street, operated for many years by the late Charles Reed, was sold today to the Fulton County Community Sales Company owned by Levi Moore.

The stock of goods in the Reed Store which includes over 1000 items will be offered for sale at public auction Saturday at the sales company's barn at the [SE] corner of Fifth and Main Streets.

In the items offered for sale will be feeds of various kinds, poultry remedies and all of the fixtures of the store including counters and scales.

[The News-Sentinel, Wednesday, November 25, 1936]

REED SECOND HAND STORE [Rochester, Indiana]

Located 500 block of N Main, "just north a few doors from the Shore & Wilson store."

Operated by Ellis Reed and his son Fred Reed.

BUYS SECOND-HAND STORE

Ellis Reed, who has been residing in Argos and Elkhart, has returned to Rochester to make his home, having bought out his son, Fred's second-hand store at 500 North Main street.

The elder Reed will make several improvements in the business, it was stated.

[The News-Sentinel, Saturday, May 11, 1929]

On Nov. 23, 1923, I leased the large room below the Moose Hall, formerly known as the Academy of Music (corner of 5th & Main), once a very prominent theatrical hall. This was built in 1877. I was privileged to see this block and several others under construction. I spent several years in the room just mentioned, then moved to the south end of the block in the Fromm building and my business grew until I saw the need of more and better space.

Then I moved my store to 619 Main Street, where I carried a large stock of fine new furniture, where I enjoyed a fine business until Apr. 2, 1945, when war and physical conditions plus age, seemed to tell me I had done enough. Thus I retired at the age of 80, and sold the store to Karl Gast, who is doing a nice business.

[Frederick Barnhart Miller Family, Malcolm Miller, *Fulton Co Folks*, Vol. 2, Willard]

REED & MARSHALL [Rochester, Indiana]

Re

Rochester is to have another feed store. The proprietors will be Ellis Reed and John Marshall, who will open for business on North Main street.

[Rochester Sentinel, Monday, September 2, 1912]

REED & PERSCHBACHER [Tiosa, Indiana]

FOR SALE OR RENT

Hotel and Barn, small capital required. Good trade and no opposition. Inquire of REED & PERSCHBACHER, Tiosa, Ind.

[Rochester Sentinel, Wednesday, April 16, 1890]

REED & TRIMBLE [Rochester, Indiana]

Suitable for Christmas - The Dexterity Photo and Portrait Co. over Noftsgers' Feed store
---- J. H. REED, J. J. TRIMBLE, Proprietors.

[Rochester Sentinel, Friday, December 9, 1898]

REEDY, GEORGE S., D.D. [Kewanna, Indiana]

BIOGRAPHY

George S. Reedy, D.D., the beloved pastor of the Kewanna Methodist Episcopal church, was born in Knox county, Indiana, in 1875, the son of John and Julia (Bicknell) Reedy. John Reedy was a farmer and served for two and a half years in the Union army during the Civil war. He and his wife were members of the Baptist church, and they both died in 1880, leaving five children, being buried in the I.O.O.F. cemetery at Bicknell, Indiana. Mr. Reedy grew up on a farm and preceding his college course taught school six years. George S. Reedy was educated in the graded and high schools of his home community and in DePauw University, from which he graduated in 1904. The degree of Doctor of Divinity was given him by Oskaloosa College. The first year of his ministry was spent in Terre Haute, Indiana, where he continued four years. In 1916 he was assigned to the pastorate of the Kewanna Methodist Episcopal Church where he has been for seven years. Reverend Reedy married Sadie Dunning and to them has been born one child, Paul Honeywell. Mrs. Reedy is a member of the W.F.M.S. and the W.H.M.S. and is also superintendent of the Cradle Roll in the church. Reverend Reedy is known throughout the county as an eloquent and forceful speaker and he is highly respected by his congregation.

[Henry A. Barnhart, *Fulton County History*, pp. 263-264, Dayton Historical Publishing Co., 1923]

REES, MILTON O. [Rochester, Indiana]

MILTON O. REES (Biography)

Milton O. "Milt" REES is a native of Pulaski county where he was born 45 years ago. In 1866 he came with his parents to Fulton county and has ever since resided here. For several years he was "conductor" on a Michigan Road stage in summer and a student at Notre Dame in winter. He engaged in cabinet making under C. HOOVER, in 1869 and followed that business for eleven years. Then he clerked in a shoe store two years when he purchased an interest in the Woolen Mills and managed them until 1884 when he entered the county Clerk's office as deputy under Mr. WALKER, and served in that capacity until 1890, when he was elected clerk and served four years. He took an active interest in democratic politics and is chairman of the county central committee at this time. He married Miss Margaret I. HOOVER and they have had ten children, five of whom are living. Mr. Rees has just finished a fine new residence and is giving his attention to his duties as president of the Rochester Improvement Company.

[Rochester Sentinel, Friday, September 20, 1895]

REES, MYRON L. [Rochester, Indiana]

STATE PARK SYSTEM PROVES MOST POPULAR

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Public land and state parks under the supervision of the Indiana state department of conservation were a source of outdoor joy and pleasure to more than a million persons in 1935. They are under the direction of Myron L. Rees, of Rochester, a graduate engineer and landscape architect, who is director of state parks, lands and waters in the State Department of Conservation.

* * * * Photo, Myron L. Rees, Director * * * *

In 1936 Indiana's state parks attracted 770,000 paid admissions which is 135,000 more than ever before. This goes a long way toward making Indiana's park system partly self-sustaining. Last Fall, a count was taken and it was found that about 46% of the visitors to the State Parks in a two week's period were families from neighboring states of Illinois, Michigan, Ohio and Kentucky. Dunes State Park and Turkey Run are holiday havens for visitors from Illinois. Pokagon on Lake James draws visitors from Ohio and Michigan. Clifty Falls and McCormick's Creek parks bring them in from Kentucky. The Nancy Hanks Memorial and the Pioneer Village at Stone Mill park bring visitors from all over the country.

In the past three years that Mr. Rees has been director of parks, vast improvements have been made. Most of these have been the fruit of labors performed by youths who have been enlisted in the Federal Conservation Camps. New shelter houses have been erected, roads built, picnic and camping area improved, water supplies and sanitation modernized and forestry work done. Pictures of such work in Indiana have been published in a national magazine, as an example for other states.

Prospects are that 1936 will be another million attendance year for the Hoosier state's park system. Chicago, Cincinnati, Louisville and other outside city newspapers long have been lavish in their praise of the Indiana state park system and its management.

Mr. Rees is a graduate of Earlham College and the schools of engineering and landscape architecture of The University of Illinois. He is a member of the Delta Tau Delta fraternity and is the son of Mrs. Margaret Rees of this city.

[The News-Sentinel, Tuesday, April 7, 1936]

MYRON REES RESIGNS STATE PARK POSITION

Indianapolis, April 21. - Resignation of Myron L. Rees as director of the division of state parks, lands and waters of the State Conservation Department, and appointment of Charles A. DeTurk as his successor, was announced yesterday by Virgil M. Simmons, conservation commissioner. The change will be effective tomorrow.

Mr. Rees is retiring as director of the division, to become operator of the new 76-room hotel now being completed at Spring Mill state park, Mr. Simmons said. As head of the state park division the last six years, Mr. Rees has had charge of extensive improvement programs in the parks and the park inns.

Attendance Doubles

Mr. Simmons said that during the period of Mr. Rees' administration, attendance at the parks has doubled. Facilities for this increased number of visitors have been provided and special attention has been given to operation of state park inns.

Mr. DeTurk has been state park engineer the last five years. He is a former resident of Martinsville and was graduated from the University of Illinois with a degree in landscape architecture.

Mr. Rees is a native of Rochester and also is a graduate of the University of Illinois.

[The News-Sentinel, Friday, April 21, 1939]

REES UNDERTAKER, MILTON [Rochester, Indiana]

[Adv] Furniture and Undertaking - - - East side of Main Street, sign of the Big Bedstead.

[Rochester, Sentinel, Saturday, April 7, 1877]

REES & TATHAM [Rochester, Indiana]

Re

WOOLEN FACTORY

Last Monday the ground was broken and the stakes set for the immediate erection of the new Woolen factory. . . The location, which is southeast of Jonas MYERS' new planing mill, just between the mill race and Mill Creek, is a desirable one. . . Mr. M. O. REES, our well known townsman, has associated himself in the enterprise with Mr. TATHAM. He proposed to furnish the entire outfit of machinery, if Tatham would erect the building. . .

[Rochester Sentinel, Saturday, October 20, 1883]

DISSOLUTION NOTICE

The co-partnership heretofore existing between M. O. Rees and John Tatham, in the woolen mill business, under the firm name of Rees & Tatham, is this day dissolved by mutual consent. All persons having claims against the said firm will present the same at once to M. O. Rees for settlement who is also authorized to collect all accounts due said firm. M. O. REES, JOHN TATHAM, Rochester, Ind., June 4th, 1884.

[Rochester Sentinel, Saturday, June 7, 1884]

REESE, BURL [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Burl Reese)

REESE, FRED [Rochester, Indiana]

CHARLES REED FEED STORE SOLD

A deal was completed Tuesday afternoon whereby Fred Reese of this city became the owner of the Charles Reed feed and fuel store at the north end. Mr. Reese took possession today and will endeavor to make a success of the business, which has been built up in the few years that it was operated by Mr. Reed. Mr. Reese has been in the restaurant business in Rochester for the past few months, but sold his interest in the North End bakery Monday to his partner, Mr. Mutchler. Mr. Reed, the retiring owner of the feed store, has not fully decided as to what he will do but will remain in Rochester, where he expects to re-enter business of some kind.

[Rochester Sentinel, Wednesday, July 10, 1912]

REESE, GENE [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Gene Reese)

See: Service Men, World War II, Letters (Second Letter From Gene Reese)

REESE, GERALD W. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Gerald W. Reese)

See: Service Men, World War II, Letters (Second Letter From Gerald W. Reese)

REESE, JUSTICE [Rochester, Indiana]

See: Rochester, Indiana [Historical Review]

REESE, MARGARET [Rochester, Indiana]

. . . the first frame house of any importance in Rochester was built by a Benjamin Benjamin and therein occurred Rochester's first murder. (The building still stands and is occupied by Howard Robbins' implement Store at 415 Main.) A Mrs. Margaret Reese lived in the house with her husband and later deciding that she no longer wished to abide in double harness, gave her lord and master broken doses of arsenic causing his death in a matter of two weeks. She was tried for murder but not convicted.

[Earle A. Miller, *The News-Sentinel*, Wednesday, June 10, 1959]

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REESE, MILT [Rochester, Indiana]

See: Rochester, Indiana [Historical Review]

REESE, WAYNE [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Wayne Reese)

See: Service Men, World War II, Letters (Second Letter From Wayne Reese)

REESE PROPERTY [Rochester, Indiana]

WRECKERS AT WORK OF RAZING OLD LANDMARK

Wreckers started Tuesday afternoon to tear down the two-story frame dwelling at 518 Main street known as the Reese property. This structure is a landmark of Rochester and was built in 1850 by Willie Alexander, a plasterer. Squire Reese acquired the property in 1860. Only two other dwellings on Main street are older than the Reese property, and they are the Holzman and the Mrs. Nancy Meyers homes. The oldest dwelling in Rochester erected in 1830 as a tavern is located on a lot just east of the Frank Barcus limehouse on North Main street. The Reese property has been condemned a number of times by the state fire marshal because it has in the fire zone.

[The News-Sentinel, Rochester, Indiana, Wednesday, July 6, 1927]

REGAL STORE [Rochester, Indiana]

See Schimmel, Cecil

BRUBAKER MARKET SOLD TO STANDARD PACKING CORP.

Walter Brubaker announced today that he has sold his meat market at the [SW] corner of Main and Ninth streets to the Standard Packing Corporation of Kokomo who have taken possession. The transfer was made this morning.

The Standard Packing Corporation operates a chain of meat markets in northern and central Indiana using only meats which are killed by them at the slaughter houses in Kokomo.

Other cities in which the Standard Packing Corporation has stores are Logansport, Peru, Wabash, Delphi and Monticello. The stores are operated as Regal Stores which is a cooperative buying organization.

The Standard Packing Corporation will not only carry a complete line of meats in the former Brubaker Market but also a full line of groceries.

Paul Randall, Kokomo, who has been employed in Regal Stores in various Indiana cities for the past three years has been named manager of the Rochester store.

Mr. Brubaker will continue to operate his garage at 913-915 South Main Street and to manage his farm south of this city in Road 25.

[The News-Sentinel, Friday, April 22, 1938]

HAROLD DAY BECOMES MANAGER REGAL STORE

Harold Day, of Wabash, took over management of the Standard Packing Company's Regal Store as Cecil Schimmel left the store to manage his new Evergreen Sandwich Shop, so named by the Rebekah Lodge in a recent contest.

The Regal Market will be remodeled and the stock will be enlarged.

Mr. Day will move his family to Rochester in the spring when school is out.

[The News-Sentinel, Monday, March 6, 1939]

REICHARD, ROBERT C. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Robert C. Reichard)

See: Service Men, World War II, Letters (Second Letter From Robert C. Reichard)

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REID, FRANK M. [Rochester, Indiana]

BIOGRAPHY

Frank M. Reid was born near Logansport, in Cass county, Ind., May 12, 1842, and is a son of William and Amanda Reid. The former was born in Virginia and died in Cass county, Ind., in 1862, and the latter was born in Ohio and died in Fulton county, Ind., in 1858. The mother's maiden name was Elam and her father was one of the first settlers and millers of Fulton county. For some time, in an early day, he operated a mill at the outlet of Manitau lake, where he ground corn for the Indians. The subject of this mention received a country school education, and then began learning the carpenter's trade. He had worked but one year (1860) when the war began and in 1861 he enlisted in company K, Forty-sixth Indiana volunteer infantry and served until June 30, 1865, when he was honorably discharged at Louisville, Ky. He was in many important battles and was a faithful and true soldier. The conflict over he again engaged in the carpenter's business, in which he has continued nearly all the time since 1865. Among the many buildings he has erected in Rochester, may be mentioned the Arlington hotel block, the Deniston building. He also helped to build the South school building and the residence of L. M. Brackett. The marriage of Mr. Reid occurred in 1862 to Miss Clarissa Reed, of Rochester, Ind. To this union are these two children: Leslie and Nellie. In politics he is an earnest supporter of the republican party. For five years Mr. Reid served as marshal of the city of Rochester. He is a member of McClung post, No. 95, G.A.R., and is also a member of the orders K. of H. and I.O.M. Mr. Reid has made his own way in life and is recognized as one of the leading carpenters, contractors and honorable business men of Rochester, of which city he has been a resident for many years.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, p. 121]

REID, LES [Rochester, Indiana]

NEWS OF THE DAY

Les Reed, who for many years has been with Zook & Shanks as head of the tinning department, is opening up a shop of his own in the rear of Newby's drug store. James Masterson has sold his stock and will accept a position with the Richardson Hardware Company as head tinner.

[Rochester Sentinel, Saturday, February 11, 1911]

[Adv] NEW TIN SHOP. Having been an employee many years, I am now very glad to state that I have a shop of my own in which to follow my trade. Friends and patrons will find me one door west of Newby's Drug Store where all work in tinner's line will be gratefully received and promptly done. LES REID.

REID, WILLIAM P. [Rochester Township]

BIOGRAPHY

William P. Reid, one of the native born pioneers of Fulton county, Ind., dates his birth in Rochester township June 11, 1839, and is a son of Daniel and Charity Reid, whose maiden name was Miller. The father of Mr. Reid was born in Preble county, Ohio, April 11, 1816, and died in Fulton county, Ind., Feb. 3, 1849; while the mother was born in Pennsylvania, Nov. 25, 1816, and died in this county Dec. 5, 1887. As early as 1837 the father of William P. entered 150 acres of land three miles southwest of Rochester and since its passing from the government has always been in the hands of the Reid family, and Mr. Reid has the first tax receipt for this land, which is in the following language: "Received of Daniel Reid one dollar and sixty-six cents, it being in full of his state and county tax for the year 1838. Robert Martin, Collector F. C." The subject of this biography grew to manhood upon the home land and was a pupil at the neighborhood school. The early death of the father compelled young Reid to help the mother earn a living for her family and at fourteen years of age with a yoke of oxen he put out and cultivated his first crop of corn. Mr. Reid has given the best years of his busy life to agricultural pursuits and now owns 170 acres of well improved land. In 1893 he rented his farm and wishing to avoid so much hard work bought a

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pleasant home about one mile from Rochester and here he now resides. He was united in marriage Dec. 29, 1887, to Miss Salina Tilton, who was born in Stark county, Ohio, Jan. 27, 1848. Mrs. Reid is a daughter of John and Sarah (McDowell) Tilton. The former was born April 7, 1811, and the latter Feb. 23, 1809. They were highly respected citizens and many years ago came to Cass county, Ind., where they died, the mother in 1876 and the father in 1877. In politics Mr. Reid is a democrat. He is one of the cautious, conservative men of this county, and the success he has attained has come through his own efforts. Mrs. Reid is a member of the Presbyterian church and they are among the highly respected citizens of this county. [NOTE: The surname was spelled "Ried" in this article, but this compiler has changed it to "Reid" conforming to the grave marker in the Rochester IOOF cemetery. - WCT]

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, p. 122]

REID & RADER [Rochester, Indiana]

[Adv] BUILDERS! Reid & Rader have opened a new tin shop in the commercial block, north side of the Court House, where they are prepared to do all kinds of tin work in a satisfactory manner. Tin Roofing and Spouting a Specialty. We also handle the best grade of Steel Roofing - - - REID & RADER.

[Rochester Sentinel, Friday, March 23, 1894]

REITER, H. A. "AD" [Rochester, Indiana]

See: Rochester Bands

REITER, JACOB M. [Rochester, Indiana]

GONE GLIMMERING

Since Jacob M. Reiter has opened his new dry goods store, the fancy prices ruling for dry goods have gone glimmering and a new scale of prices has been established that the people can afford to pay. Try him and see. Store opposite Academy of Music.

[Rochester Sentinel, Saturday, July 22, 1882]

REITER, M. [Rochester, Indiana]

[Adv] M. Reiter's is the place to buy the Cokey Boots! - - - THE FAMOUS, South of Court House Square.

[Rochester Sentinel, Saturday, November 24, 1883]

REITER, M. C. [Rochester, Indiana]

M. C. REITER

Dry Goods & Groceries

We have had occasion to notice the highly prominent establishments in various branches of trade in our city, and we now desire to call the attention of our readers to one of the largest, best stocked, most handeomely equipped, dry goods, notion, fancy goods, boot and shoe, grocery and provision houses in this section of the country. Mr. M. C. REITER established this popular house in Rochester about two years ago, having the entire and complete management of the same, and from the first has shown an aptitude for the business that few men can lay claim to.

He is a natural business man, and goes at everything systematically. Mr. Reiter has had eighteen years experience selling goods, being engaged in some of the best houses in Chicago, St.

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Louis and Indianapolis. His extended experience gives him many advantages over the ordinary dealer, knowing how, where and when to make his purchases, and always giving his customers the benefits of their advantages.

In the dry goods line the stock is full and complete the selections of dress goods and trimmings being especially fine, while the notion and hosiery departments are full to overflowing, and they show some exceedingly handsome novelties in these goods.

The boot and shoe department is made a special feature. Mr. Reiter being sole agent for several of the most popular and celebrated makes, among which we will mention, G. M. Gokey & Sons goods, Jamestown, N.Y., E. P. Reed & Co., of Rochester, N.Y., H. J. Holbrock & Co., Utica, N.Y., Jack Richardson & Co., Elmira, N.Y. The reputation of the goods manufactured by these firms are so well and favorably known, that they do not need special mention at our hands; and persons wishing anything in this line will find it to their advantage to examine this stock before purchasing elsewhere.

In groceries the stock is full at all times, only such goods being carried as the trade demands. It consists of all kinds of staple and fancy groceries, canned and bottled goods, with fruits and vegetables in their season. Also a full line of crockery and queensware. The highest price will at all times be paid for country produce.

Mr. Reiter never advertises to do anything he is not prepared to fulfill to the very letter. He has always made a point of keeping in stock the best goods the market affords, and sells everything in his line at the lowest possible prices, as low as they can be bought for at any house in the country. He began with the determination of keeping nothing but the best goods, and was not long in convincing people that such was the case and during the time his house has been in existence, he has fully maintained the high reputation he succeeded in establishing at the outset.

This house is situated in Commercial Block, north end Main street, and we cordially commend it to the trade and public generally. Although a comparatively young man, Mr. Reiter has placed his house among the foremost ranks of our mercantile institutions.

[Rochester Sentinel, Wednesday, February 29, 1888]

[Adv] IT'S A SURE THING! And you can tell everybody you see that MARION REITER WILL MOVE! His big stock of Dry Goods, Boots and Shoes, into the new Long Block, west of the Court House, about July 20th. Until then you can buy Goods of Reiter at your own prices.

[Rochester Sentinel, Wednesday, July 13, 1892]

REITER, MARION [Rochester, Indiana]

NEWS OF THE DAY

Marion Reiter has traded his Miami county farm for a stock of goods, store building and residence property in a small town near Anderson.

[Rochester Sentinel, Monday, September 17, 1906]

BIOGRAPHY

Marion Reiter, a progressive and representative citizen of Rochester, was born in Crawford county, Ohio, February 4, 1856, the son of Jacob and Susanna (Baer) Reiter, he a native of Pennsylvania and she born in Ohio, who came to Indiana by team in 1862. Jacob Reiter taught school in Fulton county for several years, and at another time he conducted a store in the town of Rochester. He and his wife died in that town and are buried in the I.O.O.F. cemetery. Marion Reiter received his first instruction under the expert tutelage of his father, continuing his work under his father's direction until he was ten years of age. When he had attained his seventeenth year, he secured employment in a planing mill at Rochester. He remained in this position for a number of years and left it to become a clerk in a shoe store for a period of two years. For a time thereafter he was employed in the New York Store in Indianapolis, returning to Rochester in 1883. The following year, he purchased his father's store, and conducted the business with signal

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success for ten years. Always a strong supporter of the principles of the Republican party, he was elected on that ticket to fill the office of town clerk of Rochester during the years from 1877 to 1878. He was appointed postmaster in 1898, and for eight years he served in that capacity, giving the citizens of Rochester and the surrounding country excellent postal service. His ability in the administration of the offices which he had held, prompted the citizens of Rochester township to elect him township trustee, and since 1918, he has discharged the duties of that position. He was married April 12, 1883, to Miss Estella Lyon, and to them one son has been born, David L. Mr. and Mrs. Reiter profess the tenets of the Presbyterian creed and are deeply interested in the affairs of that church. In fraternal circles, Mr. Reiter is a popular and valued member of the Independent Order of Odd Fellows and of the Knights of Pythias.

[Henry A. Barnhart, *Fulton County History*, pp. 265-266, Dayton Historical Publishing Co., 1923]

REITER, VIRGIL S. [Rochester, Indiana]

NEWS OF THE DAY

City Judge W. W. McMahan, formerly of this city but now of Hammond, was nominated for Judge of the Superior court of Lake and Porter counties. He has made a fine record as City Judge and his prospects of being elected to the higher office are said to be good. Judge Virgil S. Reiter, also formerly of Rochester, will be the nominee of the republicans and he also stands high as a jurist.

[Rochester Sentinel, Tuesday, May 5, 1908]

EX-RESIDENT, A JUDGE, LIMITS BUS OPERATION

Hammond, Ind., Sept. 10 - Judge V. S. Reiter in the Hammond superior court, granted a temporary injunction against the Calumet Motor Coach company from operating in the city of East Chicago.

The East Chicago Bus company operating under certificates granted to it by the commission, sued to enjoin the Calumet company from operating in East Chicago.

Judge Reiter construed the Indiana motor coach law as giving exclusive jurisdiction to the commission over all bus transportation of the state.

Mr. Reiter is a former Rochester man and a brother of Trustee Marion Reiter of Rochester township.

[The News-Sentinel, Rochester, Indiana, Thursday, September 10, 1925]

JUDGE VIRGIL REITER IS RE-ELECTED TO JUDGESHIP

Marion Reiter today received word from his brother, Judge Virgil Reiter, of Hammond, in which he stated that he was successful in his race in the fall election for re-election as judge of the superior court at Hammond. This is the fourth time that Judge Reiter has been so honored by the voters of Lake county. Judge Reiter is a former resident of this city.

[The News-Sentinel, Thursday, November 6, 1930]

JUDGE VIRGIL REITER TO RETIRE FROM BENCH

Hammond, Ind., Mar. 26. - Superior Judge Virgil S. Reiter, who has served continuously on the bench since taking office on July 1, 1907, by appointment of Governor J. Frank Hanly, has definitely announced he will retire at the end of his present term.

Age and health that is none too good are believed to be his reasons for refusing to run for re-election again.

"I am going to leave the court but not the law," the aged jurist who held the Indiana beer control law unconstitutional on May 4, 1933, stated at his office here. "I'll open an office with the hope that a few of my friends will drop in occasionally."

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Long Time A Judge

Judge Reiter has served more time on the Lake county bench than any man in the 100 and more years of history of the county courts. With one exception he is believed to have served longer on the bench than any judge in the history of Indiana court systems.

Prior to his appointment in 1907, Lake, Porter and LaPorte counties were served by one judge under requirements of statute passed in 1895. In 1907, however, the Indiana legislature realized the increasing volume of business in Lake county and established a separate court for Lake county. As one of the county's ablest young Republican lawyers, Attorney Reiter was appointed judge.

Jury Trials Were Long

Until 1917 when the criminal court was established at Crown Point, Judge Reiter heard both criminal and civil cases. Business was voluminous in those days and juries often heard cases for eight weeks and more in the Hammond Superior Courthouse.

Possessed of a great legal mind and recognized as an outstanding authority on constitutional law, Judge Reiter has held favorite court for those with high technical questions. Many of the country's outstanding legal questions have been decided in his court and strikingly few of his decisions have been reversed.

[The News-Sentinel, Monday, March 26, 1934]

FINE TRIBUTE IS PAID TO JUDGE VIRGIL REITER

The following story appeared in a Hammond paper of a recent issue and tells of the tribute which was paid to Judge Virgil Reiter of Hammond, a former resident of this city who has been the judge of Lake County Superior Court No. 1, at Hammond for a number of years, by the members of the Hammond Bar Association.

Judge Reiter is to retire as a jurist within a short time. He is a brother of Ad Reiter of this city and was a brother of the late Marion Reiter. The story which was taken from the Hammond paper follows:

27 Years on Bench

"Tribute to a man whose 27 plus years of service on the bench in superior court room one, have made him one of the outstanding jurists in Indiana, was paid last night to Judge Virgil S. Reiter by more than 220 friends who assembled at Woodmar Country Club.

"Praise of Judge Reiter's impartial administration of the most important office of all was made by five different speakers who have come to know the official quite well through business and social activities.

"Rae Royce, president of the Hammond Bar association, acted as toastmaster and introduced Fred Crumpacker, Hammond, Roy Green, Whiting and Frank Gavit, Gary, all of whom spoke for the bar of their respective cities.

Letter Read

"Attorney Jesse Wilson, chairman of the committee on resolutions, read a letter addressed to Judge Reiter by members of the Hammond bar. The original copy was given to the judge.

"Crumpacker climaxed his speech by presenting Judge Reiter with two volumes of "The March of Democracy" by James Truslow Adams. The books were a gift of the Hammond Bar Association.

"Both the judge and Mrs. Reiter received floral tributes from friends.

"In accepting the tributes Judge Reiter reviewed his long service on the bench and praised the Lake County bar as 'very outstanding'. His reminiscences concerning court activity in Lake county since he came here in August, 1893 proved highly interesting to the audience.

"Just before the evening of tribute drew to a close, Judge Reiter was presented with a testimonial on parchment which had been signed by everyone present."

[The News-Sentinel, Wednesday, December 5, 1934]

JUDGE VIRGIL S. REITER DIES AT HAMMOND, IND.

Re

Miss Helen Reiter, of this city, received a telegram today informing her that her uncle, Judge Virgil S. Reiter, of Hammond, Ind., passed away early today.

Judge Reiter was a former resident of this city. He was a brother of the late Marian and Henry A. Reiter and had a host of friends throughout Rochester and community.

[The News-Sentinel, Monday, July 24, 1944]

REITER CLUB [Rochester Township]

REITER CLUB HISTORY

Editor's Note: Louise Vernon, the present secretary of the Reiter Community Club, submitted the following history of the Reiter Club.

Charter members, April 1929-1999, of the Reiter Club are Louise Cessna, Hazel Cessna, Carrie McKinney, Minnie Pickens, Carrie Skidmore, Henrietta Webb, Mrs. Harl Woodcox, Nellie Ysberg, and Louise Zellers. Mrs. Ray (Mabel) Wagoner helped organize the club, but was unable to attend the first meeting.

Reiter Community Club originated in 1929 after a consolidation of four one-room schools, Orr, Oak Grove, Antioch and Screech Owl. Reiter was a new and modern school.

The new school became the community center and people of four districts met and became better acquainted. They worked together and enjoyed many social activities. There was a need for an organization they could work together with and plan for community betterment and social activities.

The club has offered an open-door policy to all women in the community to share in the activities of the neighborhood.

The 1934 meeting minutes state the club decided to serve hot soup twice a week to Reiter students. Each member was responsible for soup for one day. Later it was decided to have a canning party. Each fall bushels of tomatoes, corn, cabbage, potatoes, celery and onions were brought to school in the morning and by nightfall the ladies would have three to four hundred half-gallon cans of soup. Sometimes it was late night when the last cooker was done. Hence, the first hot lunch program in the county. The soup canning was discontinued when the government started the hot lunch program.

The club bought clothing for needy children at Reiter, furnished equipment for the school sick room, and sponsored the first 4-H group in the community, again buying material for the girls who could not afford it.

The club sponsored an agriculture exhibit for Reiter students each fall and served a banquet to the basketball players and bought them a gift each year.

In 1935 the club planted a tulip tree (state tree) on the Reiter School grounds.

A last day of school dinner was held every year until the school closed.

The July 1933 picnic was a special event. Mr. A. C. Bradley invited the club to his lake cottage. A ride on the Red Wing Lake Manitou excursion boat was the highlight of the afternoon.

During the war years cookies and gifts were sent to boys from the community who were in the service.

From the beginning gifts were purchased for club members. In 1941 seven babies were born to club members, many charities were given to, and members of the community received help. One needy family received a large monetary gift and when some families homes burned the club responded.

Many projects were done to make money. Comforters and quilts were made and sold at rallies; Mabel (Mrs. Ray) Wagoner made numerous afghans she donated to the club to sell; the club had lunch at farm sales.

The club was once affiliated with Purdue Extension and the county federation of clubs, but discontinued as club membership dwindled.

Each year the club went to Chicago to W.L.S. radio station and to see South Pacific, to Conner Prairie, Fort Wayne ice show, and theaters at Culver and Warsaw. Scrapbooks with pictures and activities are now stored at the Fulton County Historical Museum.

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Reiter School closed and, by choice of the charter members, the club has been meeting at the R.E.M.C. building the second Tuesday of each month for 66 years.

[Rochester Sentinel, Wednesday, April 7, 1999]

REMY, HAROLD [Rochester, Indiana]

See: Service Men World War II, Letters

RENBARGER GROCERY [Rochester, Indiana]

NILES, MICH. CITIZEN BUYS LOCAL GROCERY

Through a transaction consummated the latter part of last week C. E. Renbarger becomes the new proprietor of the F. J. Kerschner Grocery store, located at 828 Main street, this city.

The new owner who comes from Niles, Mich., has had several years experience in the grocery business and is planning to make his store one of the most modern equipped food stores in this section of the state. At the present time the room is undergoing redecorating and remodeling. Steel shelving is being installed and water-sprayed vegetables and special steel fruit racks are being added to the stock of fixtures.

The formal opening of the grocery will probably be delayed for a week or ten days on account of the extensive repair work. However, the new proprietor is taking care of the clientele of the store while these improvements are underway.

Mr. Kerschner, the retiring grocer, has opened up a bakery and pastry shop in the north end of Rochester.

Mr. and Mrs. Renbarger are residing at 303 West 11th street, this city, pending the securing of a suitable residence here.

[The News-Sentinel, Tuesday, March 13, 1934]

MRS. WERTZBERGER BUYS THE RENBARGER GROCERY

In a business transaction consummated today, Mrs. Mel Wertzberger, proprietor of the Howard Variety store, located on the corner of Main and 9th streets, became the owner of the C. E. Renbarger Grocery, which is adjacent to the Variety Store.

According to Mrs. Wertzberger the store will continue to operate under the name of "Renbarger's Grocery." The new owner also stated today that Fred Shobe will be retained as manager and Ernest Bonine as his assistant. This transaction was incurred through the death of C. E. Renbarger. Mrs. Renbarger plans to reside in Galien, Mich., and will remove to that city in the near future.

[The News-Sentinel, Monday, June 29, 1936]

RENBARGER SADDLE & HARNESS SHOP [Rochester, Indiana]

We understand that Mr. A. Renbarger has lately sold out to Mr. A. J. Holmes, his entire Saddle & Harness Shop. . .

[Rochester *Mercury*, Thursday, July 11, 1861]

Farmers, Attention! New Firm. Holmes & Mann Saddle & Harness Shop. Having purchased the shop formerly owned by Aaron Renbarger and since added greatly to the stock . . . J. H. League, our foreman, is an accomplished workman . . . Don't forget the place, on Main Street, opposite post office. A. J. Holmes, H. W. Mann. Rochester, July 18, 1861.

[Rochester *Mercury*, Thursday, July 18, 1861]

The undersigned takes pleasure in informing all his old friends as well as the public generally, that he has opened a new Harness Shop in the room over the Post Office, where he is

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carrying on the manufacture of Single and Double Harness, of all styles, Saddles, &c. . . . Aaron Renbarger, Rochester, Nov 7, 1861.

[Rochester *Mercuty*, Thursday, November 14, 1861]

RENO, JOHN

See: Patents and Inventions

RENTSCHLER, GEORGE [Liberty Township]

BIOGRAPHY

George Rentschler, of Liberty township, an industrious, ambitious and successful young farmer, was born in Kings county, N.Y., Oct. 7, 1864. The following year his father brought his family to Peru, Ind., and in that locality Young George was reared, educated and learned the moulder's trade. He was not content to remain a tradesman and when he had concluded his first year as a moulder he indicated to his father his desire to engage in farming. The necessary arrangements were made and our subject launched out on his new venture on the F. Reese farm, containing 183 acres, which he has since purchased. He has cleared sixty acres, put in 2,000 rods of ditch and othwise improved his premises. Mr. Rentschler is a son of G. A. Rentschler, a foundryman of Hamilton, Ohio, but formerly proprietor of the Ohio iron works at Peru, Ind. He was born in Germany, came to the United States single and was married in New Jersey to Catherine Graff, who died in 1879, leaving George and Henry, a machinist at Hamilton, Ohio. Nov. 15, 1884, George Rentschler married Lettie Ludwig, born in Fulton county. She is a daughter of J. J. Ludwig, of German parents, and reared in Miami county, Ind. Mr. and Mrs. Rentschler are the parents of Henry, aged ten; Andrew, aged nine; George, aged seven; and Robert, aged one. Mr. Rentschler is a K.O.T.M.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, pp. 121-122]

BIOGRAPHY

George Rentschler, owner of several finely-improved farms in Fulton county, and ex-member of the Indiana State Legislature, is one of the representative agriculturalists of Liberty township, and one of the county's leading citizens. He was born at Newark, New Jersey, October 6, 1864, son of George A. and Katherine Graf (Zwinaesen) Rentschler, the former born in Germany, July 8, 1845, and the latter in New Jersey in 1847. She died in Peru, Indiana, when twenty-two years old. He was only seven years old when his parents brought him from Germany to this country, and their deaths soon after their arrival here, left him an orphan. In the course of time he learned the trade of a moulder, was married, and in 1866 came to Peru, Indiana. A year later he moved to Indianapolis, and still later to Hamilton, and conducted a machine shop in the latter city. Prospering, he became a man of means, and an officer and director in a bank. The Lutheran church held his membership, and he died firm in its faith at the age of seventy-eight years. After the death of his first wife he was married second to Phoebe Schwab, who died at Hamilton. There were two children by the first marriage: Mr. Rentschler, of this review, and his brother Henry, a resident of Hamilton; and five children by the second marriage: Gordon S., George Adam, Frederick P. and Helen, all of Hamilton, and all unmarried, and one deceased. George Rentschler had but a limited education as he had to begin earning his own living when only twelve years of age, at which time he came to Fulton county, and resided with his maternal grandfather, John Zwinaesen, a pioneer. His first work was done on farms, but he took whatever he could find to do that was honest, and his industry and cheerful willingness to give good service won him the approval of his employers. Thrifty in his habits he saved his money with the object of acquiring land and getting ahead. His first purchase of land was the 180-acre farm where he still resides, in Liberty township. At that time the land was wild, but he has brought it under cultivation, and has made all of the improvements upon it, and today it is one of the model farms of the county, and he takes great pride in it. He has always carried on a general line of farming,

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and has always bought and shipped stock, being eminently successful in all of his ventures for he has never gone into anything without planning carefully, and all that he possesses today he has made through his own efforts and good investments. Very active as a Democrat, he served for eight years as a justice of the peace, and was elected on his party ticket in 1907, again in 1909 and for a third term in 1911, to the State Assembly, and while a member of that body was on several of the most important committees, including those of Finance, Roads and Public Morals. He does not belong to any religious denomination. As is but natural in a man of his means, he is interested in several banking institutions including the Fulton State Bank, and his father's old bank at Hamilton, and he is vice-president and a director of the former. High in Masonry he has been advanced through the York Rite, and belongs to the Blue Lodge and Chapter of Fulton, and the Commandery of Rochester. Few men are more universally popular than he, and his jovial manner and genial presence are welcomed everywhere. He was married to Lettie, daughter of J. J. and Maria (Copner) Ludewig, natives of Ohio and Fulton county, respectively, both of whom are deceased. Mrs. Rentschler was born in Fulton county. She and her husband have had eight sons born to them: Henry, who married Ollie Gray, has two children; Andrew, who married Mattie Conn, has two children; George, who married Dessie Buchanan, has two children; Robert, who married Marie Dice, has one child; Elgy and Clarence, both of whom are unmarried, all of whom are living; and Paul, who died at the age of nine years; and Vearl, who died at the age of sixteen years. These sons operate the 900 acres of Fulton county land owned by their father which is divided into several well-improved farms, and all are prosperous young men and good citizens.

[Henry A. Barnhart, *Fulton County History*, pp. 266-268, Dayton Historical Publishing Co., 1923]

REPLOGLE, O. O. [Rochester, Indiana]

GEORGE CLARK POOL ROOM SOLD

The pool room and cigar store operated for the past couple of months by George Clark in the Heilbrun room west of the court house, was sold Wednesday afternoon by the proprietor to O. O. Replogle of Walkerton. The new owner will take possession of the place the first of May and will try and give the public an up-to-date place. He has had considerable experience in the cigar store business and will no doubt prove successful. Mr. Clark has not fully decided what he will do, but it is likely that he will soon leave for the West, where he expects to locate permanently.

[Rochester Sentinel, Thursday, April 25, 1912]

PERSONAL

A new picture show will be opened in Rochester, not later than April first, by Allen A. Bassett, of Kirkland. Mr. Bassett has rented the room in which the Replogle Pool Room has been, and will make a beautiful picture house of it.

[Rochester Sentinel, Saturday, February 15, 1913]

REPUBLICAN BAND [Rochester, Indiana]

See: Rochester Bands

REPUBLICAN CONVENTION [Rochester, Indiana]

The Convention of Saturday last was one of the largest ever convened in this County. . . . The proceedings of the Convention were at intervals enlivened by the stirring music of the Rochester Brass Band . . . The ticket nominated: Representative, S. S. Terry. Treasurer, J. Elam. Sheriff, B. C. Wilson. Commissioner, L. W. Noyes . . .

[Rochester *Mercury*, Thursday, June 21, 1860]

See referenced newspaper for more.

REPUBLICAN MEETING [Akron, Indiana]

Re

The Republicans of Henry Township met at Akron on Saturday evening, March 24th, at 6 o'clock, for the purpose of nominating a ticket for said Township. The meeting was called to order by electing George McCloud Chairman, and George Bright, Secretary.

After the organization of the meeting the following ticket was nominated: Justices of the Peace, Andrew Strong, George Bright; Constables, Jacob Rannells, William Wideman and Aaron Ball.

[Rochester *Mercury*, Thursday, March 29, 1860]

Pursuant to notice a meeting was held at the Tan School House in Henry Township on March 28th for the purpose of forming a Republican Club.

Levi Burtch was called to the Chair, and J. W. Wagner was appointed Secretary.

Officers . . . G. W. Robbins was chosen President, Levi Burtch and I. Whittenberger Vice Presidents.

The President, on taking the Chair, appointed : Financial Committee, A. F. Sheets, J. Row and C. Wolf; Executive Committee, D. V. Adams, H. Hoover and F. Row; J. Rannells was elected Secretary, and D. Sheets, Treasurer . . .

Dr. Terry and J. H. Stailey then addressed the meeting . . .

[Rochester *Mercury*, Thursday, April 5, 1860]

REPUBLICAN MEETINGS [Fulton County]

Hon. Schuyler Colfax, Republican Candidate for Congress, Will render an account of his stewardship to his constituents in Fulton County at the following times and places: Akron, Wednesday, August 1st, at one o'clock, p.m. Rochester, Thursday, August 2d, at 1 o'clock p.m. Johnson's School House, in Richland Township, Thursday evening, August 2d, at 7-1/2 o'clock p.m. Kewanna, Friday, August 3d, at 1 o'clock p.m. Bowman's School House, Wayne Tp., Friday evening, August 3d, at 7-1/2 o'clock, p.m. Fulton, Saturday, August 4, at 1 o'clock p.m.

[Rochester *Mercury*, Thursday, July 19, 1860]

RESERVATIONS

See: Wewissa Reserve

RESTWELL MATTRESS & COUCH CO. [Rochester, Indiana]

Located 515 Main.

E. J. Van Houghton, Proprietor.

[Adv] UPHOLSTERING. Feather Mattress, Box SDpring Mattress and Couches made to order. Furniture coverings and trimmings. RESTWELL MATTRESS CO., 515 N. Main St.

[Rochester Sentinel, Tuesday, July 16, 1907]

NEWS OF THE DAY

Joel Townsend has purchased the share of Mr. Van Houghton in the Restwell Mattress factory, of this city, and will now devote his entire time to the furthering of the factory's interests.

[Rochester Sentinel, Saturday, March 7, 1908]

NEWS OF THE DAY

The Restwell Mattress factory, owned and managed by Joel Townsend of this city, has been closed until Dec 1. This course has been taken by the proprietor owing to the slack in trade at present, and he will spend the next three months selling as salesman for the Malleable Steel Range Co., of South Bend.

[Rochester Sentinel, Wednesday, August 26, 1908]

Re

REUTER, E. F. [Rochester, Indiana]

[Adv] ANNOUNCING the opening of my Practice at 924 Main Street in Rochester.
Dr. E. F. REUTER, Optometric Eye Specialist.
[The News-Sentinel, Friday, August 10, 1945]

REVERE CAR COMPANY [Logansport, Indiana]

MONARCHS GET REVERES

Two Revere automobiles, manufactured in Logansport, have been sent to Japan for the use of the imperial family there. This is the second order from the titled monarchs of the world. The first overseas car was purchased for Alphonse, King of Spain. The cost of the cars to Nippon residents will reach approximately \$12,000.

[Rochester Sentinel, Monday, April 26, 1920]

REVERE ENTERS ONLY ONE CAR

President Newton Van Zant, of the Revere Motor Company of Logansport, has announced that his company will enter only one car in the Memorial Day classic at Indianapolis May 31. It was at first intended to enter two cars but because of difficulty in getting the second one in shape have withdrawn it. Tom Rooney who has been in several 500 mile races has been nominated to pilot the car.

[Rochester Sentinel, Tuesday, May 18, 1920]

REVERE THIRD

A Revere car, made at Logansport, finished third in the Thanksgiving day races at Los Angeles.

[Rochester Sentinel, Monday, November 29, 1920]

REVERE PLANT IS NOW IN OPERATION AGAIN

Production at the Revere plant at Logansport has started according to Henry A. Kraut, an official of the Revere Car company, recent purchasers of the plant. Ten men are now at work in the production end of the big plant and two cars are well under way. It is hoped that they can be completed and placed on display at the plant some time next week. The two machines, a four and five passenger, will be the first turned out under the new management. While they will follow somewhat the general design of the old Revere they will be new and up to date in every respect, according to the officials. The Duesenberg motors are being installed in these two cars and will be used in others of early production. Later the Mosen motor with all of its latest devices and improvements will be used exclusively.

[Rochester Sentinel, Monday, March 5, 1923]

REVERE MOTOR COMPANY MAN SECURES PATENTS

Adolph Mosen of the Revere Motor company at Logansport, has been granted a patent on a crank shaft of an automobile designed for the purpose of eliminating the waste of oil escaping through that part of the automobile. Mosen filed the petition for the patent with the department at Washington on September 8, 1919. It was not until Saturday that the award was made. The final papers have not arrived as yet but Mosen has been officially informed that the patent was given him. Since the official announcement at Washington he has received communications from several concerns desiring to take the proposition over on a commission or to purchase the patent outright.

Before patent was issued, necessary investigation of all others along the same line that has been given out. Several automobile concerns are also said to have attempted to prevent the awarding of the patent. The device as perfected by the local man is in the nature of a valve which closes automatically after the machine is cranked.

Re

Monsen now has a patent pending with the department at Washington for a water guage on the radiator of the automobile. This device indicates to the driver of the machine at all times the amount of water in the radiator, Monsen states.

[Rochester Sentinel, Wednesday, March 14, 1923]

REVERE MOTOR COMPANY DECLARED BANKRUPT?

An involuntary petition in bankruptcy has been filed in federal court against the Revere Motor Corporation, of Logansport, by William K. Gibbs, doing business as the Gibbs Service Co., the LaSalle Steel Co., and the Steel Sales Co., all of Chicago, alleging the Revere corporation owes more than \$450,000 and that its liabilities exceed its assets by more than \$150,000. The corporation committed an act of bankruptcy by paying \$100 to a Chicago firm in preference over the other creditors and has offered a settlement of 60 cents on the dollar to the Gibbs company, which it owes \$2,500. The corporation, however, was unable to raise the necessary \$1,500 the petition states. The other two companies are creditors for smaller amounts.

[Rochester Sentinel, Friday, December 24, 1920]

REVOLUTIONARY SOLDIERS [Fulton County]

See: Civil War

See: War Casualties Fulton County

See: War of 1812 Veterans

See: World War I

See: World War II

John Johnson, d. Aug 7, 1860, ae 96y-2m-24d. Bur Shelton Cem., Rochester Twp.

Samuel Lane, d. Sep 21, 1845, ae 73y. Bur Akron Citizens Cem, Akron, Ind.

REX, WILLIAM, DR. [Rochester, Indiana]

See: Rochester, Indiana [Historical Review]

HOME TOWN TALES

By "Pioneer"

Doctor William Rex was Rochester's first dentist. At the foot of the stairway leading to his office, was a large glass case in which were displayed hundreds of teeth of every shape and size which the doctor had extracted "in cold blood." Painless dentistry, at that early date, was not even a dentist's dream.

It required men and women of iron nerves to ascend the stair after inspecting the teeth and tusk display. In the case was the exact duplicate of the very teeth that caused a sleepless night. Then again, the sight of the glass case and its contents, produced a magic effect - the tooth stopped aching.

We recall Dr. William Rex, as a big jolly man and a Deacon in early Rochester Methodism. His home, now occupied by LeRoy Shelton Post of the American Legion, was a bright spot for all society events. Though we remember him as rough and heartless in his profession, what could one with an aching tooth expect for twenty-five cents?

[The News-Sentinel, Tuesday, April 30, 1935]

REX & MYERS DENTISTS [Rochester, Indiana]

[Adv] Treating and filling natural teeth a specialty. Plate teeth from one to an entire set --
-- Dental rooms west of the court house, up stairs over Heilbrun & Co's. dry goods store. --- Drs.
REX & MYERS.

[Rochester Sentinel, Saturday, December 10, 1881]

Re

REX THEATRE [Rochester, Indiana]

Located E side of Main in Brackett building.
See Times Theatre

REX THEATRE PURCHASED BY B. & K. CORPORATION

Through a business transaction consummated late yesterday The Rex Theatre, situated in the Arlington Block, this city, was purchased by the B. & K. Theatre Corporation.

The Rex Theatre was formed by Lyman Brackett and Mrs. Charles F. Kriehbaum several months ago and a short time ago was purchased by the latter.

Mr. C. H. Hadley, of Indianapolis, has arrived in this city where he has assumed management of the Rex. Mrs. Hadley will come to this city within the next few days and the couple will take up permanent residency here.

The theatre has been closed until Friday evening of this week, the new management having decided to change the elevation of the seating arrangements and other minor improvements.

[The News-Sentinel, Tuesday, June 18, 1935]

NEW MANAGER IS NAMED FOR THE REX THEATRE

Mr. Allen Bradley, of Anderson, arrived in this city Thursday and assumed active management of the Rex Theatre. C. H. Hadley, who has been managing the theatre, has not announced his plans of the future.

The new manager stated several important improvements had been planned for the show and that further details would be given out at a later date.

[The News-Sentinel, Friday, October 11, 1935]

[Adv] REX - All Seats 10¢ except Sunday and Monday - Sunday Prices - Matinee 15¢ 'til 5:00 p.m. Evening 20¢ Monday Nights 15¢ Children 10¢ Last Times Tonight Mae West in "Goin' to Town"

[The News-Sentinel, Wednesday, January 8, 1936]

SALE OF REX THEATER IS ANNOUNCED HERE TODAY

Managers Ray Glass and Lisle Kriehbaum, of the Rex and Times theaters, respectively, today announced the sale of the Rex theater to an undisclosed firm. The Rex theater will not be open tonight, this coming Saturday or Sunday and will remain closed throughout the summer. Another notice will be given soon with full particulars of the sale including the purchaser, the two managers added.

[The News-Sentinel, Friday, June 2, 1944]

REX THEATER IS SOLD TO KOKOMO MAN RECENTLY

Johnny Servas, widely known Indianapolis theater owner, was revealed today to have sold the Rex theatre in this city to Sam Neal, of Kokomo, for an undisclosed sum. Neal is owner and manager of the Sipe theater in that city.

Servas owns three neighborhood theatres in Indianapolis, the Mecca, State and Stratford. Sale of the Rex was announced last week, but complete details were lacking until today. Neal it was stated has not completed plans for the opening of the Rex.

[The News-Sentinel, Monday, June 12, 1944]

REX THEATRE SOLD TO ALLIANCE CORPORATION

Confirming reports pertaining to the sale of the Rex theater and the purchaser have been received during the past week. The International News Service Monday went on record as saying

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that Sam Neal of Kokomo had bought the movie house but today the Showman's Trade Review, one of the most reliable magazines in show business, stated that "The Rex theater, Rochester, Ind., and the Wood theater in Kokomo have been purchased by Alliance theatres of Chicago. They were operated by the S & S Theater corporation of Indianapolis until sold last week."

[The News-Sentinel, Tuesday, June 13, 1944]

REYNOLDS, LIBBY HOLMAN

**LIBBY HOLMAN REYNOLDS WAS NIECE OF FORMER LOCAL LADY -
NAME WAS HOLZMAN BEFORE WAR**

Libby Holman Reynolds, central figure in the famous suicide case now in newspaper headlines, is closely related to former Rochester persons, it developed here today. It was learned recently that her parents' real name was Holzman and that they dropped the "z" during the World War and stories in today's metropolitan newspapers confirmed the fact that Mrs. Reynolds was a relative of the Holzmans that formerly lived in Rochester.

George and Ernestine Holzman, now deceased, lived for many years in their home just north of the Babcock Meat Market on Main Street. They had several children all born here one of whom was Bess Holzman. She was married at the family home here to Ross Holzman of Cincinnati. Although their names were the same they were only distantly related. Ross was the twin brother of Alfred Holzman who is the father of Libby Holzman Reynolds.

Husband Disappears

After the wedding the Ross Holzmans lived in Cincinnati where the two brothers conducted a prosperous brokerage firm. This firm failed in 1905 with losses reported to be at \$250,000. This created a big sensation in that city but on June 26th of the same year another bigger one followed when Ross disappeared. He had gone to Sidney, O., in search of funds to save the company but never returned. Although twenty-seven years have passed he has not been heard of since.

Mrs Bess Holzman returned to Rochester to live with her parents afterwards and was besieged here by reporters from Cincinnati newspapers who interviewed her in hopes of getting some trace of her husband. Feature writers make much of "the little grey cottage" on Main street and for days the newspapers printed considerable about her, her husband and the firm. Several years later Mrs. Holzman secured a divorce from her missing husband and later married Arthur Levis of New York. She now resides in the East.

Now In Seclusion

Libby Holman, the niece of Mr. and Mrs. Ross Holzman, was born in 1904, attended the University of Cincinnati and always with a flare for theatricals went to New York and soon became famous as a "torch singer." At the height of her fame she met Smith Reynolds, heir to the tobacco millions, married him secretly in Monroe, Michigan, following his divorce, and went with him to the Reynolds estate at Winston-Salem, N.C. There following a gay party Reynolds shot himself with a pistol and died four hours later. Mrs. Reynolds was released after being held several days to testify and is now in seclusion with relatives in Cincinnati.

[The News-Sentinel, Saturday, July 16, 1932]

LIBBY HOLMAN GIVES UP LATER RELEASED ON BAIL

Wentworth, N.C., Aug. 8. - Libby Holman Reynolds, stage star, was ordered released here today on bail after her attorneys had pleaded under a writ of habeas corpus.

She had surrendered to face an indictment charging murder in the mysterious death of her youthful husband, Smith Reynolds, heir to a vast tobacco fortune.

[The News-Sentinel, Monday, August 8, 1932]

S. REYNOLDS WILL LEAVES NOTHING TO LIBBY AND EX-WIFE

Re

New York, Aug. 13. - Smith Reynolds, for whose murder Libby Holman Reynolds and his "best friend," Ab Walker, face trial, left a will bequeathing his \$15,000,000 share of the Reynolds tobacco fortune to his brother and sisters.

The will, drawn and executed in August, 1931, just a month before his marriage to Libby, is to be offered for probate here shortly.

This action, it is believed, may precipitate a three-cornered fight for a share of the 20-year-old youth's estate.

Omits First Wife

Not only is Reynolds' widow omitted from the will, but no mention is made of his first wife, the former Anne Cannon, Concord, N.C., heiress. Libby Holman Reynolds has revealed that she is to become a mother and her child also may have a claim to the fortune.

Although a minor, under the terms of his father's will, young Reynolds was empowered to make a "testamentary disposition" of his share of the fortune before he reached his majority.

Settlement Made

When Reynolds drew up the document he had just concluded a money settlement with his first wife. She received \$500,000 and her daughter, now 2 years old, received a similar amount.

He stipulated that his share of the fortune shall be divided between his brother, R. J. Reynolds, Jr., and his two married sisters, Nancy and Mary.

Raynolds' father left a fortune estimated at \$50,000,000.

[The News-Sentinel, Saturday, August 13, 1932]

LIBBY HOLMAN WILL RETURN TO THE STAGE

New York, Nov. 19. - After the birth of her baby, in mid-January, Libby Holman will return to the stage, Ward Morehouse, Broadway columnist, says in an article in the New York Sun today.

Tuesday, the day the indictment charging her and Albert Walker with murder of her husband, young Smith Reynolds, was nolle prossed at Winston-Salem, N.C., Morehouse said, the Broadway blues singer was at the estate of Mrs. John Jenney, at Montchanin, near Wilmington, Del.

Motors to Maryland

With her father, Alfred Holman, retired lawyer of Cincinnati, and Mrs. Jenney, she left Montchanin that day and motored to Maryland. Until Tuesday she had spent most of her time since she was indicted living in a bungalow on Mrs. Jenney's estate.

"Two things are definite," Morehouse writes of her plans. "(a) She is to be a mother; (b) She is to return to the stage."

[The News-Sentinel, Saturday, November 19, 1932]

AN HEIR IS BORN TO LIBBY HOLMAN REYNOLDS

Philadelphia, Jan. 11. - A son was born to Mrs. Libby Holman Reynolds, widow of Smith Reynolds, at the Pennsylvania hospital last night. The attending physician said the condition of the mother and child was "satisfactory."

Mrs. Reynolds, widow of the late heir to the Reynolds tobacco fortune, who was found dead at his estate at Winston-Salem, N.C. last year, entered the hospital this morning.

The former singer had been quoted as saying her child would be named "Smith" for its father, regardless of its sex. Mrs. Reynolds and Albert Walker were indicted on charges of murder early in August following Reynolds' slaying, but in November the cases were dropped when officers declared there was insufficient evidence to warrant a trial.

[The News-Sentinel, Wednesday, January 11, 1933]

LIBBY HOLMAN'S SON GIVEN SIX MILLION OF FATHER'S ESTATE

Winston-Salem, N. C., Dec. 27. (U.P.) - Libby Holman, the singer whose marriage to Z. Smith Reynolds, young tobacco heir, was cut short by his mysterious death in July 1933, today accepted an offer of \$6,000,000 from his estate for her infant son, Christopher Smith Reynolds.

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Robert C. Vaughn, appointed by the court to act as “next friend” for the baby, filed an answer in court to a settlement proposed by Z. Zmith Reynolds’ brother and his two sisters.

Libby Approves Offer

“Acceptance was with the approval and consent of Mrs. Elizabeth Holman Reynolds, who is the mother and natural guardian,” Vaughn’s petition said.

The settlement to which Libby Holman agreed awards \$9,000,000 to her son’s half-sister, Anne Cannon Reynolds, II, daughter of Z. Smith Reynolds and his first wife, Anne Cannon Reynolds-Smith.

[The News-Sentinel, Thursday, December 27, 1934]

LIBBY HOLMAN AND TWO YEAR OLD SON GIVEN \$7,000,000

Raleigh, N.C., Nov. 2. (U.P.) - Libby Holman Reynolds, former Broadway torch singer and her 2-year-old son late yesterday were awarded upwards of \$7,000,000 of the vast estate left by her husband, Zachary Smith Reynolds, tobacco heir. -----

[The News-Sentinel, Saturday, November 2, 1935]

RHIMES/RIMES, ABE [Rochester, Indiana]

ABE RHIMES IN TOWN

The side door of the SENTINEL editorial room opened, gently, Friday afternoon, and through the portal came the form of Abe Rhimes who has a record in every newspaper office from Maine to California and from Canada to Texas as the leading character in the divorce courts of the American continent. Abe is a Fulton county citizen and has been for more than twenty years and, so far as he is concerned, he is not ashamed of it.

After breaking the dignified stillness of the sanctum by a hissing yell of delight, through his unfilled teeth, and indulging in a handshake which bordered dangerously near assault and battery, Abe removed his hat, took a seat, and assumed the air of a man who wants to be interviewed. He was not in his best suit of clothes nor did he manifest a stall-fed friskiness indicative of recent prosperity. But he had an elaborate, porcelain lined vocabulary with him and the more he used it the smoother and less liable to penetration it became.

“Well” said he “what has the SENTINEL been saying about the old man?”

After being fully assured that the SENTINEL was always the friend of distress he pulled from his pocket a cabinet photo, which is here reproduced, and offered it with the compliments of the season. Then he said:

“That’s the old man to the last hair aint it? Looks just like him and not a bad looker for one who has been up and down the line as often as old Rhimes. But the d- - d newspapers are interfering with my personal affairs and I shall sue them for slander.”

Then he drew a large bundle of papers from his pocket and in the bundle were matrimonial agency circulars, cheap pictures of marriagable women, newspaper clippings, letters, etc., etc. From this mass of useful but conglomerated references for a man who is actively engaged in the divorce business, uncle Abe pulled the following clipping from the New York Recorder of Jan. 16, ‘96.

“Abraham Rhimes, lately a resident of Fulton county, Ind., has been granted his eighth divorce. He is 75 years old. His checkered matrimonial career had its inception on March 21, 1876, when he married Miss Emeline Grandy, after one week’s courtship. This wife obtained a divorce on Nov. 14, 1881, on the ground of cruel treatment. Rhimes remained single two years, when he chose for his second companion, Miss Martha Robbins. He experienced 11 months of matrimonial discord and in February, 1884, Rhimes, who was the petitioner this time, was granted a divorce, the complaint reciting that he had been maltreated. On Nov. 22 1884, Rhimes wedded Miss Samantha Bengal and the divorce court annulled the marriage on April 14, 1885. Rhimes was the complainant, and his wife’s temper formed the basis of his petition. On Jan 5, 1887, he formed an alliance with Miss Lavina Straw, and was again divorced. Miss Anna Rowley became wife No. 5, and peace reigned for upward of a year. On April 5, 1889, Rhimes was again divorced,

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and he enjoyed single blessedness until July 14, 1890, when he again entered the ranks of the married. His spouse was Miss Sarah Overtree, and they lived together for two years, when the husband secured a divorce on the novel plea that she had attacked him with a pair of scissors. Miss Rachel Magnum was next wooed and won, their wedding place March 22, 1893. He was divorced from her on Sept. 6, 1894. Rhimes repented of the action, and on March 25, 1895, he again married Miss Magnum, who was his last and eighth wife. They quarreled, but the court refused the much married husband a divorce. The sequel of Rhimes' last divorce, which he secured by crossing the State line into Michigan, is his marriage of Miss Stella Bloomfield, aged 28."

"That is all lie" said Abe, bringing his fist down harshly upon the table as a clincher to what he said. "I never married one of those women, nor have I been married and divorced that many times. I have been married seven times, three of my wives died, three are divorced and one of the latter is again my wife. I was first married in New York state and that wife died. Then I came to Rochester in 1876 and married Mrs. Gandy and lived with her four years when we were divorced on her complaint. I then married my son's mother-in-law, Mrs. Gosefurt, of Michigan, and she died three years afterward. I then married Rachel Mangan, of Rocheter, and she soon after left me and then died. I then sent to a Chicago intelligence office for a housekeeper and the result was Mrs. Anna Miller whom I soon after married. We lived together three years and I sued for divorce and got it. Then I subscribed for a matrimonial paper and from the list of two hundred advertisements I found a Minnesota widow named Rowland, whose description suited me and I sent for her. She came, bringing one son, and I married her the day she arrived. Three months later she left me and I got a divorce on the ground of abandonment. I soon after remarried Mrs. Miller and lived with her four months and then we parted and I sued her for divorce charging her with cruel and inhuman treatment. This case is still pending in the Fulton circuit court and it will be tried just as soon as I can raise fifteen dollars to buy sand for the attorney's craws to make them fight a winning battle."

And then after an assurance both positive and emphatic that he is back in Fulton county to settle up his business or die of old age in the effort - being now 64 years old - he whispered some confidential politics, exacted a solemn promise that the SENTINEL would be fair in "giving the true story of the old man's trouble" and that it would be fierce in giving the lie to all of the other newspapers, he stalked out of the feverish atmosphere of the editorial room into the balmy, April elements with a twinkle in his best eye suggestive of "here's one more on the girls."

So let it be recorded. Abraham Rhimes, of Fulton county, Ind., married seven times, divorced three times, robbed of life partners by death three times, and now seeking a divorce the second time from wife number 5 whom he married as his seventh bride. Robust, young for his age, "time tried and fire tested" and "anxious for more worlds to conquer."

[Rochester Sentinel, Friday, April 24, 1896]

ABE IS IN THE POOR HOUSE

Abe Rhimes, who has had a sensational career as a matrimonial misfit, has rounded up at the Poor House, where he was sent Monday by the trustee of Union township. He had no money, no friends who would keep him, and as nobody wanted to hire Abe for his board and clothes he then necessarily became a public charge. But Abe will not stay in the Poor House long. He is too spry and popular with the marriagable ladies to eat county ham and eggs and sail through the land of nod via a cold and cheerless poor house bunk. He will get married just as soon as he can find a combination of handsome face and comfortable home in the matrimonial market.

[Rochester Sentinel, Friday, May 8, 1896]

Abraham RIMES, 85, a well known resident of the county farm, died Sunday, after a short illness. He was born in England. The body was taken Sunday to Kewanna by Henry HOWE to be buried there Monday at the expense of the A. D. TONER estate, according to a promise made by Mr. Toner some time before his death. Rimes, before his commitment to the county farm, had been an inmate of the Longcliff asylum. He was first brought to this township in 1904. Of his

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relatives little could be learned, except that two sons and a daughter survive. Rimes, it seems, had been married nine times. One woman he married on three separate occasions.

[Rochester Sentinel, Monday, February 5, 1917]

Abe RIMES, who died recently at the county farm, wrote his own epitaph which now adorns a monument over his grave at Kewanna. It says: "Born in England, a creature of circumstances and a believer in a hereafter, if there be one, if not, still a creature of circumstances."

Rimes was a very peculiar character which is proven by the fact that he married nine times. Friends in Kewanna paid all of the funeral expenses. A. D. TONER took care of the funeral. M. J. HILAND furnished a monument and John A. PARKER did the gold leaf work for the monument, as they had promised Rimes several years before he died. Rimes many years ago owned 40 acres near Kewanna and according to report deeded it to his brother to avoid paying one of his wives alimony. The brother, it is said then neglected to deed the property back to the original owner.

[Thursday, March 8, 1917]

ABE RHIMES, A MARRYING MAN WHO EXHAUSTED HIS CHARMS

Considered Comment

Jack K. Overmyer

On a balmy April afternoon many years ago a Fulton County citizen walked through the door of The Sentinel's editorial rooms, accosted the editor with "a hissing yell of delight through unfilled teeth" and presented him with a handshake that "bordered dangerously near assault and battery."

He removed his hat, took a seat and assumed the air of one who wants to be interviewed.

This was Abraham Rhimes of Kewanna, the marryingest man ever to inhabit these parts. He was there to have The Sentinel set the record straight about his unrequited search for matrimonial bliss. His obscure life deserves remembrance for its astonishing web of seduction and the mystery surrounding its end.

With an elaborate vocabulary, Abe let it be known to The Sentinel that he had been slandered by a New York City newspaper, The Recorder, and that he soon would sue for the story it had published three months before, on January 16, 1896, a copy of which he drew from a large bundle of papers containing matrimonial agency circulars, cheap pictures of marriageable women and letters.

The New York City paper's article reported that Rhimes was a resident of Fulton County, Indiana, and had just been granted his eighth divorce and married his ninth wife, precisely detailing the lugubrious course of his amours as follows.

Abe courted his first wife, Emeline Grandy, only a week before marrying her March 21, 1876. She claimed cruel treatment and divorced him Nov. 14, 1881. Two years later he married Martha Robbins but it lasted only 11 months and Abe was given a divorce in February, 1884, for maltreatment.

Nine months later he married Samantha Bengal only to get an annulment because of "his wife's temper" on April 14, 1885. Two more women then rapidly were wooed and won before being discarded, Lavina Straw and Anna Rowley. That made five wives by 1890.

The sixth was Sarah Overtree, with whom Abe lived two years before departing after being attacked with a pair of scissors. Then came Rachel Magnum, whose appeal did not wear off as quickly as did the others. He married her in 1893, divorced her in 1894, remarried her in 1895, only to ask for a second divorce that the court this time refused to grant. Undaunted, Abe crossed the state line into Michigan and at the present was married to Stella Bloomfield, age 28. So she became his eighth wife, his ninth marriage.

One can only surmise how a metropolitan newspaper came upon details of the checkered matrimonial career of a man in remote Fulton County, but its report had the ring of truth.

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It's a lie, proclaimed Abe, bringing his fist down sharply on The Sentinel's table for emphasis. Not only did he not marry any of the women listed by the newspaper, but he had been married seven times, not nine. Three of his wives died, three were divorced and one he remarried, so he claimed.

Abe's own recitation of his labors at love is as entertaining as was the newspaper's. According to him, his first marriage was in New York state and ended in his wife's death. He returned to Rochester in 1876, married a Mrs. Gandy who divorced him, then he married his son's mother-in-law, a Mrs. Gosfurt of Michigan, who died. Rachel Mangan of Rochester followed as wife but left him and then died.

Abe was not without methods when likely marriage candidates couldn't be found nearby. He hired a housekeeper from a Chicago agency, Anna Miller, whom he married and divorced after three years. Next, from a matrimonial paper listing 200 applicants he chose a Minnesota widow named Rowland with one son. He sent for her, married her the day she arrived only to come home one day three months later to find her gone. So he remarried Mrs. Miller and at the time of his interview with The Sentinel was divorcing her "just as soon as I can raise fifteen dollars to buy sand for the attorneys' craws to make them fight a winning battle."

The Sentinel reported all of this solemnly, ending its account by recommending Rhimes as "time tried and fire tested and ready for more worlds to conquer."

Alas, it would not be so; his courting days had ended. Within another month he was at the poor farm south of town, committed by the Union Township trustee as a public charge with no money, no family, no friends, no job and no new wife to bail him out. He died there in 1917 at the age of 85.

Friends in Kewanna paid his funeral expenses including a monument with a gold leaf epitaph Abe wrote himself: "Born in England, a creature of circumstances and a believer in the hereafter, if there be one, if not, still a creature of circumstances."

The details of his death and burial are matters of newspaper record.

Strangely, however, no grave of Abraham Rhimes can be found in any Union Township or other local cemetery. Were his burial and remembrance only a cruel prank, promised but undelivered, and if so, what happened to his remains?

Unhappily, there was no widow to testify as to his departure, for Abe had turned out to be a matrimonial misfit.

[Rochester Sentinel, Tuesday, March 21, 2000]

RHINEHART SISTERS [Rochester, Indiana]

TWO LOCAL GIRLS STARS OF RINGLING BROTHERS CIRCUS

Two Rochester girls, members of the Ringling Brothers and Barnum & Bailey circus, are receiving top billing by the circus' publicity agent. These girls are Miriam Ann and Donna, daughters of Mr. and Mrs. Charles Rhinehart of this city.

In recent issues of the Indianapolis newspaper, Miss Donna was billed as "Queen of the Circus." Donna joined the Ringling shows early this season.

Miriam Ann, who has been with the circus for the past two seasons, was formerly a member of the professional roller skating act known as "The Helen Reynolds Girls."

In an interview with the father, who is manager of the Miller-Jones shoe store here, it was learned that Miriam Ann works on aerial ropes in the "Cloud Swing," and also does acrobatic work with five elephants as well as a prominent part in the finale scene, "The Changing of the Guards."

Donna is featured in the "spec" atop a pachyderm and also in the "Cloud Swing" act. Donna attended R.H.S. here. Miriam Ann is married, her non-professional name being Mrs. Robert Blackburn. The Rhineharts came here from Francesville, Ind., over a year ago. The circus is showing in Indianapolis today and Wednesday.

[The News-Sentinel, Tuesday, September 5, 1944]

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RHODES, DUSTY [Rochester, Indiana]

See: Hotels - Fairview

RHODES, EDEN ELSWROTH [Rochester, Indiana]

BIOGRAPHY

Eden Elswroth Rhodes, M.D. The late Eden Elswroth Rhodes was born in Fulton county, Indiana, April 30, 1857, the son of Thomas Jefferson and Susan (Good) Rhodes. The parents of our subject were early settlers of Newcastle township where they farmed during their entire lives. They had ten children, and Thomas Rhodes had two children by a former marriage. He died in 1892, his wife following him in death in 1903. Eden Elswroth Rhodes was raised on the home farm and received the education afforded by the schools of Newcastle township, after which he taught school for a time. He then attended Rush Medical College, of Chicago, and the Indiana Medical College, of Indianapolis, being graduated from the latter institution in 1886. Upon the completion of his studies, he began practicing in the country in Fulton county, Indiana, but after a time he made his residence in Rochester where he built up an excellent practice which he carried on for twenty-two years until his death, which occurred in November, 1909. Dr. Rhodes was married on June 28, 1888, to Clara Hoffman, of Miami county, Indiana. She was educated in private schools and in the Macomb Academy in Illinois. To Dr. and Mrs. Rhodes two sons were born: Fred H. and Cyril. Fred H. Rhodes was born in 1889 and received his elementary education in the graded and high schools of Rochester. He next attended Wabash College from which he was graduated in 1910 with the degree of Bachelor of Arts, and then pursued a course of study at Cornell University, being graduated from that institution in 1914. This was followed by post graduate work at Cornell and later by a year at Missoula University, of Montana. He then returned to Cornell University where he is now professor of Industrial Chemistry. He married Ethel Bundy, of Ithaca, New York, and they have one daughter, Clara Helen. Cyril Rhodes was born in 1898 and was educated in the graded and high schools of Rochester and in Purdue University, from which he was graduated in 1921. He followed this with a post graduate course at Cornell University, and he is now in the employ of the Studebaker Corporation, of South Bend, Indiana.

[Henry A. Barnhart, *Fulton County History*, pp. 268-269, Dayton Historical Publishing Co., 1923]

RHODES, THOMAS J. [Newcastle Township]

BIOGRAPHY

Thomas J. Rhodes. - The subject of this sketch was one of the pioneers of this township, having located here as early as 1840, when the country was almost an unbroken wilderness. He was born in Montgomery County, Ohio, March 28, 1816. In 1838, he was united in marriage to Miss Delilah Wyrick, a native of the same county, born in 1818. They soon emigrated, and located in Cass County, Ind., thence to Rochester, in this county, where, in 1840, death took from him his lady, leaving two motherless boys, Henry H. and David. In the autumn of this same year, he was again married, to Miss Susan Good, whereupon they located in the forests of Newcastle Township and began the battle of life in earnest, and through their energy and perseverance they have now a comfortable home, surrounded by many of the modern conveniences of life. To Mr. and Mrs. Rhodes have been born a large family of children--Otho N., John S., Moriah, Joseph P., Mary O., Thomas J., Jr., Eden E., Schuyler C., Isaac C. and William. Of Mr. Rhodes' sons, David and John served their country in the Twenty-ninth Regiment Indiana Volunteers, Otho in the Eighty-seventh, and Joseph in the One Hundred and Fifty-fifth. Otho deceased in April, 1865, from disease contracted in the army. The others are all married and settled in life but two, who are yet under the parental roof.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 50]

RICHARDS, CHARLES [Rochester, Indiana]

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Chas. Richards, proprietor of the City barber shop, has rented the Brackett & Barrett building south of the court house, and will move his tonsorial paraphernalia there the latter part of the week.

[Rochester Sentinel, Tuesday, November 26, 1901]

LOCAL NEWS - WEDNESDAY

Chas. Richard [sic], who, until recently was proprietor of a Rochester barber shop, has moved to Akron. He has set up a barber shop there and Akron people will find he understands his trade.

[Rochester Sentinel, Friday, November 26, 1902]

RICHARDSON, CHARLES, DR. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Chas. L. Richardson)

OPENS OFFICE AT MONON

Dr. Charles Richardson has opened an office in Monon. Dr. Richardson is a son of Mr. and Mrs. Kelsey Richardson of this city and received his medical training at Indiana University. Dr. Richardson has been practicing at Indianapolis for several months.

[The News-Sentinel, Friday, January 10, 1930]

[Adv] Dr. C. L. RICHARDSON, office 1/2 block west of Dawson & Coplen Drug Store. Telephone 15.

[The News-Sentinel, Thursday, January 10, 1935]

RICHARDSON, JOSEPH D., DR. [Rochester, Indiana]

For the first time in at least 40 years there is no Doctor Richardson practicing medicine in Rochester.

Dr. Joe Richardson closed his office March 31. He also has stepped down from his 22-year post as county health officer.

Richardson opened his practice here in 1961, joining his father Charles L. Richardson.

Other than his internship at South Bend Memorial, Rochester is the only place he has practiced. He was born and raised here.

Richardson graduated from Indiana University medical school in 1960 and completed a one-year internship at South Bend Memorial Hospital.

"Then I came back here and went to work," he said.

He and his father jointly operated their office for five years, the elder retiring in 1966.

Eight years later, in 1974, Richardson became acting health officer. He was appointed to the position in 1976.

Since he started practice, Richardson said, the biggest change he's seen is the managed care approach to medicine.

"It's like going from the Streamliner to McDonald's, he said of the change.

The switch in managed care has been chaotic, he said, and not always in the best interest of the patient.

It should be the physician and his patient who decide how long a hospital stay should be, not the insurance company, he said. He foresees a swing back to giving more control to doctors.

The problems of managed care are exemplified by the debate over length of stay for moms and their new babies. "There's a problem when Congress has to pass a law granting 48-hour stays," Richardson said.

Richardson delivered an average of 50 babies a year, or 1,000 total until 1981 when he gave up obstetrics.

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He saw about 100 patient visits a week, for 50 weeks a year for 36 years. It comes out to something like 180,000 times patient visits.

"It's a few visits," he laughed.

Richardson used to administer anesthesia but stopped in 1971. Hospital inpatient work was stopped in 1984. He limited his practice to office work, nursing home work and public health.

Richardson wants to travel.

The public health job is part-time. It entails administrative work like signing claims and pay requests.

"I didn't want to be responsible and be gone," he said. His wife Ina also is not working now.

The health officer's job is to confer with department professionals, declare health epidemics and threats, review local health codes and the like. Richester said his term was rather problem-free.

He couldn't recall any epidemics, except for the flu.

"There's a flu epidemic every four years. That's a common trend though," he said. Once a flu epidemic spreads through a community, he said, many are immune for about three years.

One of the health officer's duties is to serve on the Local Emergency Planning Committee and its Hazardous Substance Committee.

Richardson held a stack of folders - jammed with information from those committee meetings.

He pulled out a report from a water quality testing laboratory. It was test results from the last round of monitoring well samples around Four County Landfill.

"We haven't found anything drastic yet," Richardson said. "Nothing like dioxin or highly toxic was found leaking."

Dealing with Supporters To Oppose Pollution - or STOP - during the landfill fight was part of Richardson's job.

"They got in our face big time," he said. He pulled out another paper. It was his recommendation to those who lived around the dump.

In a one page document Richardson suggested the following: Avoid the water, avoid dust, get kidney tests, have a skin exam and encourage shutdown of the dump.

"I told them to quit drinking it (the water) if they were worried about it and get bottled water," he said.

"That's the kind of thing public health is," Richardson said. "It's very interesting."

Richardson's replacement as County Health Officer has not been announced.

[Rochester Sentinel, Monday, April 24, 1997]

RICHARDSON, R.R. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From R. R. Richardson)

RICHARDSON GROCERY [Rochester, Indiana]

SELLS INTEREST

After six months partnership with Charles Richardson in the grocery on Main street which they purchased of Kline W. Shore, E. B. Cook Thursday sold his interest to his partner. He does not know what he will do.

[Rochester Sentinel, Thursday, August 10, 1916]

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RICHARDSON GROCERY SOLD

Richardson Brothers Thursday traded their grocery on Main St., to John N. Spidel, of near Tipton, who took possession at once. Mr. Spidel will move with his family to Rochester next week. He has had several years experience in business.

Charles Richardson will remain in Rochester, while Ralph will leave within the next 30 days to work for the government at Bridgeport, Conn. As an ex-soldier of the United States army and a former non-commissioned officer, he has qualified for guard duty at the Remington Arms Co.

[Rochester Sentinel, Friday, April 5, 1918]

RICHARDSON HARDWARE STORE [Rochester, Indiana]

NEWS OF THE DAY

Les Reed, who for many years has been with Zook & Shanks as head of the tinning department, is opening up a shop of his own in the rear of Newby's drug store. James Masterson has sold his stock and will accept a position with the Richardson Hardware Company as head tinner.

[Rochester Sentinel, Saturday, February 11, 1911]

[Adv] **NEW HARDWARE FIRM.** We have purchased the Zook & Shanks Hardware stock, and have added a complete stock of new goods. - - - builders materials, tools, general hardware, paints, oil, varnishes, brushes, glass, putty, etc. - - - **RICHARDSON HARDWARE CO.,** Successors to Zook & Shanks. Opp Post Office.

[Rochester Sentinel, Monday, February 27, 1911]

[Adv] **Universal Day** Friday and Saturday Oct 6th and 7th, '11. **FACTORY STOVE SALE** - - - **RICHARDSON HARDWARE CO.** Opp. Arlington Hotel, Rochester, Ind.

[Rochester Sentinel, Tuesday, October 3, 1911]

[Adv] **REPAIRS** for Deering and McCormick Mowers and Binders. - - - **RICHARDSON HARDWARE COMPANY.**

[Rochester Sentinel, Friday, June 28, 1912]

[Adv] **Free cooking demonstration of the Wonderful Monarch Oil Stove** - - -

[Rochester Sentinel, Thursday, June 17, 1914] [sic]

[Adv] **Fifth Annual Sale Universal Stoves and Ranges.** - - - Every purchaser of a Universal Range, Base Burner or Gas Consuming Stove, Free October 16, will be presented absolutely Free with a beautiful fumed oak rocker or a 10-piece set of pure aluminum ware. - - - [Rochester Sentinel, TI]

[Adv] **Christmas Gifts** - - - - Chevrolet Cars - - - \$460 to \$750. Richardson Hardware Co.

[Rochester Sentinel, Thursday, December 16, 1915]

RICHARDSON HDW. IS SOLD

Wm. E. Spray, of Frankfort, Saturday purchased the Richardson Hardware Co. store and has now taken possession. Fred Richardson will remain in the store with Mr. Spray, who will operate upon a new basis. For all purchases of 50 cents or more a discount of 10 per cent for cash will be allowed. Mr. Spray will move his family here at an early date. [See Cash Hardware Store].

[Rochester Sentinel, Monday, June 11, 1917]

RICHEY'S RESTAURANT [Rochester, Indiana]

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[Adv] Fresh Oysters at Wholesale and Retail! Parties and families supplied on short notice. Oysters Served in every Style at all Hours. - - -Store two doors north of Kirtland's Book Store. Chas. RICHEY.

[Rochester Sentinel, Saturday, January 12, 1878]

RICHLAND CENTER, INDIANA [Richland Township]

Richland Center was a village west of US-31.

The village consisted of a wooden Methodist Church built in 1856, blacksmith shop and a general store, in whose second floor the Odd Fellows met.

Today, the church (replaced in 1877), parsonage, one house and the school building are all that is left. A portion of the school building remains, and is used by the I.O.O.F. lodge.

Richland Township Community Association was incorporated May 24, 1969, with Russell Walters as president. The Association is the owner of the old school which they purchased for \$5,200. They tore down the high school part of the building (built in 1918) and elementary school built in 1904 but kept the gym and three classrooms, which were added in 1941, plus the 1957 addition of home ec and shop. This gives them a community room, rest rooms, kitchen and recreation room. The upper floor is leased for 99 years to the Odd Fellows.

[Tiosa and Richland Center, Shirley Willard, *Fulton Co Folks*, Vol. 2, Willard]

Located south of the church is the Richland Center Citizens cemetery, owned by the township, and across the street south of the school is the Richland Center I.O.O.F. cemetery.

RICHLAND CENTER ANTI-HORSE THIEF COMPANY [Richland Center, Indiana]

On next Saturday the citizens of Richland township will meet at Center school house for the purpose of organizing an anti-horse thief company. The number of horses now being stolen all over the country makes it an absolute necessity for the people to organize for protection.

[Rochester *Sentinel*, Saturday, June 3, 1876]

RICHLAND CENTER BLACKSMITH SHOP [Richland Center, Indiana]

Operated by Dave Fry.

RICHLAND CENTER COMMUNITY ASSOCIATION [Richland Township]

See Richland Center, Indiana

RICHLAND CENTER CONSERVATION CLUB [Richland Center, Indiana]

CONSERVATION CLUB IS ORGANIZED IN RICHLAND

The residents of Richland township last night organized a fish and game club there which will be known as the Richland Center Conservation Club. There are fifty charter members. The club was organized by Milt Wyson of Indianapolis, club organizer for the State Department of Conservation. He was assisted by Capt. Rodney Fleming, of Ft. Wayne, and Officer Lawson Camblin, of Morrocco, who are game wardens. The members of the club are interested in seeing that fish and game in the township are protected. The following officers were elected at the meeting which was held in the Richland Center high school gymnasium: Grover Wainscott, president; Lester Cooper, vice-president; Leo Mow, secretary-treasurer and Carlton Mow club representative.

[The News-Sentinel, Wednesday, June 27, 1934]

RICHLAND CENTER DRUM CORPS [Richland Center, Indiana]

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See Berthiesville, Indiana

RICHLAND CENTER GYMNASIUM [Richland Center, Indiana]

RICHLAND CENTER HAS AN \$800 GYMNASIUM

A new gymnasium, 40x70 has just been completed at Richland Center, at a cost said to be in the neighborhood of \$800, all of the money being raised by solicitation by the students who attend school there. The structure has been placed on the play grounds, and is now being used chiefly for basketball, the township furnishing heat and light. A game with a Rochester five is soon to be played, with a view of arousing interest in the game. Nothing attracts to a school like good clean athletics and the persons back of the move at Richland Center are to be congratulated, as they probably have the first country gymnasium in the county, and without a cent of cost to the township, maintenance excepted.

[Rochester Sentinel, Thursday, January 13, 1916]

RICHLAND CENTER POST OFFICE [Richland Center, Indiana]

Located intersection of 700N and 150W.

[F.C.H.S. Files]

RICHLAND CENTER POSTMASTERS [Richland Center, Indiana]

Geo. Kesler, Mar 8, 1878, Orlando Emmons, Sept 19, 1879.

Orlando Emmons, Sep 19, 1879.

Dis P to Tiosa July 12, 1881.

Mollie E. Pendleton, Nov 12, 1887. P's to Walnut Marshall Co Oct 31, 1902. Take effect Nov 15, 1902.

[F.C.H.S. Files]

RICHLAND CENTER SCHOOL [Richland Center, Indiana]

RICHLAND CENTER HIGH SCHOOL IS COMMISSIONED

County Superintendent Roy Jones, has received certificates from Henry N. Sherwood, President of the State Board of Education, showing that the Richland Center School has been put on a commissioned basis on the 804 plan. The Fulton school has been commissioned on the 606 plan. Akron, Kewanna, Talma and Leiters Ford have been commissioned for the past year. These commissions expire June 30, 1926. Grass Creek High School remains commissioned on a continuous basis.

[The News-Sentinel, Wednesday, April 14, 1926]

RICHLAND CENTER STORE [Richland Center, Indiana]

Mr. Leonard owned the store in 1907.

RICHLAND CENTER

Argos Reflector.

David R. Wallace, who purchased the merchandise stock of Mrs. C. A. Pendleton at Richland Center, will move there and take possession the first of the week. Mrs. Pendleton, who has furnished the excellent correspondence from Richland Center for the Reflector for some time, may decide to spend the winter in the West.

[Rochester Sentinel, Friday, September 21, 1906]

[Adv] [listing specials] For Friday, August 22nd Only, at the Richland Center Store, W. E. Leonard, Prop.

[Rochester Sentinel, Wednesday, August 20, 1924]

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Orlando, son of Finley and Lucinda EMMONS was born on a farm in Newcastle township on April 2, 1850. In the year of 1879 he was united in marriage at Rochester to Miss Harriett HAYS, of Ohio. The deceased was a member of the Methodist church. For many years Mr. Emmons followed the occupation of farming and later operated a general store at Richland Center. During the past several years he had retired from active duty making his home in Rochester. Mrs. Emmons preceded him in death seven years ago.

[obit, Orlando Emmons, The News-Sentinel, Rochester, Indiana, Thurs, March 29, 1928]

RICHLAND CENTER STORE CLOSED BY HALTERMAN

The rural grocery and general merchandising store at Richland Center is being closed as a "War and OPA restriction casualty," according to an announcement made today by the store's operator, Harrison Halterman.

Halterman, who has operated the store for the past four to five years, is entering the armed services, and inasmuch as the curtailment of foodstuffs and many merchandising articles has reached such a drastic stage, the closing of the store was deemed necessary.

The Richland Center store has been in almost continuous operation for over 50 years and the farmers in that community will sorely regret the closing of the store.

[The News-Sentinel, Friday, January 8, 1943]

HALTERMAN NOT IN SERVICE

Harrison Halterman, who has recently closed his Richland Center store on account of the government curtailment of foodstuffs and such, stated today he was no, as yet, entering the armed service. However, he is of draft age and subject to call, he stated.

[The News-Sentinel, Saturday, January 9, 1943]

RICHLAND CENTER TELEPHONE EXCHANGE [Richland Center Community]

Don Zink told me the following story. At the final meeting about the turn of the century before the work started, all the people of the community agreed to furnish the poles and set them along their own farms. Don's father, Enoch Zink, lived on his grandfather Joseph's farm that was bordered by several miles of road. The Zinks told their neighbors they would furnish the poles from the family forest if the neighbors would help cut the poles and set them in the ground. A day was set and many neighbors came with tools, teams and wagons. Many oak poles were cut, hauled and set along the road for the telephone crew to put wire on. Everyone in the community had a new crank type telephone for \$1.50 per month rent. All on a line were assigned his combination of rings.

Don told about his first call. The line was so busy the first evening he had no turn to call. The next morning early Don rang for his buddy, Ray Lowman, down the road. Don said his first message was "Do you have your pants on?" Guess what? It was Ray's older sister receiving the message instead of Ray.

[Joseph Zink Family, Malcolm Miller, *Fulton Co Folks*, Vol. 2, Willard]

RICHLAND CENTER WELDING SHOP [Richland Center, Indiana]

Operated by Robert Keith Nellans in a building back of his house, 1953-73.

RICHLAND TOWNSHIP [Fulton County]

EARLY SETTLEMENT

The opening of the Michigan road, in 1831 and 1832, made an important highway through the eastern portion of the township, and this locality, being the most accessible, was the first settled. It is not positively known who was the first white man to take up his abode within the limits of this township, but it is known that a Mr. McAllister was among the first. Shortly after the

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clearing and opening of the Michigan road, he located on its route, and opened a tavern. He gave his attention to the entertainment of the traveling public, and was not conspicuously identified with the history of the township. He remained but one or two years, and finally removed to another locality. His house was purchased by Robert Wiley in 1833 or 1834. Mr. Wiley cleared and improved the farm, and was identified with the township until his decease. Michael Shore, William Hall, Mrs. Cynthia Shepherd, Stephen Cherry, Thomas Cowan and Judge William Polke, with their families, came during the years 1833 and 1834, and all located on the line of the Michigan road. In April, 1835, Jeremiah Ormsbee, with his family located on the Michigan road, and during the same season came Robert Ormsbee, a son of Jeremiah Ormsbee, Jonathan Bassett and family, and Benjamin C. Wilson and family. Of these, Mr. Wilson was perhaps the most prominent, if we may measure his prominence by the positions he occupied. He was elected Justice of the Peace at an early day, and served ten years in that capacity; he served two terms as Sheriff of Fulton County, and several years as Trustee of this township. But as citizens and pioneers, no one was more prominent than another. They were united in a common cause, bound together by a community of interest, and each bore an equal part in the improvement of the locality in which they had made their homes. These were the first representatives of civilization in the township, and where they led, others soon followed. Horace Cummins and Lewis Bailey, Sr., came late in 1835, and at the first session of the Board of County Commissioners, in 1836, these two gentlemen were appointed Overseers of the Poor for Richland Township. Joseph Anderson came before the close of 1835, and Abial Bush came shortly afterward. Both were prominent and industrious citizens, and were identified with the best interests of the township until death. James Robbins came in January, 1836, and William Surguy came in February of the same year. Mr. Surguy located first on the farm of John Davidson, on the Michigan road, and two years later removed to his present farm near the eastern extremity of the township. Daniel W. Jones located in Section 2, in 1837, and entered land upon which he resided for a number of years. He died in Rochester Township in 1881. The earliest settlements, as has been intimated, were along the Michigan road or in its immediate vicinity, and it was several years later when settlements were effected in other parts of the township. Probably the first settler west of the Michigan road was Richard Worrell, who entered a tract to Government land in Section 1, in 1838. In 1842 or 1843, a Mr. Cochran located near the Tippecanoe River, where he conducted a tannery. Several years more elapsed before there were any additional settlers in the west part of the township, or that part comprised in Range 2. In the spring of 1842, Ambrose S. Eddy purchased land and located in Section 4, on the banks of the stream that still bears his name. Solomon Brewer entered land and located in Section 5, in the same year. William McGuire and James P. Holdstock located in Section 11 in 1842, and in 1843 Isaac Butler located in Section 2, Luke W. Noyes in Section 5, and Thomas Erskine in Section 12. Prominent among other early settlers were Ezra Hawkins and Moore Ralstin, who came in 1844; Samuel Sturgeon and Lemuel Erskine, in 1845; David O. Bemis and John Perschbacher, in 1846; James Shakes, Roger M. Hartley, David Mow, Preston Green and Adam H. Mow, in 1848; Morris Blodgett, Samuel McMillen, Washington Bidwell, Moses Smith, William Sturgeon, Samuel M. Jewett, William McElfresh, Charles Bell, Lewis Hicklin, Henderson Johnson, Ezekiel Obermyre, James Walker, John Johnson, Michael Walters, Frederick Mohler, Timothy C. Smith and George Wales, in 1849.

The First Marriage

David Shore came to the township in 1835, and in the winter of that year was united in marriage with Susan, daughter of Jeremiah Ormsbee. Fulton County was as yet unorganized, and he found it necessary to go to Logansport for the license. The nuptials were witnessed by all the settlers in the vicinity, most of whom were relatives of the contracting parties, and a feast as sumptuous as the times permitted was spread for the guests. Of the principals in this, the first marriage ceremony in the township, only one now survives, the wife having died a number of years ago. The husband is living near Argos, in Marshall County, at an advanced age.

The First Death

A few days subsequent to the arrival of Messrs. Shore and Ormsbee, a child of William Hall died, and was buried in a lot donated by William Polke, for a public cemetery, and still used

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for the purpose designated in the original deed. Mrs. Cooper, the mother of Mrs. Polke, died in 1837 or 1838, at an advanced age, and was buried in the same cemetery. This cemetery afterward became the final resting place of many who were among the foremost and best citizens of the township, and many who were identified with its earliest settlement and improvement.

The First Schools

In the winter of 1836 or 1837, David Shore taught school in the house of his father, Michael Shore. His pupils were few in number, and his compensation correspondingly meager. But this was the first school in the township, and the point at which its educational history had its beginning. . . . During the next year (1837), a schoolhouse of round logs was erected by the citizens, on the Abial Bush farm, and beginning with that winter, it was, for three or four years, the school that all the children of the township attended, and was used for school purposes for a number of years. About the year 1842, a similar building was erected west of the Michigan Road. It received the name of the "Cross Roads Schoolhouse," from the fact that it was situated at the crossing of two roads. . . . In the eastern part of the township, a log schoolhouse was erected at an early day on the farm now owned by John Perschbacher, prior to which time the children of this locality had attended a school on the Sanns farm, in Newcastle Township.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 51]

RICHLAND TOWNSHIP COMMUNITY ASSOCIATION

[Richland Township]

Incorporated May 24, 1969.

Purchased the Richland Center High School, built in 1918, and Elementary School, built in 1904.

RICHTER, ALBERT [Rochester, Indiana]

See: Wile Department Store

RICHTER, CHARLES [Henry Township]

BIOGRAPHY

Charles Richter. - This gentleman is of German descent and was born in Wayne County, Ind., January 23, 1832. He is the eldest son of John and Malinda Richter, who were natives of Pennsylvania and North Carolina respectively. Charles attended the common schools of that period and remained at home with his father, following the usual avocation of a farmer until his marriage with Mary Kindig, October 18, 1854. Miss Kindig, the daughter of Charles Kindig, who was an early settler of this county, was born in Ohio in 1837. After marriage, the young couple began life as did the most of the young pioneers, by purchasing a piece of timber land and erecting a log cabin, after which Mr. Richter applied his energies to felling the sturdy forest trees and clearing a few acres in which to plant that all important crop--maize--the bread and meat of the early settlers. He worked early and late in this arduous work, looking forward with bright and exultant hopes to the day when the place of the primeval forest and the habitat of wild animals would be covered by cultivated fields in which should be found the rest of domesticated stock. Mr. R. has lived to see the fruition of his fondest hopes and to witness greater strides in the march of civilization than he had dared imagine to be possible in that early day. He was elected Township Trustee in the spring of 1880, which office he filled with satisfaction. The union of Mr. and Mrs. Richter has been blessed with four children--Ellen L., Melissa E., Bright, Meratta and William. John Richter, Mr. R.'s father, was born in Little York, Penn., in 1802; immigrated to Ohio in 1816 with his mother. Subsequently came to Indiana, where he married Malinda Finch, the daughter of Thomas H. and Elitha Finch, who were natives of North Carolina, and emigrated to Fulton County in 1850.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 40]

RICHTER, MART [Rochester, Indiana]

NEWS OF THE DAY

Wm and Lon Willard have bought out Mart Richter, the well driver, and are prepared to promptly look after all business given them. Work guaranteed.

[Rochester Sentinel, Wednesday, April 5, 1905]

RICHTER, MR. [Rochester, Indiana]

See: Rochester Bands

RICHTER DRUG STORE [Rochester, Indiana]

A BUSINESS CHANGE

A deal was closed Tuesday evening by which Nelson Richter becomes the sole proprietor of the drug store of Dawson & Richter, Mr. Dawson having sold his interest to his partner.

This will be a surprise to many SENTINEL readers who have grown familiar with the name of Dawson in the drug business of Rochester. For twenty years George Dawson has been the active head of the Dawson drug store and prior to that grew up in the business with his father Jonathan Dawson, and in all these years of successful business career he has made hosts of friends who will regret that he has retired with the intention of going to California for future residence.

The Dawson-Richter partnership has existed six years and they have enjoyed a splendid patronage and kept a model store.

Mr. Richter, assisted by Mr. Dawson for a month or so, will continue the business, and his reputation as a pleasant business man and careful druggist assures his success.

[Rochester Sentinel, Wednesday, January 6, 1904]

RICHTER DRUG STORE SOLD

Negotiations were closed Tuesday whereby the ownership of the W. N. Richter drug store passes to George V. Dawson who recently returned from California and who was formerly a partner of Mr. Richter in the store. Mr. Dawson needs no introduction to SENTINEL readers. They know him to be a square, honest, obliging gentleman who knows all about the up-to-date drug business. Mr. Richter has built up as large a circle of friends as any merchant in Rochester, and there will be general regret when he leaves as he intends doing to engage in manufacturing cement.

[Rochester Sentinel, Friday, June 15, 1906]

RICKMAN JUNK YARD [Rochester, Indiana]

[Adv] JUNK JUNK JUNK. We pay top-notch prices for all kinds of junk. Hides and furs wanted. ROBERT RICKMAN, Cor. Main and 5th Sts.

[Rochester Sentinel, Tuesday, May 6, 1919]

RIDDLE, CHARLES LEE

See Radio Baby

RIDDLE, GEORGE [Rochester, Indiana]

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THE LEGEND BEHIND RIDDLE SCHOOL

Considered Comment

Jack K. Overmyer

Riddle elementary school has been a fixture within the Rochester educational system for 42 years, long enough that the man for whom it was named quite likely has been forgotten by some, or even is unknown to others.

Either possibility is unacceptable, for George M. Riddle has legendary status within this city's 147-year history of public schools and is the only person for whom a school here has been named.

That came about in 1957 when the city constructed two new elementary buildings, The southern one was a relocation and its name of Columbia was retained. But the northern, at Third and Clay Streets, was an addition to the city's school structures. It needed a name. And so, of course, that, would be "George M. Riddle," a unanimous choice that the community accepted with a satisfied nod of universal approval.

Riddle's credentials for this significant honor were impeccable. By 1957 he had been in the city school system 38 years, the last 33 as principal of Lincoln elementary school that his eponymous building would replace. Lincoln's site now is the library's arboretum at Sixth and Pontiac Streets. Altogether, George would pile up 47 years as local teacher and principal before his retirement in 1966.

He stayed on for nine more years as principal of the building whose naming gave him "butterflies in the stomach." He wasn't sure he deserved it for doing "nothing more than my duty."

A slightly-built man of medium height with round face, wide smile and reddish hair, Riddle was a man of committed purpose, schooled in a rigid discipline that he expected in others. But he was not without a self-deprecatory sense of humor.

Not long after Riddle school opened, George heard some of his student talking outside his office window. They were discussing the school's name and one asked why it was named after him. One girl piped up with a quick answer: "Well, he paid for it, all but the front door, why wouldn't they?" So much for fame, thought George.

Riddle's interest in children's educational development was not confined to the public schools. In 1919 he organized Boy Scout Troop 19 in Rochester and was its scoutmaster for 48 years, each summer also attending Camp Buffalo on the Tippecanoe River near Monon.

Childless himself, he discovered an almost perpetual family in service to the children of others. In the First Baptist Church, where he was Sunday School superintendent 26 years, he found the solace that helped him in the care of an ailing first wife for many years and making a home for his mother in her 90s.

Longevity, however, was the least of the reasons for the esteem that the community held for George Riddle. It is doubtful that any of the hundreds of students who attended the schools he directed, or who learned mathematics in his classrooms, ever have forgotten him or the lessons in character, rectitude and discipline that he imparted.

As for the discipline he demanded of his students, it is well to remember that in his day corporal punishment still was permissible to control behavior. Riddle was not shy about exacting it. "A pat on the back never hurt anyone," he often said, "as long as it was administered early enough, low enough and hard enough."

Bob Burwell, sixth grade teacher and longtime colleague and confidant of Riddle's, remembers that George often disdained use of the paddle in place of his mathematics instruction book, which he would land with remarkable accuracy on the mischievous student's posterior every stairstep of the way to his second-floor office at Lincoln school.

His dealings with students and teachers could be strict but were fair and even. Ida Burwell, who taught kindergarten classes 29 years, says that "one could talk to him like a father." The same feeling was expressed by Edna Davisson, who remembers his school as being "like a family affair" and that Riddle cooperated with any new ideas a teacher might have. Despite his insistence on discipline, Mrs. Davisson never knew a student who expressed a dislike for him.

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One of his surviving directives to his teachers contain an essence of his education philosophy: The best teacher gets the pupil to do the most work willingly; try always to be gentle, tender, patient, loyal. open-minded and cheerful; it takes no time at all to smile; I'll never ask you anything that isn't necessary; always teach more than is in the book, and, the real test of a teacher is how well that teacher wears.

George Riddle certainly wore well, but too long for his own good as it turned out. Shortly after his 1966 retirement he suffered a debilitating stroke and was disabled until his death at age 78 in 1974. It was a fate he did not deserve.

It had been our good fortune that he considered Rochester to be worthy of his lifelong devotion to two generations of its children. His name is on the school because we recognized that.

[Rochester Sentinel, Tuesday, July 29, 1999]

RIDDLE BARBER SHOP [Rochester, Indiana]

C. J. Riddle has opened a Barber Shop over A. K. Plank's Drug Store, opposite the Continental House.

[Rochester *Chronicle*, Thursday, April 30, 1868]

RIDGEWAY, OLIVER P. [Rochester, Indiana]

FOUGHT FOR LIFE

Telegraphic dispatches from Arizona have brought the news of the awful death of Oliver P. Ridgeway, near Tucson, Ariz., at the hands of a band of Indians and Mexicans. Mr. Ridgeway is a former resident of this city and is remembered by a large number of our citizens. About fifteen years ago he built and operated a greenhouse at the corner of College avenue and Fourteenth street, in which business he continued for several years before moving to Wabash, where his wife now resides. About three years ago Ridgeway left Wabash and went to Arkansas, where he located as a real estate agent. Not liking the location, however, and not desiring to move his family there on account of the lack of schools and churches he decided to go to Tucson, Ariz. The last heard from him was on July 12, when he wrote home his decision to go farther south. Since this time his wife and friends have been in continual suspense, not hearing from him and knowing of the wild conditions of that country.

No more had been heard from him until Tuesday afternoon when word was received from E. Bardan Bancroft, superintendent, Phoenix, Ariz., informing Mrs. Edna Ridgeway of the death of her husband, Oliver Perry Ridgeway. Mr. Bancroft enclosed in his letter the report of the mining engineers who found her husband, a description of the man found, and a picture of him. As the description tallies exactly with that of Mr. Ridgeway and as the picture corresponds with one which Mrs. Ridgeway has, there can be no doubt whatever that the man killed was the former Rochester man.

Lying around the dead man were found the bodies of three Mexican miners and eight Yaqui Indians, all of whom, no doubt, were killed by Ridgeway in his desperate fight for life.

[Rochester Sentinel, Thursday, October 12, 1911]

RIEMENSCHNEIDER, HARLEY E. [Liberty Township]

BIOGRAPHY

Harley E. Riemenschneider, the subject of our present sketch, was the son of two worthy pioneers of Fulton county, Henry and Susan (Spotts) Riemenschneider the former of whom came from Pennsylvania at the age of three years and lived seventy-five years on the same farm in Liberty township. Another generation back we find the grandfather Henry and his wife Elizabeth, both born in Germany, who emigrated first to Pennsylvania and then to Indiana where he entered land and died there at an advanced age. On the maternal side the parents were George and Susan (Kiplinger) Spotts who also came very early to the same vicinity in Liberty township, cleared land and made a home for themselves and their growing family in the woods. Their grandson, Harley

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Riemenschneider was educated at the Goss school and followed by preference the vocation of his forbears. Twenty-six years ago he started farming for himself and has lived on his present place ever since with the exception of three years. He has amassed a considerable property, having eighty acres upon which he has put excellent buildings, fences and various improvements. He is a general farmer and makes a specialty of dairying and poultry. He was married January 12, 1897, to Sylvia Morrow, who was born in the same house in which she and her husband now live, which has been remodeled to suit their growing needs. Mrs. Riemenschneider is a daughter of George and Emma (Loman) Morrow, the latter being a native of Cass county, Indiana, the daughter of local pioneers. Emma Loman was a daughter of Ephraim and Mary Ann (Brubaker) Loman, he of Virginia and she of Union county, Indiana, or near the Ohio line. George Morrow was the son of John and Elizabeth Morrow, early settlers of Bethlehem township, Cass county. Mary Ann Brubaker was born on the state line between Indiana and Ohio, either in Union county or the other side, a daughter of Samuel Brubaker of Dutch descent. It was a pioneer from the East who settled near Logansport in the last days of the seventeenth century. Ephraim Loman was a son of George Loman who emigrated from Virginia first to Ohio and then to Cass county, Indiana, making almost the entire distance on horseback as was the custom in the early days. All these ancestors of our subject as well as Mr. Riemenschneider himself have been greatly respected and industrious and leaders in the vicinity in which they lived.

[Henry A. Barnhart, *Fulton County History*, pp. 264-265, Dayton Historical Publishing Co., 1923]

RIGGS & DAY [Rochester, Indiana]

NEW STORE NOW OPEN

The Peoples' store, in the Holeman building, opposite the Arlington Hotel, is now open, and is a store Rochester may well be proud of, and give it patronage. The stock consists of a large assortment of dry goods, notions, shoes, mens furnishings, hats, caps, queensware and groceries, and in fact everything carried in an up to date general store.

The proprietors Messers Riggs and Day are both young men. The formerly conducted a similar business at Converse until the gas gave out. They are thorough business men and the SENTINEL is sure the general public will be courteously treated by them.

[Rochester Sentinel, Thursday, July 28, 1904]

RILEY, KATHRYN [Rochester, Indiana]

See: Wile Department Store

RILEY, JAMES [Akron, Indiana]

JAMES RILEY NAMED PRINCIPAL OF WARSAW HIGH SCHOOL

James Riley, son of Mr. and Mrs. Lloyd Riley, of Akron, has been named principal of the Warsaw High School. Mr. Riley was principal of the junior high school a Warsaw last year and succeeds J. D. Cline, who resigned at his own request, after 46 years of administrative work.

Riley will be remembered as one of Akron High School's most outstanding athletes, playing on the sectional championship team in 1929 and later starring in football and basketball at Manchester college.

[The News-Sentinel, Friday, August 17, 1945]

RILEY, JAMES WHITCOMB

HAS PICTURE TAKEN WITH HOOSIER POET

While visiting in Indianapolis recently, John Shafer, age six, son of Dr. and Mrs. Howard Shafer of Chicago and grandson of Dr. and Mrs. W. S. Shafer of this city, had the honor of having his picture taken in company with James Whitcomb Riley, the famous Hoosier poet.

Dr. and Mrs. Howard Shafer and son were visiting at the home of Mrs. Harry Kahn, formerly of Rochester, who is a friend of Mr. Riley, and while there, the poet called. Dr. Shafer

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happened to be taking pictures, and it was suggested that the young lad and Mr. Riley pose for a photo, the poet holding the young man. The picture proved to be a splendid likeness and is highly prized by the Shafer family.

[Rochester Sentinel, Friday, September 28, 1915]

The funeral of Henry C. MARINE, 84, of near Gilead, who died Sunday at 6:30 o'clock in the morning of bronchitis, was held at 2:30 p.m. Tuesday at the home of Mr. and Mrs. Clyde MARINE. Burial was made in the cemetery nearby. The deceased was a first cousin of James Whitcomb RILEY, late, beloved Hoosier poet. Mr. Marine was the son of John A. and Olive A. MARINE, born Sept. 2, 1841 at Unionsport, Indiana.

On Sept. 14, 1864 he was married to Laura Ann WRIGHT and to this union four children were born. All have preceded the father in death, except Clyde at Gilead.

He leaves to mourn his departure the aged widow, the son, Clyde, a sister, Ella MARINE of North Manchester, a brother, Will [MARINE], of Los Angeles, Cal., and a granddaughter, Marjory MARINE of South Dakota, daughter of James [MARINE], deceased.

A part of his life was spent at North Manchester and the remaining 50 years at their farm near Gilead.

[The News-Sentinel, Rochester, Indiana, Thursday, March 31, 1925]

A. W. NEFF, THIS CITY, RELATES INTIMACIES WITH LATE HOOSIER POET, JAS. W. RILEY

Editor's Note: A feature story compiled by Mrs. Kate Milner Rabb of the Indianapolis Star, during her recent trip to this city has been furnished in duplicate copy to the News-Sentinel. The theme for the following came to light through a brief interview held by the staff correspondent of the Indianapolis newspaper and Mr. A. W. Neff of this city.

Mr. Neff has been a resident of Rochester for the past few years and was for several months employed at the Gilliland Cigar and Billiard parlors. At the present he is not engaged in any vocation. The local man's splurge into publicity comes through his close friendship with the late James Whitcomb Riley during his residency in Peru. The following interesting story is penned by the local citizen:

* * * * Photo * * * *

When the name of James Whitcomb Riley is mentioned, the questions are often asked, did he ever marry and did he ever have a sweetheart? He was never married; he did have a sweetheart, as a friend of long ago. I chance to know something of an early love affair in which he was one of the chief parties.

I met James Whitcomb Riley for the first time in 1872 in Peru, Indiana. He was a sign painter and a house painter at that time, and he had a partner named Smith. They set up their shop on the second floor of a two-story building over a livery stable owned by John and Ben E. Wallace (the last named afterwards became famous as sole owner of the great Wallace shows.). This building was located on East Third street between Broadway (the main street of Peru) and Wabash street. Their business prospered and they became well acquainted in the community.

It was about this time that Riley became interested in a young woman named Catherine Musselman, who, like Riley, was of Irish descent. She was not as tall as the poet, was plump, and very pretty. About a year before she met Riley, she had come to live in my father's home and remained there for several years, perhaps five in all. Riley became very much attached to her, and he did not have far to go when he wanted to call on her, for my father's residence was on the corner of East Third and Wabash only a half a block from his work shop. I remember very distinctly that most of his evenings were spent at our home in her company, and that he seemed to enjoy these occasions very much.

On rainy days, Riley would spend his spare time painting signs and pictures and he was very skillful at this work. I spent a great deal of my time watching him paint these pictures, and as I was his messenger boy, and carried notes several times a week for him and Catherine, he gave me several pictures which, naturally, I prized very highly.

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One day the sign painter failed to appear, and Catherine asked me if I knew where he was. I did not, nor could I explain his absence of the next day and the next. After some days, a letter came directed to Miss Musselman and when she read it she handed it to me, smiling, and said, "Here, Will, Read this." It was a poem entitled, "The Little Town of Tailholt," which he had just written, so I may say I was the second person ever to have read the poem.

Naturally, Catherine felt rather sad over the defection of her suitor, her mother forbade any of the children to say anything to her about it. If the poet ever returned there, I do not know it. He had made good in our town, but I imagine he was seized with the wanderlust as Jack London and other writers before and after him have been at times.

As to the pictures painted by Riley during my acquaintance with him, they were painted on canvas, box lids, any material that he could make use of. I had at least twenty of them at one time, but gave away all but two. One of these is a painting on canvas about twenty by fourteen inches, a farm scene. It shows a young couple in a hay field, with arms intertwined, and girl with a rake in her left hand and the youth holding a hay fork. In the background is seen a cabin and dense woods. The youth is kissing the maiden and beneath are the words, "Making hay while the sun shines."

The other picture is the head of a very beautiful school girl in a low-necked blouse and wearing a necklace of large white beads and a wide brimmed hat such as was in style some years ago. This picture is painted on a poplar board which I planed and sandpapered for the surface. The first picture is not signed, but the second has "Riley and Smith" painted at the top. When he first gave it to me, I nailed it up in the barn and the nail hole destroyed a part of the signature. The picture is painted in an oval and around this oval Riley painted a black border in curves and turns to make it more decorative, and at the right of this picture, in the decorative border he painted his monogram, J. W. R., the initials intertwined. This picture is now framed and covered with glass, so that the monogram is hidden. If I remember correctly, Mr. Riley copied the girl's head from a frontispiece in either Frank Leslie's magazine or Harper's Bazaar. I kept these pictures for a period of fifty-three years, and could have disposed of them many times, but in 1924, I loaned them to Hal C. Phelps for the Miami County Museum, where they have been seen by thousands of visitors.

These same pictures were once displayed in Peru on the occasion of a Riley tea given by the ladies of the First Presbyterian Church of that city. The tea was given in the lecture room of the church on West Third street where the Liberty Theatre now stands. The pictures were displayed in the Riley Booth together with copies of his books, and it is said resulted in a great sale of his books. Five thousand people were said to have visited the booth and viewed the pictures.

Another interesting story of those days which I recall concerns some frescoes made by Riley during his stay in Peru. There was at that time a social club in Peru composed of young men and known as the A. C. O. P. (The Academy Club of Peru). The club had a room on the third floor of a business block at Second street and Broadway and another larger one in one adjoining building, with a door between the two. One room was a dancing hall and the other a club room, and they were very attractively furnished at considerable expense. This was at the time of Mr. Riley's residence in Peru, and the club employed him and his partner to paint and redecorate the rooms. While Mr. Riley was frescoing the club room, his partner was painting the walls of the room and doing some other work. When their work was completed it was much admired, and I can say it was as beautiful as any I have ever seen.

The club dances given every Wednesday night, were very popular, and guests came from Fort Wayne, Logansport, Rochester, Kirklint and Marion as the years went by. Every one inquired about the frescoes, and were told that they were the work of the Hoosier poet. One admiring visitor once said of one that the picture was itself a poem.

As the years passed, the club outgrew its quarters, and the rooms stood empty for a number of years. (So far as I know there are now living but two of the A. C. O. P. - John C. Wampler of Temple Avenue, Indianapolis and myself). When the owner of the building, George Crowell, a wealthy citizen of Peru, died, he left his estate to his daughter, Alice, who had married

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George B. Forgy, a Logansport banker. In a few years the Forgys built a handsome home in Logansport and when the building was completed Mr. Forgy sent some expert plasterers to Peru to take out the corners of the club room adorned with Riley's work and put them in place in a room in his new home. The work showed to an even better advantage in the house than it had in the club room.

I do not believe that Riley could have painted so well, had he not loved his art as well or almost as well as he did the one he chose later. His brush must have been dear to him, or he could not have put such poetry upon the walls he decorated.

[The News-Sentinel, Saturday, May 4, 1929]

RILEY, TED [Akron, Indiana]

See: Service Men, World War II, Letters (Letter From Ted Riley)

RIMES, ABE [Rochester, Indiana]

See Abe Rhimes/Rimes

RINEHART, MARY ROBERTS [Fulton County]

COUSIN OF AUTHORESS

Among those who saw "Bab's Diary," the feature film at the Paramount Thursday, was J. W. RINEHART, of near Germany, who is a first cousin of the authoress, Mary Roberts Rinehart, one of the nation's best writers.

[Rochester Sentinel, Thursday, March 14, 1918]

RINGLING BROTHERS AND BARNUM & BAILEY

See: Rhinehart Sisters

RISING HUB & SPOKE FACTORY [Rochester, Indiana]

[Phillip RISING and John V. -----, of Lancaster, Ohio, agreed to locate in Rochester a hub and spoke factory, the building to be 70 by 100 feet, and machinery with capacity to employ from 20 to 60 hands, provided Rochester citizens give them three acres of ground, and in addition "such sum of money as we shall decide upon."]

[Rochester Sentinel, Saturday, August 11, 1883]

The contract for putting up the hub and spoke factory building has been let to Jonas Myers and Richard Betz. . . Mr. Rising, one of the proprietors, was here this week.

[Rochester Sentinel, Saturday, September 15, 1883]

TIMBER WANTED

We will pay the following prices for white and burr oak and black and shellbark hickory, delivered at our factory. For white and burr oak, 2 cents per inch, top and diameter measure, 30 inches long. For black and shellbark hickory 1-1/2 cts, same length as oak, measured in like manner.

The Rising Hub and Spoke Factory, J. V. GORDON, Supt.

[Rochester Sentinel, Saturday, December 1, 1883]

A QUERY

At the time the project of establishing the Hub and Spoke Factory at this place was presented to the people, Rochester was promised such an enterprise on the condition that a certain sum of money be contributed by the citizens to Rising & Gordon. What the amount was, we do

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not now remember, but it was several hundred dollars. In consideration of the amount of money paid, said Rising & Gordon agreed to erect a factory of a certain capacity and give employment to a specified number of men. If we are correctly informed, every dollar agreed to be paid by the citizens went into the pockets of Rising & Gordon, but it is not certain that they have complied with their part of the contract. The factory, if built according to contract, has certainly not been run according to agreement, for it has been idle much of the time and very seldom has it given employment to as many men as it should have done. The machinery is now motionless and likely to remain so for a long time to come. The question now is what right have the people for the money they contributed? As yet the contributors have derived but little benefit from their investment and it begins to look as though it was going to be a total loss. Can Rising & Gordon be required to disgorge or compelled to keep the factory in motion? or must the contributors tamely submit to such treatment?

[Rochester Sentinel, Wednesday, December 9, 1885]

RITCHEY, PERRY [Rochester, Indiana]

NEWS OF THE DAY

John Anderson has closed his restaurant on Main street across from Zimmerman's furniture store as he has decided that there is not a fortune in the business for him. Mr. Anderson will probably start a moving picture show in North Manchester in a few weeks. Perry Ritchey will move his plumbing plant into the room formerly occupied by Anderson.

[Rochester Sentinel, Friday, June 14, 1907]

RITCHEY & CO., P. A. [Rochester, Indiana]

[Adv] 1910 EM-F "30" - - - 4 cylinder, 20 h.p., three speeds, selective sliding gear transmission, speed 55 miles an hour - if you want it - hill climbing power galore. Price, including five lamps, French horn, tools, tire repair outfit, pump, jack and magneto, of course, \$1,250 F.O.B. Detroit. P. A. RITCHEY & COMPANY. 6-8 Main St., Rochester, Ind.

[Rochester Sentinel, Thursday, March 24, 1910]

[Adv] 25,000 Owners who drive the E.M.F. "30" will advise you to buy an E.M.F. "30". - - - Ask Congressman Barnhart, The Sentinel, D. A. Waller, S. Y. Grove, Talma, John Troutman, Irvin Rannells and Omar Montgomery -- local purchasers -- what they think of their cars. - - - P. A. RITCHEY & CO., Rochester, Indiana.

[Rochester Sentinel, Monday, May 15, 1911]

[Adv] OVERLAND Model 69T - Price 985 - - - P. A. RITCHEY & CO., AGENTS, 115 East 9th St., Rochester.

[Rochester Sentinel, Wednesday, November 20, 1912]

[Adv] ANNOUNCEMENT - P. A. Ritchey & Co. have opened their new display room at 623-625 Main street, Rochester, and invite you to call and see the new models shown - - Overland Model 79 - - - Ford Model T. - - -

[Rochester Sentinel, Friday, February 27, 1914]

RITCHEY & ROBBINS [Rochester, Indiana]

BUSINESS CHANGES HANDS

A deal was made Thursday by which Ritchey & Robbins became the owners of the I. C. Meyer garage, north of the Arlington hotel. The new firm will store their agency cars there and take care of the fine business built up by Mr. Meyer since his opening a few weeks ago.

Mr. Meyer retained his two autos and will continue in the livery business.

[Rochester Sentinel, Friday, June 9, 1911]

PLUMBING SHOP TO NEW HOME

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The well known local plumbing firm of Ritchey & Robbins, which recently sold their building on North Main street to Ed Creamer, moved to their new quarters today. The firm is now located in the Robbins room on the south side of the public square, where they will continue to attend to their plumbing business. However, when they sold out to Mr. Creamer the firm retained space in the building for the display of their line of autos and will look after that part of their business at that place as usual.

[Rochester Sentinel, Wednesday, February 7, 1912]

SHORT NEWS

All of the machinery has been moved out of the room formerly occupied by the Rochester Garage and Machine company. Ritchey and Robbins will use the room for displaying their automobiles.

[Rochester Sentinel, Saturday, October 4, 1913]

NEED SPACE FOR DISPLAY ROOM

Ritchey & Robbins, the well known local agents of the Ford and Overland automobiles, have purchased the building now occupied by the Rochester Garage and Machine Company and will use it the coming season for a display room.

On account of the large number of machines which they sold the past year and the favorable outlook they have for the coming season, the firm was compelled to seek larger quarters. A large part of the machinery that is now in the room will be removed in order to make space for display purposes. A repair shop will be conducted in connection with the agency.

The property belonging to the Rochester Garage and Machine Company which is now in the room, will be moved soon. James Gavin and John Stanley, who have been working there all summer, will leave soon. Mr. Gavin will move to Dayton, Ohio, where he will be employed. John Stanley has the offer of several good positions but has not decided as to what he will do.

[Rochester Sentinel, Thursday, September 25, 1913]

RITCHEY AND ROBBINS DISSOLVE

After almost 14 years of business association, Charles E. Robbins and Perry Ritchey are arranging to dissolve their partnership. Mr. Ritchey to leave on account of his wife's continued ill health. Mr. Robbins will take over the business, probably about Feb. 1st.

The two formed a partnership in plumbing, 13 years ago last July, and their relations have always been pleasant. They gradually worked into the automobile game, finally selling out their plumbing business to Guy Montgomery, and engaging exclusively in the sale of motors, being agents for two popular dcars, the Ford and the Overland. At one time they handled the Studebaker, but their main work has been with the two cars mentioned, a garage being maintained in connection.

Invoicing is now going forward and after details are settled, Mr. Ritchey will join his wife at Emporia, Kansas, where she has been for some time, and where they will probably make their home. Mr. Robbins will at once take over the business.

[Rochester Sentinel, Friday, January 21, 1916]

RITCHIE, FRED "BILL" [Rochester, Indiana]

See: Louderback Garage

RITTENHOUSE MANUFACTURING COMPANY, J. F. [Akron, Indiana]

Located S side of Erie Railroad, across from the Depot.

Opened in 1923.

Known as the Shovel Factory.

Sold to American Fork & Hoe Co.

It is now the site of Sonoco Products Co.

Silas Rittenhouse, father of James Freeman Rittenhouse, in 1873 moved his family to Liberty Mills, Ind., where he built a saw mill on the banks of Eel River. Silas later built a factory which was powered by a huge windmill with 25 foot blades. Butter tubs were manufactured here, then later wheel barrows and finally hand seed sowers, and mole traps.

His letterhead read: J. F. Rittenhouse, manufacturer of The Rittenhouse Seeders & Mole Trap, formerly sold under The Name of "The Little Giant" Liberty Mills, Indiana, U.S.A.

My father, James Freeman Rittenhouse, was an innovator and an inventor and held numerous patents. As he grew older, he disliked office work, preferring to manage the factory. Since Ruth's husband, Ernest Branning, had had some business training and experience, in 1916 father took him into the business as a partner. They made a good team. They would agree on a new product, father would design and build the tooling for the new product and set up production, while Ernest did the marketing and managed the office.

In 1923 businessmen, members of the Chamber of Commerce of Akron, Ind., were looking for businesses to provide employment for Akron citizens and to aid in the town's growth. On Apr. 17, 1923, a committee composed of Earl N. Leininger, Karl S. Gast, and Frank Haldeman, executed an agreement with father and Ernest that established the J. F. Rittenhouse Manufacturing Company of Akron. By this time the company had stopped manufacturing seed sowers and mole traps and was making shovels. The use of the endgate seeder had lessened the demand for hand seeders so that it was no longer a lucrative business.

Father and Ernest put their equipment and inventory against a building furnished by the Akron citizens. The business then prospered and Father and Ernest were able to buy the outstanding stock and again owned the business.

In 1931-32 the American Fork & Hoe Company of Cleveland, Ohio, bought the J. F. Rittenhouse Manufacturing Company stock. At the same time American Fork and Hoe Company bought two other companies, Cronk and Carrier of Elmyra, N.Y., and Kohler of Canton, Ohio, combining these companies with the J. F. Rittenhouse Manufacturing Company: this became the C.K.R. Company with offices in Cleveland, Ohio.

Ernest Branning became president of the C.K.R. Company, moving with his family to Cleveland, Ohio, in 1931. Later when C.K.R. Company merged with the American Fork and Hoe Company of Cleveland in 1937, he became an executive in the latter firm and remained there until 1942 when he moved again with his family to Piqua, Ohio, where he was executive vice president of the Wood Shovel and Tool Company until his retirement.

Additions to the Akron factory were built in 1927, in 1933, and in 1936. In 1952 the American Fork and Hoe Company moved the equipment, inventory, and key personnel to Charleston, W. Va.

Mary Margaret Rittenhouse married Harold Leroy Leininger Dec. 2, 1933. He graduated from Indiana University in 1934, and worked at Leininger Brothers Store in Akron one year, and then at the C.K.R. factory for the next 11 years, becoming assistant manager. He had worked in the office of the Rittenhouse Manufacturing Company and became the assistant manager of the True Temper Company. He contracted tuberculosis and died May 25, 1948.

[Freeman Rittenhouse Family, Miriam Rittenhouse Hammond, *Fulton Co Folks*, Vol. 2, Willard]

AKRON RAISES A LARGE SUM FOR NEW FACTORY

Akron again went "over the top" Wednesday when the business men of that city raised \$13,500 in one day for the purpose of bringing a shovel factory to that city. As a result of the campaign work will start at once on the new building. This is a duplication of a "stunt" several years ago when the same men raised \$28,000 in a single day for the basket factory.

The shovel factory will come to Akron from Liberty Mills, where it has been operating for a number of years. The Akron businessmen with the money they raised Wednesday will build

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the home for the organization and in time the factory will buy the building. The new corporation will employ about 40 men when it gets into operation.

[Rochester Sentinel, Thursday, March 29, 1923]

AKRON HAS SECURED SHOVEL MANUFACTURER

Akron now has a new factory, which will be established there within the very near future, according to announcement made Wednesday by the Akron Chamber of Commerce, which has raised \$12,500 asked by the Rittenhouse Manufacturing Company, of Liberty Mills, to move to Akron.

The Rittenhouse Manufacturing Company is a shovel factory. The firm employs from 40 to 50 men and already has on hands orders for \$30,000 worth of its product. The firm has been incorporated for \$50,000. It is reported that work on the building it will occupy will be started within the next ten days and the movement of the machinery and materials will be effected as soon after as possible.

[Rochester Sentinel, Wednesday, April 18, 1923]

TO BUILD AKRON FACTORY

M. V. Grim, of North Manchester, was awarded the contract for the new factory building that is to be erected at Akron for the J. F. Rittenhouse company. Work will start Wednesday. There had been some delay in getting the factory building underway for it was discovered that the Indiana Pipe Line company's pipes extend across the site of the building, and the pipe line had to be changed before the work on the building could commence.

[Rochester Sentinel, Tuesday, May 29, 1923]

TO MOVE FACTORY

The factory building that is being erected at Akron for the Rittenhouse Manufacturing company is nearly completed and the factory equipment will be moved from Liberty Mills to Akron in about two weeks. J. F. Rittenhouse will move to Akron next week. Liberty Mills will thus lose her only industry with the exception of the flour mill owned by E. S. Rittenhouse and the electric light plant also owned by Mr. Rittenhouse.

[Rochester Sentinel, Tuesday, July 17, 1923]

SHOVEL FACTORY IS DOING BIG BUSINESS

The Rittenhouse Manufacturing Company, the shovel manufacturers, who moved to Akron from Liberty Mills recently, is on a decided boom, according to word received Tuesday from Akron and is advertising for 25 additional employees. The plant, which shipped out a car load of shovels last week, is now employing 27 or 28 men and is desirous of doubling this force.

[Rochester Sentinel, Tuesday, September 25, 1923]

MAKING SNOW SHOVELS

The Rittenhouse Manufacturing company at Akron is employing about twenty men at present busily engaged in making snow shovels and scrapers. Several car loads of shovels were shipped last week.

[Rochester Sentinel, Saturday, September 6, 1924]

SHOVEL PLANT AT AKRON TO BE ENLARGED SOON

An addition will be built to the plant of the J. F. Rittenhouse Manufacturing Company, construction to be started at once, following action taken by the board of directors at a meeting this week.

The addition has been made necessary by continuous increase in volume of business in every department of the plant during the past year.

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The company manufactures sidewalk cleaners, "D" top malleable snow pushers, furnace scoops, snow scrapers, general purpose shovels, steel snow shovels, spring steel snow shovels, galvanized snow shovels, children's and boys snow shovels and shovel ash sifters.

It is understood a catalogue devoted to the other products of the company will be issued at an early date. These consist of spring hinges, screen hangers, garden trowels and other articles.

The directors of the company are Frank Haldeman, Karl Gast, Earl Leininger, J. F. Rittenhouse and E. H. Branning. The company have available yet one \$1,000 block of preferred stock, non-taxable and bearing six per cent interest. Anyone interested in this investment may get complete information concerning it from any of the directors.

[The News-Sentinel, Rochester, Indiana, Saturday, April 11, 1925]

AKRON SHOVEL FACTORY IS TO BE MADE LARGER

At a meeting of the directors of the J. F. Rittenhouse Manufacturing Company held Thursday at Akron, it was definitely decided to erect another building in the Henry township city which will join the present main building on the east. The new addition is to be the same size as the present building, 60x100. This will give the shovel factory a floor space of 60x200. They have already erected two 30x60 warehouses since they first started to operate. Business has steadily increased and it looks as though they might need another warehouse in the near future if business keeps increasing.

The factory has operated continuously without a shutdown which is a wonderful record. It employs as many as 60 men at one time. At the present they have 45 men on the payroll but this number will be increased as soon as they start making shovels for the coming season. At the present they are busy making mop sticks, screen door hinges, screen hangers, garden trowels, and post hole diggers.

[The News-Sentinel, Rochester, Indiana, Saturday, May 15, 1926]

TO ENLARGE PLANT

The Rittenhouse Manufacturing Company of Akron announced this week that they will build a 60 by 100 foot addition to their plant to care for additional business.

[The News-Sentinel, Monday, August 12, 1929]

RITTENHOUSE MFG. PLANT MERGED WITH OHIO FIRMS

An announcement was made public yesterday that the J. F. Rittenhouse Mfg. Co. of Akron, manufacturers of hardware specialties, had merged with two other companies and that the Akron plant would be enlarged and operate on a much larger scale. The companies with which the Akron factory merged are the Cronk & Carrier Mfg. Co., of Canton, Ohio, and Montour Falls, N. Y., and the Keller Mfg. Co also of Canton. The newly consolidated firm will be known in the future as the C.K.R. Manufacturing Company.

F. B. Branning, manager of the Akron plant has gone to Cleveland, Ohio where he will act as general manager of the C.K.R. Mfg. Co., which has established main offices in that city. Before departing he stated that the new combine would eventually mean a much larger industry for Akron, as equipment from one of the Ohio factories would be installed in the Akron plant. This change which will be made in the near future will necessitate the employment of a much larger force. Details, however, for the enlargement of the plant will not be completed for some little time.

The Rittenhouse Mfg. Co., during its eight years in Akron, has steadily increased in size and volume of business, as well as scope of products manufactured. From the small building first housing the entire plant, the factory itself has been increased in size at various times and now occupies several buildings, and a force of about 65 men are employed.

[The News-Sentinel, Friday, September 18, 1931]

NEW BUILDINGS BEING ADDED TO CKR FACTORY

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An elaborate construction and rearranging program which will necessitate the expenditure of between eight and ten thousand dollars, has been launched by the C. K. R. plant at Akron. The C. K. R. plant is on the site of the former shovel factory at Akron.

The building program is already under way and plant officials estimate that it will take six weeks to complete the three buildings being constructed. The buildings include an office, a ware room and an addition to the present factory building.

The office is to be a one story frame structure in the colonial style. It measures forty by twenty-five feet and will house the general offices and superintendents office. There will also be storage room for files and a stock room for supplies. The building will be modern in every respect, including an oil burner furnace in the basement. It will be separate from the main factory building.

Brick and Steel Used

The addition to the factory building will be a structure forty-eight by fifty-eight feet which is being erected at the southeast corner of the factory. It will be connected with the main building. This structure will be brick and steel and is to be used for manufacturing purposes.

The ware room will run parallel to the Erie tracks and will extend from the present ware house east. It will be a forty by ninety iron clad structure. The old ware room will be used for storage of unfinished items, handles and assemblage purposes. This building will greatly facilitate loading articles as it will be built right up to the plant siding. Through an agreement with the Indiana Pipe-Line Company, CKR officials are permitted to build over their line.

Study Conditions

After the building program is completed and the new machinery is installed, plant officials will make a careful study of factory conditions with a view to re-arranging and resetting all machines for greater efficiency. This work will take the major part of six months time.

The building is being done largely by local help and plans were drawn by company architects. The work is being rushed so as to be as nearly completed as possible when the factory rush season begins in the latter part of August.

About eighty men are now being employed at the plant and nearly two hundred different articles are being manufactured.

Mr. C. W. Branning, plant manager, has announced that splendid co-operation was manifest from Akron authorities, Erie Railroad officials and pipe line company. The cost of the improvements is estimated at \$10,000.

[The News-Sentinel, Friday, July 19, 1935]

C-K-R PLANT AT AKRON SETS PRODUCTION MARK

The biggest month in the history of the Akron plant of the C-K-R Company is the record for January, according to an announcement made today by C. W. Branning, plant manager.

More than 305,000 pounds of LCL freight was shipped during the month in addition to seven solid carloads. This tops the previous record month, which was March of 1935, by nearly 100,000 pounds and four solid carloads.

Shipments were made to practically every state in the union with the rush orders calling for snow goods. It is rather uncommon at this time of year to have such a run on snow goods, as those articles are usually shipped during the late fall months.

This rush can be directly attributed to the unusual winter weather and has caused the Akron factory some little trouble as production of spring merchandise had already started when these orders began to pour in.

This necessitated a quick change of production organization and will necessarily delay the shop changes which have been planned for some time. This re-organization work will be resumed as soon as all rush orders are filled.

Nearly 100 men are now employed in the Akron plant and it has been necessary to work many of them overtime for the past six weeks to keep up with orders. At present production is about two weeks behind orders.

[The News-Sentinel, Saturday, February 15, 1936]

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CKR FACTORY AT AKRON HAS CHANGED ITS NAME

The CKR factory at Akron received orders several days ago from the factory officials to change the name of the plant to The American Fork and Hoe Company.

Although the Akron factory has been a branch of the American Fork and Hoe company for several months, it continued to operate under the name of the CKR company and it was not until several days ago that officials of the company in Akron were informed that the name would be changed officially.

The American Fork and Hoe company is one of the largest manufacturers of hardware specialties in the United States. Although it has assumed complete ownership of the Akron factory, it is believed that no drastic changes in personnel will be made.

The shovel factory, as it is better known, located in Akron through the help of many Akron business men, and was owned by J. F. Rittenhouse. It later merged with two other factories and was the "R" in the CKR factory for a long time.

[The News-Sentinel, Saturday, April 2, 1938]

ERECTED FLAGPOLE

A. H. Caldwell, Clifford Murphy, Cecil Patterson, Art Sheets and Bert Gray, employees of the Northern Indiana Power company, this week erected a flagpole in front of the American Fork and Hoe company plant in Akron. A flag raising ceremony will be held soon.

[The News-Sentinel, Friday, November 1, 1940]

JAMES RITTENHOUSE, 88, DIES AT HOME IN AKRON

James F. Rittenhouse, aged 88, prominent citizen and retired manufacturer of Akron, died at his home there on East Rochester street at 8 o'clock Monday morning from a heart attack. He had been in ill health for the past two weeks.

The deceased was born in Medina county, Ohio, the son of Silas D. and Clarissa L. Rittenhouse. He celebrated his 88th birthday yesterday. He was married to Lillian E. Abbott in North Manchester and had lived in Akron since 1923 when he moved there from Liberty Mills.

Mr. Rittenhouse founded the Rittenhouse Manufacturing Company at Akron in 1923, which company manufactured shovels and other light hardware. Later he sold his company to the American Fork and Hoe Company of Cleveland, Ohio, which now operates the plant. The company at the present time employs around 300 men. Mr. Rittenhouse was a member of the Methodist church at Akron.

Survivors are his wife; three daughters, Mrs. E. H. Branning, Cleveland, Ohio; Mrs. L. D. Hammond, South Bend; and Mrs. Harold Leininger, Akron; a son, James F. Rittenhouse, Jr., of Akron; a sister, Mrs. Maud Grimm, Delphi and several grandchildren. A son, daughter and brother preceded him in death.

The last rites will be held from the Methodist church in Akron at 1:30 o'clock Wednesday with Rev. J. D. Stevenson, a former pastor of the church officiating. Burial will be made in the cemetery at Liberty Mills.

[The News-Sentinel, Monday, December 16, 1940]

RITTENHOUSE RITES

Funeral services for James F. Rittenhouse, aged 88, retired manufacturer who died at his home in Akron yesterday will be held from the home at 1:30 o'clock Wednesday afternoon. Rev. J. B. Stvenson, former pastor of the Methodist church in Akron will officiate, assisted by Rev. Julius Pfeiffer, present pastor of the Akron Methodist church. Burial will be made at Liberty Mills.

[The News-Sentinel, Tuesday, December 17, 1940]

AKRON FACTORY WORKERS VOTE IN FAVOR OF C.I.O.

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Employees of the American Fork and Hoe factory in Akron yesterday voted 75 to 72 in favor of installing the CIO as their exclusive collective bargaining agent. The balloting was under direction of J. C. Clark, director of the Eleventh region of the National Labor Relations Board.

A majority of 51% of those eligible to vote, was needed to elect the union as their representing agent.

The Akron local No. 2355 of the Steel Workers' Organizing Committee, a CIO affiliate, will now be the exclusive representative of the factory workers, it was stated.

Those eligible to vote were all production and maintenance employees whose names appeared on the company's payroll September 30, including those workers who did not work during such payroll period due to sickness, vacation, or military service, and employees who were then or had since been temporarily discharged. Superintendents, foremen, clerical employees, and other officers were excluded from the balloting.

[The News-Sentinel, Friday, October 31, 1941]

AKRON FACTORY SHIFTS FROM WAR TO PEACE JOBS

After a two week's vacation, employees of the Rittenhouse Branch of the American Fork and Hoe Co., are back at work.

A change-over from war products to post-war civilian goods, including garden implements, has been made.

[The News-Sentinel, Friday, July 27, 1945]

RIVER ROAD [Rochester and Aubbeenaubbee Townships]

Now called Olson Road.

RIVERSIDE INN [Rochester Township]

See Indian Village

ROACH AUCTIONEER [Rochester, Indiana]

Auctioneer's Notice. I would respectfully announce to the citizens of this and adjoining counties that I have taken out Auctioneer's License . . . Henry Roach, Rochester, Ind., June 6th, 1866.

[Rochester *Chronicle*, Thursday, June 14, 1866]

ROADS - APPALACHIAN HIGHWAY

APPALACHIAN HIGHWAY TO GO THRU ROCHESTER

[The ??? Indiana ??? State ???] highway commission today approved Indiana's part of the proposed Appalachian Highway from Chicago to Charleston, South Carolina.

The route will pass over new and present roads serving Richmond, Muncie, Marion, Peru, Plymouth and thence to Chicago. Commissioners said the route will be constructed as soon as possible.

The route will be on State Road 27 from the Ohio line to Richmond; new paving from Richmond to Muncie and from Muncie to Marion; then to State Road 21 from Marion to Peru; thence to State Road 31 from Peru to Plymouth and on State Road 30 from Plymouth to Chicago.

[The News-Sentinel, Thursday, February 20, 1930]

ROADS - BYBEE ROAD [Fulton County]

See Carvey & Crouder/Crowder

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ROADS - COOK'S CORNER [Lake Manitou]

See McIntyre Filling Station

ROADS - BARRETT ROAD [Lake Manitou]

See McIntyre Filling Station

ROADS - CALLAHAN ROAD [Wayne Township]

Franklin C. Mickey, county road superintendent, has just completed a survey of the sink hole on the Callahan road in Wayne township as ordered by the commissioners following that body's examination of the bad place last week. Mr. Mickey found the depth of the sink hole runs from 18 feet at a minimum to 53 feet as a maximum. Last year \$500 was spent in a futile effort to fill up the hole and it is believed that when the commissioners are presented with Mickey's report that the road will be built around the hole rather than sink any more money there.

[Rochester Sentinel, Friday, May 16, 1924]

ROADS - CONSTRUCTION [Rochester, Indiana]

EQUIPMENT ARRIVES

The steel tracking to be used in conveying the crushed stone for the road southwest of the city, is here and the men will soon start laying it. The tracks will be extended from the railroad out to the place where the stone is needed and a pony engine will be used in pulling the cars.

[Rochester Sentinel, Wednesday, March 10, 1915]

ROADS - COUNTY [Fulton County]

NEWS OF THE DAY

It is not generally known, but it is nevertheless a fact that the farmers are required to cut weeds and other growth along the roadways in front of or passing through their farms. This must be done between July 1 and Aug 20 and a fine of \$20 is attached for failure to do so. On the other hand the road supervisor is authorized to allow \$1.25 per day on the road tax for each eight-hour day put in at the work.

[Rochester Sentinel, Tuesday, August 15, 1911]

ROADS - DIXIE CENTRAL HIGHWAY [Rochester, Indiana]

AT LEAST, WE'RE ON THIS HIGHWAY

The Dixie Central Highway Association, Incorporated under the laws of Kentucky with its principal offices at Bardstown, Ky., for the purpose of promoting the construction and maintenance of "The Dixie Central Highway" from Michigan to Florida, is mailing out blanks asking for detailed information regarding road conditions, grades, feasibility of route for a great national highway and other data, preliminary to the selection of a route for survey by expert engineers from the Highway Department of the United States Government for whom application will be made by the association as soon as the necessary information can be obtained.

The Association has adopted as its fixed policy that not a foot of the road will be finally selected and named until it has been thoroughly engineered and reported upon by a Government Engineer. The general route along which the Association is asking information begins at the Straits of Mackinac, Michigan thence via Petoskey, Kalkaska, Cadillac, Big Rapids, Grand Rapids, Allegan, Paw Paw, Cassopolis, South Bend, Indiana, Plymouth, Rochester, Kokomo, Indianapolis, Seymour, Salem, Louisville, Kentucky, Bardstown, Springfield, Lebanon, Liberty, Somerset, Monticello, Jamestown, Tennessee, Crossville, Pikesville, Dunlap, Chattanooga, Dalton, Georgia, Cartersville, Marietta, Atlanta, MdConough, Jackson, Macon, Hawkinsville, Irwinsville, Nashville, Statenville, Lake City, Florida, Gainesville, Ocala, Orlando, Miami, to the Gulf of Mexico.

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It is the purpose of the Association to locate the road over the most direct and practical route and to spare no labor necessary to obtain correct information and when the route is selected all possible assistance and encouragement will be given for the proper construction of the road over this route. The association claims that the route under consideration is more than two hundred miles shorter than any other road proposed between the Straits of Mackinac, via Miami to the Gulf.

[Rochester Sentinel, Thursday, June 3, 1915]

ROADS - DIXIE HIGHWAY [Rochester, Indiana]

ROCHESTER ON ROUTE OF "DIXIE" HIGHWAY

Many notables, including Governor Ralston and other Indiana representatives, are present at the meeting now being held at Channanooga, Tenn., to discuss plans for the building of a great highway from South Bend, Ind., to Miami, Fla. Rochester is on the route, but there is considerable question as to what cities will be considered south of here.

[Rochester Sentinel, Saturday, April 3, 1915]

ARE MARKING DIXIE HIGHWAY

Thru the interest taken in the matter by O. A. Davis and Hugh Holman, painters started Monday morning to mark the Dixie Highway thru Fulton county.

Sidney Spohn and his son-in-law, Chas. Hendricks, are doing the work, marking every electric light pole on Main St., in the city, and about three in every mile, especially those at cross roads, in the 19 miles of Michigan road thru the county. The mark is distinctive, consisting of a six inch white bands above and below one of a similar size in red, with the with letters "D-H" thereon.

The secretary of the Dixie Highway, which runs from northern Michigan to Miami, Fla., has promised to route tourists over the Michigan road, if the route is marked, and Fulton county is now doing its "bit."

[Rochester Sentinel, Monday, May 7, 1917]

ROADS - H-M-C TRAIL [Fulton County]

Huntington, Manitou and Culver Trail.

[see Harding Highway story in Rochester Sentinel, Monday, August 4, 1924]

"MANITOU" INCLUDED IN NAME

The new trunk line road running from Van Wert, O., through here to Chicago will be known as the Huntington-Manitou-Chicago route and it will be marked so both on the sign posts and in all guide books. A. L. Deniston, chairman of the local committee which obtained over \$600 to mark the route here in Fulton county, wrote to the president of the Hoosier State Automobile Association suggesting to him that the new road be named "The Manitou Route." He received a letter in reply thanking him for the suggestion but that the name Manitou alone would not convey enough meaning as to the road and that the above name had been decided upon as the best and that they had already started calling it the H.M.C. route. It is thot that the name of Manitou on the markers and in the guide books will give added prominence to Lake Manitou and Rochester. Perry Lewis, the official club marker, was busy today putting up the new guide posts between Disko and this city.

[Rochester Sentinel, Friday, November 21, 1919]

NEW ROAD ACROSS STATE ESTABLISHED

The Huntington-Manitou-Culver trail is now established all the way to Chicago and will be the choice route across the northrn part of Indiana. Such was the report of M. E. Noblet, Manager of the Hoosier Automobile Association and J. F. Bippus of Huntington, who called this morning on Arthur Metzler to talk over with him the affairs of the new trail.

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Mr. Noblet and Mr. Bippus have made two trips over the route selected between Culver and Chicago and state that there is gravel or stone or something better every foot of the way from the Indiana-Ohio line clear into Chicago.

The route as established goes from Culver to Bass Lake passing around the south end of the lake to North Judson, LaCrosse, Kouts, Hebron, LeRoy, Crown Point, Griffith, Hammond and into Chicago by way of the Lake George Road, Indianapolis Avenue and Jackson Park. Sections of this new route have been finished very recently. For instance the bridge over the Calumet River in Hammond has been out of commission nearly three years. It was completed this fall and Calumet Avenue has been resurfaced over its roughest part. A mile of new road has just been completed between LeRoy and Hebron. The road between Hebron and LaCrosse is simply wonderful.

The County Commissioners of Starke county promised Mr. Noblet and Mr. Bippus at a meeting yesterday that they would widen a two hundred yard stretch of road immediately south of the Kankakee river and would regravell by not later than next June the road between Bass Lake and North Judson. With the completion of the new gravel road from Culver to the Michigan Road, which route is known as the county line road, motorists driving from Rochester to Chicago are assured of an excellent road all the way. There is another stretch of road between Akron and Disko which has been graveled recently so that clear across the state conditions have been favorable to the selection of the route now established as the Huntington-Manitou-Culver trail.

The official pole marking outfit of the Hoosier State Automobile Association passed through Rochester Wednesday morning en route to Culver. Perry Lewis, who is in charge of the pole marking outfit, is putting on an extra coat of white paint in order to make the Huntington-Manitou-Culver trail show up the best of all marked trails in the State of Indiana. He will begin at Culver putting on the stencil coat and when the car passes through Rochester again all can see what the finished product will look like. Special board signs are being made to put along the route at places where telephone poles are missing. Also, special danger signs are to be placed along the route wherever needed.

[Rochester Sentinel, Wednesday, December 31, 1919]

MARKING OF AUTO TRAIL THRU CITY IS COMPLETE

The work of marking the Huntington, Manitou and Culver trail, which starts at Lima, Ohio, and runs to Chicago, has been completed by the Hoosier State Automobile Association.

Tuesday, Harry Lewis, of the association was in Rochester, completing work on the trail and placing danger signs along the road near Lake Manitou. The signs will be placed within 300 feet of all dangerous curves and bridges, warning the motorist of his approach to such place and cautioning him to slow down.

Several Rochester people who have been over the trail in the past few weeks have stated that in their estimation it is one of the best marked trails in the state of Indiana.

The trail is marked by a white sign on telephone poles with the black letters "H.M.C." All markers are placed in such position as to be legible from cars and are not placed only at turns but at regular intervals along the road.

[Rochester Sentinel, Tuesday, July 27, 1920]

ROCHESTER MAY BE ON H.M.C. STATE HIGHWAY

One of the main market highways of the state, maintained by the state highway commission, passes thru Rochester and from all reports a second may be expected to come into this city - The Michigan road from the south - and on Thursday prospects for a third, this one running east and west loomed brightly on an apparently cloudless horizon.

The third road in question is the H.M.C. trail from Huntington to Culver.

Information regarding the prospect was brought to Rochester Thursday by a party of Kiwanians from North Manchester. The party included J. A. Brown, Dr. E. J. Cripe, J. J. Wolfe

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and A. L. Ulrey. They came to Rochester with the message brought to them by the Huntington Kiwanis club where the proposal had its origin. The Kiwanians who were unfortunate in not being able to locate executive members of the Y.M.B.A. on their short visit here Thursday presented their proposition to the Sentinel.

They declared that the Huntington Kiwanis organization has fostered the plan to such an extent that the state highway commission has signified its willingness to take over the trail upon assurance that the cities and towns and people along the route want it.

The Huntington organization is working up interest as far west as North Manchester. The North Manchester organization has taken it west to Rochester, including Akron where the proposal was placed before the members of the Commercial club, who promised to get behind and boost the thing along to a successful culmination.

Local officers of the Y.M.B.A. have stated that they would be glad to lend their aid to such a worthy project and will work up interest as far west as Culver. It is probable that the matter will be taken up at the first regular meeting of the Y.M.B.A. and decisive action be taken.

What the commission desires is resolutions from various organizations in the cities and towns and signatures of people living along the trail who would be benefited by its being made a part of the state highway system. In other words all the commission desires is endorsement of the proposal on the part of the taxpayer and it will do the rest and all at no additional cost to the people.

[Rochester Sentinel, Friday, August 24, 1923]

BOOSTERS VISIT HERE TO GET STATE HIGHWAY

A delegation of Huntington, North Manchester and Akron business men numbering about 25 visited Rochester Friday afternoon for the purpose of organizing Rochester men into a body which will cooperate with similar committees in the above towns to get the H. M. C. Highway taken over by the State Highway Commission. They found the men here ready to take immediate action with regard to interesting the members of the state board.

Harry B. York, of North Manchester, took charge of the meeting and explained the object. William F. Eiserhart, of Huntington, state road commissioner, told how the highway could be taken over. At the suggestion of Mr. York a local committee was named consisting of Charles Emmons, chairman, I. M. Wile, Harold Van Trump, H. G. Miller, Henry A. Barnhart and Rev. W. J. Niven to get in touch with the commission and urge the taking over of the highway from Decatur to Chicago. The committee will also make a trip to Culver very shortly and organize that town for the same purpose.

[Rochester Sentinel, Friday, November 9, 1923]

ROADS - HARDING HIGHWAY [Fulton County]

See: McIntyre Filling Station

TRYING TO CASH ROCHESTER IN ON THE AUTOMOBILE AGE

Considered Comment

Jack K. Overmyer

By 1925 the automobile age had settled deeply into the American culture, economy and lifestyle. There was, by then, one car cry every seven persons in the United States.

Owning a car no longer was a luxury to be enjoyed only the rich. Henry Ford and his mass-produced Model T had been changing that for 17 years; by 1925 Ford was turning out 9,000 "Tin Lizzies" a day. In fact, 15 million would be produced by 1927, when the Model T was succeeded by the Model A.

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No, the auto was here to stay. What was needed were more, harder and longer highways on which to drive them. The federal government's interest in funding such construction had only been stirring for a decade, however. The Indiana Highway Commission, a necessary agency to get what federal road-building money there was, had been formed only six years before. The entire process was in its infancy.

While governments lagged in satisfying this public demand, good old American ingenuity tried to take over, manifested by projects to create a hard-surfaced highway from coast to coast. Some were unrealistic schemes directed by unprincipled promoters. Others, like the Lincoln Highway, showed promise of success. Cities along the proposed routes were eager to compete for inclusion in the economic boom sure to result from the coming streams of travelers.

The Harding Highway was one of these routes and by 1925 Rochester's civic leaders had succeeded in bringing it through the city and assure Rochester, they thought, of a transcontinental identity.

The Harding Highway was named for the late President Warren G Harding, who died while in office in 1923 and whose name had not yet been tainted by personal, and political scandal. Its route in Ohio passed through Marion, Harding's home town, and then through, Cbanton, Mansfield, Lima and Van Wert. Entering Indiana, at Decatur, it went on to Huntington and then followed what was known as the "Huntington-Manftou-Culver Trail" by way of North Manchester, Rochester and Culver, continuing to Bass Lake, North Judson and Lowell at the Illinois border.

In Illinois the highway bisected Grant Park, Momence, Kankakee, Dwight, Streator, Lacon, Princeville, Galesburg and Monmouth to Burlington, Iowa. In southern Iowa the route continued through Fairfield, Ottumwa, Albia, Chariton, Osceola, Creston, Corning, Red Oak, and Nebraska City. The plains of Nebraska were traversed via Lincoln, Hastings, Holdrege and McCook, then into Colorado through Holyoke and Sterling to Denver.

No route had been established west of Denver, but it was expected to go directly south to Trinidad and then follow the old Santa Fe trail into that New Mexico capital, afterward striking west across Arizona to Los Angeles.

You'll recognize few teeming cities on that course, but remember this was 73 years ago. Every small town hoped to be lucky enough to be a part, of the coming tourist bonanza.

The road's promoters latched onto any municipality willing to participate in their road's routing. In many ways it resembled the political scramble to get on the Interstate Highway System 35 years later.

Rochester's merchants and professional men, 58 of them, contributed \$715 in 2510-5-dollar amounts to the Harding Highway Association. The Association had been organized by businessmen from Galion, Marion and Mansfield to mark the highway in Ohio and then to promote its extension to the West Coast.

There was a moment in 1924, when Logansport and Peru interests attempted to hijack the Harding route from Rochester and take it southward. The effort failed, due to the energetic intervention of Rochester's movers and shakers. More money was raised here to pay for state and national promotion, emblems, marking and advertising and the Rochester routing survived.

By the year 1925 the Harding route across Indiana had been designated on telephone poles with special markers for turns crossings, crossroads and corners. For the moment, satisfaction reigned.

Soon, though, it all came to naught. The next year Washington began designating transcontinental highways. One of these resulted in U.S. 30 from New Jersey to Oregon. It would appropriate much of the Harding Highway route through Ohio but at the Indiana border depart from it to reach Fort Wayne, then proceed westward to access the Chicago metropolitan area and strike on toward Oregon. In the process, Plymouth received the plum that Rochester had coveted.

Eventually we got, instead, US. 31. It's a nice enough highway but has no important northern terminus to create extensive through traffic and is on the wrong axis to connect us to the nation's significant commercial markets.

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It had been a shot worth taking, though, and the local promoters of that time like Norm Stoner, A. P. Copeland, Hugh Barnhart, Dr. Milo King and Omar Smith were righteously wise for giving it a try.

[Rochester Sentinel, Tuesday, June 23, 1998]

ROCHESTER TO BE ROUTED ON HARDING ROAD

The "Harding" memorial highway to be established from coast to coast as a tribute to the late President, will pass through Rochester, according to a communication received at the Sentinel office from A. D. Stone, field secretary for the Harding Highway Association, who recently visited this section of the state on an inspection tour. As the letter explains, while here, Stone refused to divulge definite information, but in his letter explains all details carefully. The letter follows:

"Dear Sir:

"We appreciate your favor of the 16th, and it is a pleasure to inform you that Rochester is on the Coast to Coast Harding Memorial Highway.

"The writer completed a thousand mile trip back and forth across the State on Wednesday of the past week, and at a Board of Directors meeting in Mansfield, Ohio, yesterday, the definite route through your state is as follows: connection from Van Wert, and Elida, Ohio, to Decatur, Indiana, to Huntington, Manchester, Akron, Rochester, north on State Route No. 1 to County Line west to the road entering Culver on the west side of the lake, thence west on No. 50 to DeMotte through North Judson, thence to Crown Point on No. 8, connecting with Lincoln Highway at east end of the Model Highway. From this point several routes will be used into Chicago though the Highway proper will continue west to Joliet, Ottawa, LaSalle to Davenport.

"It is very unfair to have towns along the route pay their share of the marking as per county; therefore we have given each town a quota which we believe is fair to small and large alike. The quota for Rochester is \$300 plus an amount to cover the marking thru the city if it is necessary for special mounting or hangers. Also \$25 is being added to each town for the expense of marking from Dyer, Schererville, etc., into Chicago.

"Decatur has already paid their quota of \$440, Huntington has guaranteed theirs and the little town of Markle over subscribed its share when they understood the manner in which the route is being laid out, and the fairness of the Association.

"The writer is booked for Huntington the 27th, Decatur Dec. 4th, Crown Point the 5th, and North Judson the 11th. If it is the desire of any civic organization to call a Booster Meeting for any date the first two weeks in December, the writer will be glad to be on hand.

"We can promise the cities and towns along the route an increase in traffic of 10,000 foreign cars a week for thirty weeks of next year. This means business for every merchant in your town, and will obtain for your city, publicity that many thousands of dollars would not otherwise buy. With the attraction that your city has to offer the traveler there should be a quick response from the entire community and we believe there will be.

"The writer was in your city one day last week and called on a number of your merchants, yourself as well, but did not make just the information desired. We do this that we may get a line on just what kind of a town you have, the attitude of your people to strangers, the conveniences offered and whether we can truthfully say it is a "Live" town. As you know, there is room for improvement in hotel and cafe accommodations, and there are towns that have more wide-awake service stations. As for the attitude of merchants and business people, we leave that for some future time.

"We can truthfully say that Decatur is a live, peppy town with some real go-getters that do things and we wish that we can say the same of every town on our selected route. We will do all humanly possible to help any town that is in a rut to come out of it, but until proven otherwise, we take the stand that none of these towns are in a rut.

"If it is your personal pleasure to make arrangements with a local organization for a "Booster" Meeting, we would be very pleased to hear from you. Thanking you for your prompt reply to our recent letter, and assuring you of our appreciation of any assistance you are fit to give to make this Highway the most popular in the country, we are

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“Yours very truly,
“Harding Highway Association
“by A. D. Stone, Field Secretary.”
[Rochester Sentinel, Monday, November 26, 1923]

TOWNSHIP CHAIRMEN FOR HARDING DRIVE

Harry Wilson, chairman of the Harding Memorial Drive which will be held all over Fulton county between December 9th and 16th, has announced the chairman of the communities of the county. The money to be raised will be expended in building a memorial to the late President, a tomb and provide an endowment fund of some sort.

Mr. Wilson stated that anyone desiring to contribute could leave their money at any bank in the county. The assistant chairmen are as follows:

Dr. B. F. Overmyer, Leiters Ford.
Howard Frain, banker, Fulton.
Mr. H. D. Stoner, banker, Akron.
Earl Chipman, merchant, Talma.
W. E. Leonard, merchant, Richland Center.
A. P. Coplen, retired banker, Rochester
A. E. Babcock, banker, Kewanna.
Frank Douglas, farmer, Grass Creek.

[Rochester Sentinel, Wednesday, November 28, 1923]

ROCHESTER LAST CITY TO PREPARE FOR ROAD

A. D. Stone, field secretary of the Harding Highway Association of Marion, Ohio, was in Rochester Thursday in interest of the new transcontinental road which is now being selected and named in honor of the late President. Mr. Stone stated that Rochester is the last city in Indiana to get organized for the new road.

After consultation with several leading business men and with D. A. Green, secretary of the Young Men's Business Association, Mr. Stone announced that he would return here next week at an appointed time when a meeting would be called of persons interested and he would explain the movement in detail. The present plans call for making it one of the finest and most popular thoroughfares in the country. The route will go from Marion west through Decatur, Huntington, Rochester, Culver, Bass Lake, Crown Point and into Chicago. Each town is asked to help financially to mark the highway and the state as well as the national highway associations are lending their aid and cooperation.

[Rochester Sentinel, Thursday, January 3, 1924]

OTHER TOWNS TRYING TO GET HARDING WAY

Fulton county road enthusiasts will hear what the Harding Highway, which runs through Rochester, will do for the community, next Tuesday evening when A. D. Stone, field secretary, addresses a meeting in the basement of the First National Bank. Mr. Stone will tell of the work already done, the improvements to be started at once and how this new artery will bring an average of 10,000 automobiles thru Rochester every month during the summer.

Owing to the fact that the Lincoln Highway and the Yellowstone Trail through Indiana will be closed for paving, at various points, trunk line traffic will be routed over the new Harding Highway all summer. Through Indiana the road will be known as the lake route as it will go alongside Manitou, Maxinkuckee and Bass lakes. Cities to the south of the highway, including Peru and Logansport are still making a fight to get it routed that way but as it has already been established Rochester has the artery without even seeking it. As a result it is expected that a large number of boosters will attend the meeting Tuesday to get behind this project.

[Rochester Sentinel, Saturday, January 12, 1924]

HARDING HIGHWAY IS EXPLAINED BY FIELD SECRETARY

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The Harding Highway, which will go to coast to coast, was explained in detail to a good sized audience that filled the assembly room in the basement of the First National Bank, Tuesday night. A fair representation of the business men were present and farmers from all over the county who came in also to attend another meeting made up the group of interested listeners. The meeting was addressed by A. D. Stone, field secretary of the highway organization.

Beginning with the history of the Harding Highway, Mr. Stone in a talk lasting an hour, dwelt on all phases of the project which will not only be a roadway but a human institution as well if the officials have their way. He explained that the directors of the organization served without salary and that most of them are former friends of the late President who live in small towns in Ohio. It was the original intention to designate the Harding Highway through Ohio only but following the death of President Harding the demand was made that it be extended from Washington to San Francisco and the present expansion resulted.

Rochester, Mr. Stone announced amidst applause, is on the highway to stay and no offers of influence can now change the route. As the result, he said, no matter what Rochester does, this summer will see an average of 10,000 cars a week passing through this city for the eight months of good weather. The highway is not to be paved until 1926 because it will be the aim to keep this young transcontinental route open while the Lincoln Highway and the Yellowstone Trail to the north are closed because of paving. The aim of the organization is to get traffic immediately in such volume that this will wear out the roads and quickly bring on county, state and federal aid.

The speaker dwelt on the lack of hospitality that was found by investigators here as elsewhere along the route. He recited instances of local merchants which would have a tendency to drive away trade rather than bring more into the city. He stated it would be the aim of the organization to see that every time a car stopped in this or any other city that some one would take it upon themselves to see if they could help the tourists in any way. He said that facilities here for taking care of the tourists must be improved to meet the demands of the trade and that he predicted the tourist camp here would be filled to the overflowing every night.

Outside Money Comes In

Mr. Stone said that every car which stopped in Rochester would leave an average of 69 cents here, this being the result of a very low conservative estimate. That the amount of money spent in this town by tourists during the 30 weeks of warm weather would be equal to a factory with a payroll of \$317,000 all of which would be spent by the employes here in the community. A car with five passengers stopping in the town would leave as much money here as a train going through which had twelve well filled passenger cars. He also said that every farm in the vicinity of the highway would increase in value.

In time the plans calls for a 24 foot concrete road on the Harding Highway, and it is the hope of the officials that the state will be able to make use of the Federal funds which are available. Meanwhile the road will be plainly marked through the state and before spring guide books with two pages devoted to Rochester and Lake Manitou will be published and distributed.

Assistants Present

Mr. Stone was accompanied by two assistants, Mr. Martin and Mr. Albright, who will return at a later date to obtain membership in the Harding Highway Association.

The meeting was under the auspices of the Young Men's Business Association and was presided over by Dwight Green in absence of O. R. Carlson, president, who was ill.

[Rochester Sentinel, Wednesday, January 16, 1924]

HARDING HIGHWAY ROUTING REMAINS HERE FOR PRESENT

The Harding Highway, much discussed, condemned and praised by the citizens of Rochester and other towns along the original route, will be located as it is at present, through Huntington, North Manchester, Akron, Rochester, Culver and Bass Lake. The executive committee of the Harding Highway Association decided this issue at a meeting at Galion, Ohio, Tuesday afternoon. Furthermore those who have paid in their money for the making of the route, on the statement of A. D. Stone, field secretary, that the road was established, will be repaid every cent donated if the route be changed in the future.

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Stone, who has been active all thru this section of the state and who, after assuring the local business men that the Harding Highway was already along the H. M. C. route, handed in his resignation to the directors at the Galion meeting and it was accepted. All records were turned over and a check up revealed the fact that all money paid in to Stone and his assistants along the route had been turned over to the association.

Suspicion that all was not going well with the highway became apparent here last Thursday when a Logansport newspaper stated that citizens of that town had raised \$2,500 and that Stone had stated that the route might be changed down through Wabash, Peru and Logansport. Later this suspicion was confirmed when on Saturday afternoon a delegation of Logansport business men drove to Rochester and in a private conference with the officials of the Young Men's Business Association learned that the field secretary had made many conflicting statements in which he had virtually promised the road to the northern cities providing they raise \$6,000 to pay back the subscribers along the H. M. C. way. It was found here that the \$2,300 had been paid in but that more had been promised.

Later in the day a delegation arrived from Culver and learned the details of the situation from the Y. M. B. A. men and it was decided that A. P. Copeland, whose former home was in Marion, Hugh A. Barnhart and J. P. Walter, former owner of the Palmer House at Culver, should go to Marion to investigate the situation and sit in on the directors' meeting called for Monday. The Logansport delegation had informed the local men previously that they were sending J. W. Rogers and S. O. Berman for the same purpose.

The local committee on arrival at Marion, began investigation and learned that the men at the head of the Harding Highway Association were reliable and well-to-do business men of several cities in that vicinity who had originated and marked the Harding Highway through Ohio and then after repeated requests had started to make it a transcontinental project. They employed Stone as field secretary. The meeting brought out the fact that in many cases he had exceeded his authority and was going ahead, with propositions of which his executive committee knew nothing.

The meeting was postponed a day and was called at Galion Tuesday morning. The Logansport men were present with checks for \$6,000, as was Stone. In a private meeting without Stone being present the two communities told the stories of their local situation and the conflicts were found to be numerous and promises many. Later Mr. Stone was called in and was questioned by the two delegations for the benefit of the executive committee. It was apparent that he contradicted himself time and time again and while he had done nothing to indicate that he was dishonest it soon became apparent that he was apparently selling the Harding Highway to the highest bidder and was asking for more money than needed to repay those who had already donated but would have the route taken away from them.

At the conclusion of the meeting the executive committee met with Stone and he handed in a written resignation which he had prepared before coming into the meeting. It was immediately accepted. Albert Vaughn, executive secretary and secretary of the chamber of commerce of Marion then was appointed to fill the position of field secretary temporarily. The committee further decided to let the Harding Highway remain located just as it was originally while they gave every assurance that a committee would visit the road in the near future as well as the southern route and then decide whether or not a change was logical. In case it is made all money donated would be repaid, the members said.

The officers of the Harding Highway with whom the committees met were C. J. Gugler, president, a leading lawyer of Galion; W. H. Holverstott, bank president of Marion; C. P. Beck, of the iron works of Galion; J. C. Hartline, banker of Mansfield, and Mr. Vaughn. These men were very considerate of the statements made by the visiting delegations and were greatly surprised to learn what was going on in Indiana. They made immediate plans to stop all other routing and reorganize on larger basis just as soon as the controversy over the two routes is settled.

[Rochester Sentinel, Wednesday, February 6, 1924]

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HERE IS LIST OF MEN WHO PAID A. D. STONE

In order to check-up on the financial statement of A. D. Stone, recently resigned field secretary of the Harding Highway association, L. M. Vaughn, executive secretary of the organization has furnished the Sentinel with a list of the names and the amounts paid to the highway fund by Rochester merchants. Persons in this city who have made payments to Stone and do not find their names included in the list are asked to notify the Sentinel. In the event the route of the highway is changed to the south, this money will be refunded. The list follows:

C. K. Kepler Auto Co., \$5; J. W. Compton, \$5; Dr. A. Brown, \$5; Omar B. Smith \$10; Hoover Furniture Co., \$5; C. E. Pyle, \$10; H. Van Trump, \$10; Albert W. Bitters, \$10; A. B. Green, \$5; L. V. R. Louderback, \$5; Clem R. Miller, \$10; L. A. Batz, \$5; R. R. Engels, \$5; Clem V. Leonard, \$5; Frank P. Moore, \$10; Jas. J. Darrah, \$10; Babcock Motor Co, \$25; Geo. W. Dawson, \$5; J. E. Mandleco, \$5; A. P. Morris, \$10; B. E. Gilliland, \$10; H. L. Coplen, \$10; Frank E. Bryant, \$10; A. B. Wynn, \$10; Rochester Lumber & Coal Co., \$25; H. Gordon Miller, \$10; F. Van Trump, \$10; Holman, Bernetha & Miller, \$10; Miller Garage, \$10; E. R. Vawter, \$10; A. E. Miller, \$5; Val Zimmerman, \$5; Dr. M. O. King, \$10; Wyle Bonine, \$10; Anchor Milling Co., \$10; O. M. Hendrickson, \$10; Moore Brothers Co., \$5; Indiana Road Paving Co., \$25; M. P. Bailey, \$5; Ewing Brothers, \$10; D. A. Green, \$10; A. Ruh & Son, \$10; Levi Dry Goods Store, \$10; R. W. Follett, \$10; Webb Hilbourn, \$10; M. Wile & Son, \$10; Stehle & Shively Hardware Co., \$10; A. P. Copeland, \$10; R. P. True, \$10; Sherbondy Brothers, \$10; Rochester Telephone Co., \$10; Dr. H. W. Taylor, \$10; J. W. Brubaker Garage, \$25; W. O. Kilmer & Son, \$25; New York Confectionery, \$25; Gilbert Drug Store, \$10; Ross Brothers Garage, \$25; Norris Oil Service, \$25; Dawson & Coplen, \$10; A. L. Carter, \$10; Hawkins' All American Cafe, \$25; Rochester Sentinel, \$10; Total: \$715.

[Rochester Sentinel, Saturday, February 16, 1924]

SUGGESTS TWO ROUTES FOR HARDING HIGHWAY

L. M. VAUGHN, of Marion, Ohio, recently elected field secretary of the Harding Highway Association, made a short visit to Rochester Friday afternoon to inform local road boosters that the Association had delayed making an inspection trip over the two proposed routes until the snow leaves the roads so that they can see the condition of the highways.

Mr. Vaughn also laid before the local men a tentative proposition that the Harding Highway be divided at Huntington and run in two branches, one of which would go over the H. M. C. route up to Chicago and then down to Burlington, Iowa, while the other called a "Bus Line" route would go over State Highway No. 7 to Logansport and on straight west to the state line, across Illinois to Burlington, Ia. This, he said would give the tourists both a road to Chicago and a quick route direct to the West. He asked that Rochester citizens and residents of other towns along the line consider this proposition so as to guide the directors in their final decision. He further stated that the Logansport men interested favored the establishment of the two routes.

Mr. Vaughn had been in Logansport and went from here to Peru to give the citizens there the same information. Mr. Vaughn was formerly the secretary of the Chamber of Commerce at LaPorte.

[Rochester Sentinel, Saturday, February 23, 1924]

PERU STILL SURE OF THE HARDING HIGHWAY

It is evident that the cities along State Highway No. 7, particularly Peru, are still confident that the Harding Highway will go that way as the following article clipped in part from the Peru Journal would indicate:

"L. M. Vaughn, of the Harding Highway Association, was in Peru Friday and while here promised nothing but since his visit here the local men interested in the project are feeling confident that the road will be finally laid out over State Highway No. 7, through Wabash, Peru and Logansport.

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"The route formerly laid out thru Akron, Rochester and North Manchester is not on a state highway and there is little likelihood that the road will go that way.

"Chairman Schyler Mercer will call a meeting of his counties early next week to formulate plans to go into the counties east of Wabash to the Ohio state line and the counties west of Cass to the Illinois state line to create an interest all along the route. With an organization that is hoped to perfect in this manner there is little doubt that the Harding Highway will be directed over this route."

[Rochester Sentinel, Monday, February 25, 1924]

STILL ROUTING NEW HARDING HIGHWAY

L. M. Vaughn, executive secretary of the Harding Highway commission, has written a letter to W. S. Mercer of this city, making the announcement that the route of the highway through the states of Iowa, Nebraska and Colorado had been established and markers would be placed this summer. The route through Indiana and Ill., has not been definitely settled upon and will depend upon the interest shown by the residents of these two states and more particularly along the several routes proposed. Following the settlement of the route through Indiana and Illinois, the Harding highway commission proposes to take up the matter of location of the highway west of Denver with representatives of the Colorado Springs and Southern California Auto clubs with the intention of establishing an all year round route to Southern California.

Mr. Mercer stated that Peru had not given up the idea of securing the highway to be routed over state road No. 7 and that the committee of Peruvians was still working on the location of the road.

[Rochester Sentinel, Wednesday, April 2, 1924]

HARDING HIGHWAY ROUTING HAS NOT YET BEEN SETTLED

The routing of the Harding Highway will remain unsettled, according to the information given out by L. M. Vaughn, field secretary, of Marion, Ohio, in a letter to the Sentinel. Mr. Vaughn states that the weather has made it impossible for the Indiana roads to be inspected by the committee and that the routing of the road through western states has taken up all the time of the officials. He also assures the people along the H. M. C. highway that in case the road goes elsewhere their money which is being held intact will be refunded. In his letter, Mr. Vaughn says:

"The route between Galesburg, Ill., and Denver, Colorado, has been decided to go by the way of Burlington, Omaha, Lincoln and Hastings, Nebraska. It has taken the last couple months of the writer's time to accomplish this proposition on west. Each state has formed an association and raised considerable funds. Iowa will supply \$25,000 to the National promotion scheme and has paid part of it. Nebraska and Colorado will turn in \$20,000.

"There are several reasons why no decision on the Indiana-Illinois route has been made other than those early in the organization of the Association. First, our time has been given to promotion West and second, we have not had the opportunity to go over the routes. There are three ways that we might cross your state. One over the route which has thus far contributed and which is by way of your city. Another is the Yellowstone which is soon to offer a paved way to Chicago and the other is by way of Logansport to Kentland, Watseka and Peoria, Illinois, and on west to Galesburg. The latter offers the straightest route and Illinois cities are anxious for us to route it that way. There is also, by way of Joliet, Starved Rock and Princeton to Galesburg, a deep interest on the part of communities to have the road.

"Wm. Holverstott instructed me to tell you that you need have no fear but what your funds subscribed along your route are being kept intact and of course should the route be put in some other direction we would return your money. We surmise that you would want us to keep the funds here until we can take the time to go over the route.

"We must have this road marked across all states to Denver by the opening of the tourist's season and as I indicated earlier in the letter the markers are now being put up from the Mississippi West. Besides putting out markers we are raising a larger fund than was at first anticipated so as to have money to advertise our route across the continent. We want funds to give

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it publicity in "Motor Age" and all magazines read by tourists. We want every state to have strip maps similar to the one we have just issued for Ohio and which I am attaching. The value of this Highway is in having it thoroughly marked and advertised. It must be known across the continent, then we wish to employ a field man to work for construction of the highway."

[Rochester Sentinel, Monday, April 7, 1924]

MEETING AT PERU

L. M. Vaughn, secretary of the Harding Highway association, is expected to attend a meeting at Peru Friday evening to discuss the proposed change in routing the highway to State road 7.

[Rochester Sentinel, Thursday, April 17, 1924]

THIRTY THOUSAND TO CHANGE HARDINGWAY

Peru, Ind., April 19. -- Meeting in Mercer Hall for the purpose of considering the proposal of routing the Harding Highway over state road No. 7 in this state, representatives of Decatur, Huntington, Wabash, Peru and Logansport decided Friday night to defer any immediate action on the proposal until the feasibility of the affair can be more thoroughly investigated. It was decided to appoint committees of five from each city, to confer at a later date and report on investigations conducted in their own cities.

L. M. Vaughn, national secretary of the Harding Highway addressed the representatives and outlined the necessary steps to be taken to get the road routed through the mentioned cities. Talks were also made by the spokesmen of each delegation. The meeting of the committees will probably be held within the next four weeks.

Mr. Vaughn who addressed the representatives is from Marion, Ohio, home town of the late president in whose memory the national highway is being built. He said that it would be necessary to raise about \$30,000 in Indiana to finance the construction of the road and for upkeep. This amount would necessarily be raised by the eight counties through which the highway would pass.

[Rochester Sentinel, Saturday, April 19, 1924]

ROCHESTER SURE OF BEING PLACED ON HARDING WAY

That the Harding Highway thru Indiana will be routed by way of Decatur, Huntington, North Manchester, Rochester, Culver and North Judson is assured providing communities support the promises made by their representatives to the national association at Marion, Ohio, to the effect that these towns will cooperate to make the highway a permanent success.

This statement was made public today by J. F. Walters who several weeks ago at an organization meeting was named President of the Indiana branch of the Harding Highway Association. A substantial financial support to the state association is required for the purpose of putting the highway association on a permanent basis. Fifty per cent of the money raised including that already paid to the Harding Highway Association is to be kept in the Indiana branch and utilized for state promotion, marking and advertising. The balance is to be used by the national organization for emblems and national promotion.

A detailed organization plan under which the Harding Highway Association is to operate was announced by Mr. Walters. The Harding Highway Association Incorporation provides for the forming of branch associations in each state and in each community there are permitted local committees who select representatives to the state and then the national association. The plan more in detail coming from the national headquarters is as follows:

National Board of Trustees --

One from each state to act with five incorporators in Ohio in governing national promotion. Meetings may frequently be held in joint conference with all state officers. The trustees shall name national officers and plan the national budget.

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State Branch Organization --

Members in each community shall elect one director to a State Board which shall work with the National organization in boosting the highway. These state directors shall choose the following state officers: President, Vice-President, Treasurer, Secretary, National Trustee.

Local Community Committee --

Members in each community shall be headed by a chairman aided by a committee of at least two which shall work with the state and national groups in furthering the promotion.

Several weeks ago Indiana boosters met at Rochester and formed a state branch with representatives in all communities along the route in the state. The directors for the communities named about are as follows: F. H. McCormick, North Judson; J. E. Walters, Culver; O. L. Grossman, Argos; Norman Stoner, Rochester; Dr. W. E. Hosman, Akron; C. H. Olinger, N. Manchester; Walter Ball, Huntington; F. H. Bippus, Huntington; R. C. McGuffey, Markle; J. H. Heller, Decatur, and Peter Lavery, Bass Lake. The officers were selected for Indiana as follows: J. P. Walters, President; C. C. Longfellow, Secretary; P. H. McCormick, Vice Chairman; Walter H. Ball, Treasurer.

[Rochester Sentinel, Tuesday, June 3, 1924]

HARDING HIGHWAY WAGON

The Harding Highway wagon or automobile rather, has been finished, and will soon be out on the road, being used by painters who have the job of marking the highway across the state. The wagon is a Ford car with a delivery body, beautifully painted and lettered, and is a joy to behold. The painting is the work of Charles Henney, who with Ralph Olinger have the job of marking the signs along the Indiana portion of the route, and who will start on this work in a very few days. The part of the route twenty miles or so each way from North Manchester will be marked first. - North Manchester Journal

[Rochester Sentinel, Friday, July 11, 1924]

HARDING HIGHWAY NEWS

Charles Henney and Ralph Olinger, who are marking the Harding highway through Indiana, were at home over Sunday. When they quit work Saturday night they were within six miles of Huntington and starting there this morning they expected to get as far as North Manchester tonight. The road is being marked both as to location and with warning signs, giving tourists warning of what kind of road is ahead, telling of dangerous turns and curves. From here they will work westward through Akron, Rochester, Culver and on to the west side of the state. The idea is to make the markers as permanent as possible, and to arrange them for the greatest convenience. - North Manchester Journal.

[Rochester Sentinel, Tuesday, July 22, 1924]

HARDING HIGHWAY IS MARKED THRU INDIANA

Marking of the Harding Highway through Indiana has been going forth steadily according to the reports of tourists traveling the route and signs have now been erected on both sides of Rochester. It is understood that the markers will be placed in Fulton county sometime within the near future. Meanwhile Carl G. Gugler, president of the Harding Highway Association from his headquarters in Marion, Ohio, has announced the official routing of the road which takes the old H-M-C Trail through Indiana. This is the final act which establishes the highway through Rochester and which was accomplished after a hard fight to have it brought this way rather than through Wabash, Peru and Logansport.

Across Ohio the route will include Canton, Mansfield, Marion, the home town and burial place of Harding, to Lima and Van Wert, thence into Indiana to Decatur. Across the Hoosier state it will go over the old Huntington, Manitou and Culver trail, by way of North Manchester, Rochester, Lake Maxinkuckee, Bass Lake, North Judson and Lowell.

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The route proper is to cross the state line to Grant Park and drop down on the Dixie to Moline and thence proceed across Illinois by way of Kankakee, Dwight, Streator, Loan, [sic] Princeville, Galesburg, and Monmouth to Burlington.

Across Iowa the route will proceed westward from Burlington to Fairfield, Ottumwa, Albia, Chariton, Osceola, Creston, Corning, Red Oak and Nebraska City.

Further on the highway strikes Lincoln, Hastings, Holdrege, McCook, Holyoke and Sterling to Denver. This section is in excellent condition, being the best road across Nebraska and Colorado.

West of Denver, it is expected that the route will drop to Trinidad and thence adopt the old Santa Fe trail on into Los Angeles.

[Rochester Sentinel, Monday, August 4, 1924]

HARDING HIGHWAY NOW MARKED IN FULTON CO.

The Harding Highway is now being marked through Fulton county. The official marking car with its crew, C. E. Henny and Ralph Olinger, both of North Manchester, arrived at the eastern line of the county Wednesday morning and started to work eastward [sic] putting the Harding Highway insignia on the telephone poles, marking dangerous turns and railway crossings, crossroads and corners. The men will work on to Culver and this will mark the completion of the trail across Indiana. The gap from North Manchester to Culver was the last one to receive attention.

Thus by the end of the week Indiana will be the first state to complete the marking of the route from border to border. Besides the main artery signs directing traffic to the highway have been placed at all intersecting roads and highways. These are in the shape of an arrow and read "To The Harding Highway."

Thus finally are residents of Fulton county who subscribed to the fund able to see that their money is being used for a good purpose and will undoubtedly soon see an increase of traffic through the county.

[Rochester Sentinel, Wednesday, August 13, 1924]

HARDING HIGHWAY MEN MAKE A STOP IN CITY

High officials of the Harding Highway Association made a short stop in Rochester Saturday afternoon while on an inspection of the roads through Indiana and for the purpose of attending a meeting of the Indiana officers at Culver. Those who stopped here were Carl J. Gugler, president, William Holverstott, vice president, L. M. Vaughn, executive secretary and several others all from Marion, Ohio, national headquarters.

The officers called attention to the fact that the road was now completely marked through Indiana and stated that they found the roadway in fair condition but that they would begin efforts at once to have this route made a part of the state highway system.

A dinner was served at the Palmer House at Culver Sunday noon, attended by county chairmen of Indiana. I. P. Walters state chairman, presided. Norman Stoner of this city and Dr. Hosman of Akron were both present at the conference. A general discussion of finances and organization was made and it was determined to have a committee appear before the state highway commission at an early date with the request of having the route made a part of the state system. The committee will be appointed shortly.

[Rochester Sentinel, Monday, September 15, 1924]

HARDING HIGHWAY

A Harding Highway paint car has been in the county for the past three days adding another coat of paint to all highway markers.

[Rochester Sentinel, Friday, September 26, 1924]

HARDING WAY REMARKED

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The Harding Highway route from Culver to Argos has been remarked during the past few days by way of Rutland. It was thought by the Indiana directors of the association that this route would be much preferable to the other routing. This gives an excellent road between the two towns which could not be said of the other route.

[Rochester Sentinel, Friday, October 3, 1924]

STATE REPORTS GOOD ON HARDING HIGHWAY

The Harding Highway Association with headquarters in Marion, Ohio, has issued their monthly bulletin which shows that marked improvement has been made in the road in the states through which it is routed. In Ohio 20 miles of pavement between Van Wert and the Indiana state line has been opened. In Indiana the state highway department has taken over that section of the road 33.5 miles long between Huntington and the Ohio State line and from Lowell to the Illinois line. The road between Huntington and the Ohio line was the poorest stretch on the Harding Highway and the national headquarters feel much encouraged because this was taken over by the state.

In Illinois permission has been granted to mark the route through the large cities but permission has not as yet been granted to mark the road in the country. In Iowa which has the worst section of the road due to the nature of the soils in this state an extensive campaign to lift Iowa out of the mud and take advantage of the Federal aid has been carried on which it is thought will be fruitful when the Iowa legislature meets this winter. In Nebraska and Colorado the Harding Way has been graveled and offers one of the best improved routes across the section.

A national map will be printed as soon as all the states send in their detailed State Strip maps. A national booklet will be issued to members of the association showing the beauty spots along the Harding route. This booklet will contain pictures of Lake Manitou, Lake Maxinkuckee and Bass Lake.

[Rochester Sentinel, Tuesday, November 25, 1924]

HARDING HIGHWAY MEET

Norman Stoner and Hugh Barnhart, directors in the Harding Highway Association and Omar B. Smith and Henry A. Barnhart went to Culver this afternoon to attend a business meeting and dinner of the organization at the Jungle Hotel. Directors and others from every town along the route through Indiana have announced their intention of attending the gathering.

[The News-Sentinel, Rochester, Indiana, Thursday, July 30, 1925]

HARDING HIGHWAY OFFICERS ELECTED FOR ANOTHER YEAR

All officers and directors of the Harding Highway Association of Indiana were re-elected for another year at the annual state meeting Thursday evening at the Jungle Hotel at Culver. The majority of the directors and a number of stockholders were all present at the gathering, which was honored by the presence of Carl J. Gugler, National President, of Galion, Ohio, and close personal friend of the late President Harding, J. P. Walters, President of the Indiana Association, C. C. Longfellow, secretary, both of Culver, who have devoted much time and energy to making the Harding Highway one of the leading trails through Indiana, will be at the helm for another year, while Perry McCormick, vice-president, North Judson, and Walter Ball, Huntington, treasurer, will continue to serve with them.

The meeting, which was a very enthusiastic one, was featured by an address by Mr. Gugler, who told the accomplishments made in the various states and how the Highway now was definitely laid out and partially marked from coast to coast. He brought the word that the Federal Government now recognized the Harding Way as one of the links to be considered when Federal Roads across the country will be designated within the next year or so. Strip maps are already out of the road and these will be given common distribution soon. He also told the employment of a field secretary in the near future, who would devote all his time to the welfare of the Highway.

During the meeting it was decided that the Harding Highway through Indiana should be better marked and definite steps were taken to do this at once. A representative of the Hoosier

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Motor Club was present and agreed to mark the route all through the state without charge if the association furnished the markers. It was also decided to place signs at each lake, stream, railroad, town and historical spot along the way giving its name so that the tourists would be fully informed at all times.

It was the general opinion expressed by the directors at the meeting that the Harding Highway foundation was well laid and already the amount of travel over it justified its existence from a commercial viewpoint while the future of the memorial looked bright indeed. Following the meeting the members enjoyed a banquet at the Jungle Hotel.

Those present at the meeting in addition to the officers named above were the following: E. J. Dodd, Lowell; C. J. Hobbs, Hebron; H. C. Shilling, Culver; N. R. Stoner, Rochester; Hugh A. Barnhart, Rochester; Dr. W. E. Hosman, Akron, all directors; and Senator Thomas Grant, Lowell; Henry Al Barnhart, Rochester; Omar B. Smith, Rochester; Henry Hagan, Hebron; Thomas Turner, Hebron; George C. Gregory, Hebron and F. C. Leitnaker, Culver, all stockholders.

[The News-Sentinel, Rochester, Indiana, Friday, July 31, 1925]

ROADS - LAKE MANITOU [Fulton County]

BUSINESS ASSOCIATION STARTS BALL ROLLING

The Young Men's Business Association went "over the top" in their first endeavor, when a committee reported at their meeting Monday evening that a road would be constructed by the town and county around the lake from the Barrett concrete road to the West Side Hotel. The committee brought the city, township and county officials together and an agreement was reached whereby the county will construct the road from the West Side to the Dam Landing and the city will build the road on their own property from the Dam along the north bank of the race to the Barrett road. The work will start within a month the officials informed the committee.

[Rochester Sentinel, Tuesday, March 15, 1921]

ROADS - LINCOLN HIGHWAY [Fulton County]

MUST CHOOSE COUNTY VICE-PRESIDENT SOON

Omar B. Smith and Otto Carlson, directors of the Central Indiana Lincoln Highway association, must choose a Fulton county vice-president of the organization, for at the meeting in Kokomo Monday, the directors from each of the nine counties in the association were directed to select such an official for each county, their selection to be considered the act of the association. This step was taken to perfect the organization as soon as possible. H. P. Loveland, of Peru, was selected chairman of the legislative committee.

A motion was carried with a committee appointed to obtain if possible plans and specifications of the Lincoln Highway Association for permanent concrete highway building and for maintenance and repair.

The task of making the good roads day, which has been set on Oct. 27, an event of importance in each of the nine counties which the road will traverse, was taken up and it was decided that the representatives of each county should at once organize subsidiary county organizations that will take up the work in their respective counties. Each separate organization will take upon itself the task of getting teams and laborers to work on the road on the day set. The third Tuesday of each month was set aside as a permanent meeting time. The place to be Kokomo.

[Rochester Sentinel, Wednesday, October 14, 1914]

CITY MAY LOSE PLACE ON LINCOLN HIGHWAY

The SENTINEL has become acquainted with a few facts that will eventually lead to a finish battle with the adherents of Carl Fisher, the "father" of the Lincoln Highway, on one side and politicians on the other and which may mean that Rochester won't be on the Lincoln highway spur.

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It is an established fact that the "gang" is in favor of a Chicago to Indianapolis roadway running through Lafayette, Lebanon and other western Indiana towns. Odds against the South Bend to Indianapolis route are said to be piling up daily.

A meeting will be held at Kokomo shortly for the discussion of ways and means to secure a more hearty co-operation from the entire citizenry along the proposed route.

[Rochester Sentinel, Thursday, April 8, 1915]

ROADS - MARKED INDIANAPOLIS TO ROCHESTER

FROM NEAR-BY TOWNS

Autoists belonging to the Hoosier Motor club have marked the road from Indianapolis to this city, by painting rings on telephone and telegraph poles and they also propose to place a separate mark on the poles leading to Lake Maxinkuckee and Lake Manitou as a large number travel those routes.

[Rochester Sentinel, Friday, September 20, 1912]

ROADS - MARKET HIGHWAY [Fulton County]

MARKET HIGHWAY ROUTE TO BE DETERMINED SOON

Members of the State Highway commission have been thru Rochester this week, on motor trips to determine, if possible, what route shall be taken south of here for the proposed market highway from South Bend to Indianapolis.

The final word on the matter of the route will be said at the regular meeting of the committee to be held September 27 and 28. The present trip will be the last one made by the men before that meeting. They went north via Peru and returned via Logansport.

[Rochester Sentinel, Thursday, September 20, 1917]

KOKOMO AND PERU WIN MARKET HIGHWAY

Judging from the reported decision of the State Highway commission on the route of the main market highway from Indianapolis to South Bend, the trip of the Fulton men Sunday to prove that the Michigan road is the better route, will be in vain. Logansport papers state that the commission has decided in favor of the Kokomo-Peru route to Rochester, and that official announcement of the fact will be made in a few days.

[Rochester Sentinel, Friday, September 28, 1917]

MARKET HIGHWAYS OFFICIALLY NAMED

The State Highway Commission after months of traveling over Indiana roads and many meetings in various districts, Saturday announced the first main market highways that have been officially designated. A former selection of four of the five routes was tentative.

Rochester is on the first road named, the highway beginning at the Indiana and Michigan state line, thence southerly through South Bend, Plymouth, Rochester, Peru, Kokomo, Westfield, Carmel, Indianapolis, Franklin, Columbus, Scottsburg, Sellersburg, New Albany and Jeffersonville. Because of this choice, the Fulton men did not make their Indianapolis trip Sunday, as planned.

Three routes are east and west roads from the Ohio state line to the Illinois state line, and one is an east and west road in the southwestern part of the state. The three main east and west roads are in the northern, southern and central parts of the state, respectively. The main north and south road and the central east and west road cross each other in Indianapolis.

The total mileage of the routes is approximately 800 miles, according to W. S. Moore, state highway engineer.

[Rochester Sentinel, Thursday, October 4, 1917]

ROADS - MICHIGAN ROAD [Fulton County]

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The Michigan Road Land in our area was land ceded to the United States by the 1826 treaty with the Chiefs and Warriors of the Potawatomi tribe. A 100-foot-wide strip of land was to be used for a road and was also to include one section of land for each mile of road. This was known as the Michigan Road Land and was to be divided in one-half quarter sections and sold by the government at a public auction in Logansport to the highest bidder for cash in hand.

[James Andrew Oliver Family, Lucy Oliver Kincaide, *Fulton Co Folks*, Vol. 2, Willard]

The road was to extend from Madison to Michigan City.

Notice to Non-Residents . . . I will proceed to have surveyed . . . Michigan Road land . . .
Young Ralstin, Rochester, March 29, 1860.

[Rochester *Mercury*, Thursday, March 29, 1860]

TOLL ROADS ARE FREE

The toll-roads are free, the toll gates are down and some people are happy and some otherwise. The appraisers appointed to investigate the condition of the toll roads, running north and south from town, their earnings, and their value, filed their papers Saturday at \$24,350.00. On Monday, the time set for hearing the petition to free the roads, a goodly number of taxpayers assembled at the Commissioners' court room and a general discussion of the proposition was indulged in. Dr. Robbins, Isaac Good, and Julius Rowley made speeches in which they favored buying the roads, they said, providing it could be done at a reasonable price, but vigorously opposing the price fixed by the appraisers. Senator Zimmerman also spoke in favor of buying the roads but differed from the others on the ground that the prices they indicated - about \$10,000 - were too low and urged the board to pay a fair price for the road and thus remove the barrier between the county seat and that part of the county lying north and south of town.

The matter was taken under advisement and on Tuesday the road was purchased for \$19,500.00 cash, the money being borrowed at the Rochester Bank, at 6 per cent interest. The deed was made at once, the toll gates were removed and that ended the proceeding.

Since the transaction has come to the knowledge of the public considerable complaint has developed because of the high price paid and some threaten injunction proceedings.

Those who criticise the transaction cite the fact that five years ago the Gravel Road Company was anxious to sell the road and a 27 acre gravel field for \$19,878.40, and now the price is \$19,500 without the 27 acres.

On the other hand the commissioners offer the defense that they purchased the road at the lowest price possible, that they get it with \$1,000 worth of gravel, which is piled up along the road, and the lease on the north end gravel pit. Besides, the road has been recently re-graveled throughout and can be kept in fine condition for years at a very slight expense.

The law requires that the Gravel Road Co. make annual reports of the receipts and expenditures and these are filed with the county Recorder. From these sworn reports it appears that the net profits of the roads for '91 was \$1,380.69; for '92, \$1087.25; for '93, \$2128.84; for '94 \$1,413.28; and for last year, \$2,585.96. However the income of the roads has been much more uniform than the profits. The difference in net earnings is occasioned by the expenses and some years much more money was spent in repairs than others.

A committee of taxpayers, consisting of Sam V. Gordon, John B. McMahan, Lambert Felts and Wm. Tetzlaff were not satisfied with the report of the viewers filed and demanded an investigation of the accounts of the company. They went through the books and gate keepers' weekly reports, Monday, and report their conviction that the profits of the roads have been such that the price paid was reasonable, although it seems high to the casual observer.

[Rochester Sentinel, Friday, December 6, 1895]

A CROWD LIKE A RALLY

Rochester had the liveliest business day of the year last Saturday. It was the first Saturday of free gravel roads into town and the people came in in droves. A hundred and four teams came in

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from the south before noon and probably as many from the north. In addition to these many came in the afternoon, and the great processions on the other nice gravel roads filled our streets, sidewalks and stores with the liveliest crowd Rochester has had for years.

Part of this was due to the toll roads, but our splendid markets also afforded no small share of the attraction. Our grain and produce markets are now the most popular in this section of the country and Rochester merchants have no equals anywhere as bargain givers. And they are not afraid to tell it. For several weeks the SENTINEL has been enlarged to a twelve page paper in order to accommodate merchants who are anxious to make large sales and small profits and their advertisements have met with popular recognition.

Therefore the removal of the barrier of toll roads, the renewed energy of our grain markets and the enterprise of our merchants now combine to bring Rochester and Fulton county into a brotherhood of friendly interests, the like of which has not been experienced for years.

[Rochester Sentinel, Friday, December 20, 1896]

PIONEER DESCRIBES TRIPS TO SOUTH BEND

Covering the same distance in one and one-half hours that formerly required an entire day of hard travel is the sensation that was experienced recently by A. C. Mitchell, who motored to South Bend in the above mentioned 90 minutes.

Mr. Mitchell declared that the last time he made the trip overland from Rochester to South Bend was in 1853, when it required the driving of a team from day break until dusk to cover the 45 or 50 miles of poor highways between the two cities.

At the time Mr. Mitchell says that the roads being poor, went thru wooded territory largely and there were but very few cleared farms along the way, with the farm houses consisting in the main of log cabins.

South Bend in those days was approximately the same size as Rochester today, and the Studebaker plant at South Bend, one of the largest plants of its nature in the United States today, was then eclipsed by a wagon works in Rochester. Mr. Mitchell tells many interesting anecdotes of his long ago and recent trip to the St. Joe county seat, but he feels that he still has plenty of time before him to see the trip accomplished by air in a matter of 30 minutes.

[Rochester Sentinel, Friday, December 9, 1921]

MICHIGAN ROAD PAVING PROJECT IS CONFIRMED

Indianapolis, March 2. - Representative Lee Shaffer repeated his statement today that he understood that an agreement had been reached for the hard surfacing of the Michigan road between Rochester and Logansport. Members of the highway department today said that the program for 1923 paving depended largely upon the outcome of the highway funding bills to be disposed of by the legislature.

Petitions have been filed for paving the Michigan road between Rochester and Logansport. Representative Murden said, "We are using our influence to bring favorable action. I do not want to make any statement on our success in the matter now. I could quote the governor on the matter, but I don't want to at this time."

[Rochester Sentinel, Friday, March 2, 1923]

SURVEYORS START WORK ON MICHIGAN ROAD PAVEMENT

While no official announcement was made of the fact the preliminary survey on the Michigan Road from Logansport to Rochester was begun this morning. Motorists driving through reported that Leonard Smith, state engineer, and a crew of five men were working just outside of Logansport with evidently starting there and coming northward. This evidently means the State intends to have the surveys all completed at as early date as possible so that estimates of the work can be made and the contract let to the lowest bidder. If the survey is completed as scheduled and inclement weather does not interfere the paving will undoubtedly be started early in the spring.

[The News-Sentinel, Monday, January 23, 1928]

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CASS-FULTON PAVING CONTRACTS ARE SOLD

Indianapolis, May 15. (I.N.S.) - Bids for paved roads totalling more than \$1,000,000 were let to six low bidders by the state highway commission here today. Thirty-nine bids in all were received on the nine projects to be constructed.

This was the third paving contract letting of the commission in its 1928 program. A total of 64 1/2 miles of paving divided into nine projects on six roads constituted the letting.

Cass and Fulton counties will be joint contributors with the state highway commission in paving stretches of highway No. 25 included in today's letting.

The paving projects on which contracts will be let to the low bidders according to law and the low bidders were for 2/10 of a mile of paving on State Road 30 at the approaches to the subway under the Erie Railroad near Merrillville in Lake County, low bidder Rieth-Riley construction company, of Goshen, with a bid of \$28,152. The engineer's estimates on the project was \$28,941.

Cass-Fulton Awards

Among the lettings were 6 2/10 miles on state road 25 from a point a quarter of a mile south of Metea in Cass County to Fulton in Fulton County, low bidder the Roger Daoust Co., of Defiance, Ohio, with a bid of \$110,349. The engineer's estimate was \$119,110.

Six and seven tenths miles on State Road 25 from Logansport to a quarter of a mile south of Metea in Cass county was also let. The Gast Construction., of Warsaw with a bid of \$117,099, was also the low bidder on this stretch. The engineer's estimate was \$149,849.

From Fulton to Rochester, a distance of eight and one-tenth miles on State Road 25 will go to Roger Daoust of Defiance, Ohio with a bid of \$151,924. The engineer's estimate was \$165,638.

[The News-Sentinel, Tuesday, May 15, 1928]

MICHIGAN ROAD IS CLOSED FROM LOGANSFORT-METEA

The Michigan road from Logansport to Metea was closed Tuesday morning by the Gast Construction Company of Warsaw, which has the contract for hard surfacing this section of the road. A detour has been established east of the Michigan road by the state highway commission.

This detour has been marked and made from Logansport over Michigan Avenue and returns to the state road at Metea. Grading on the Logansport-Metea section of the Michigan road was started this morning by the Gast Construction Company.

It is planned to lay the first concrete on the section on June 15. The Gast Company plans to work south from Metea.

The Roger Daoust Company of Defiance, Ohio, who has the contract for paving the Michigan road from Rochester to Metea, have not as yet moved their road building equipment to this city. It is thought this equipment will arrive here sometime next week.

[The News-Sentinel, Tuesday, May 29, 1928]

WORK STARTED ON CASS-FULTON ROAD PAVEMENT

Employees of the Daoust Construction Company, of Defiance, Ohio, which has the two northern strips of pavement on the Cass-Fulton roadway, have started grading the highway from a point just north of the Mud Creek bridge to the corporate limits of Rochester. This work was found necessary owing to the chunky condition of the highway. The contractor stated he would not risk moving expensive equipment over the road until it had been smoothed.

Work on the north end is expected to get underway within a few days and Rochester will serve as the supply base for these operations. Upon the completion of the northern section, the Daoust Company will then move their equipment over a new bridge, which will replace the Mt. Olive Mud Creek bridge, into Fulton, which town will then be used for the center of their activities. The Daoust contract extends from Rochester south to Metea. The strip from Metea into Logansport is being built by the Gast Construction Co., of Warsaw.

Detours have already been placed at various points along the Michigan road and all northbound traffic out of Fulton is being routed across to the Macy-Mud Lake junction with

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Federal Road 31. The road south of Metea on into Logansport has also been closed and detours established.

[The News-Sentinel, Thursday, May 31, 1928]

PAVEMENT FINISHED INTO ROCHESTER LATE THURSDAY

Work on paving Road 25 up to the brick pavement in Rochester was completed Thursday evening by the Roger Daoust paving crew and the outfit prepared to move to the Fulton vicinity to continue and complete the paving strip. The roadway was paved sixty feet wide within the corporation limits and has raised considerably from the old road bed in order to have it flush where the two come together. At the point where the two highways join at a curving angle the roadway is more than 100 feet wide.

The paving crew and machinery moved southward to Mt. Olive school house where they will start laying concrete southward through Fulton. Meanwhile another Daoust outfit is now within a mile of Fulton. These two outfits will work without interruption until they meet which should be within a few weeks.

The fact that two bridges on the stretch which were to have been let yesterday by the State Highway Commission were not awarded due to the bids being too high will delay complete opening of the road some time but it is understood that run around bridges will be constructed so that through traffic will not be detoured after the pavement is ready for use.

The paving on South Main street has forced the making of another detour. This detour leads over the old route of F.R. 31 east on Fourteenth from Main and then over the paving to Van Dien crossing and thence south to John Spaid road where 31 is again struck.

The detours on both south and north Main street which were established because of road construction work will in all probability be abandoned Saturday afternoon to cars for the heavy traffic which is expected over the highway due to Labor Day.

[The News-Sentinel, Friday, August 31, 1928]

CONCRETE IS COMPLETED ON METEA-LOGAN SECTION

Logansport, Ind., Sept. 2. - The laying of the concrete pavement to the city limits of Logansport on the Michigan road was completed by the Gast Construction company, Saturday afternoon. Many gathered at the site of the concrete pouring Saturday, to see the company finish the project.

The crew of workmen will continue on the work of placing the berms along the two sides of the eighteen feet of concrete pavement between Logansport and Metea, the portion being built by the Gast company.

A portion of the road is now being used at the risk of the motorist. It will be twenty-one days before the entire Logansport-Metea section can be so used.

Two paving machines are now at work on a section less than three miles in length north of Fulton.

[The News-Sentinel, Tuesday, September 2, 1928]

FULTON-METEA STRETCH OF PAVING IS FINISHED

The hard surfacing of the Metea-Fulton stretch of the Michigan Road south of this city was completed by employes of the Roger Daoust Co., last Friday evening. The giant mixer was then moved to the north end of Fulton and work was begun Saturday morning to lay cement south through the city. The cement strip in Fulton will be 100 feet wide. The bridge just south of the C. & O. railroad in Fulton is still uncompleted. The gang which has been working between Mt. Olive and Fulton was this morning in front of the House farm one and half miles north of Fulton. This stretch should be completed within two weeks. Over two-thirds of the Michigan road between Rochester and Logansport has now been opened to traffic at the drivers risk by the state highway commission.

[The News-Sentinel, Tuesday, September 18, 1928]

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ROAD CELEBRATION TO BE HELD OCT. 30 AT FULTON

Tuesday, October 30th has been set as the date of the big celebration at Fulton to mark the opening of the newly paved State Highway 25. The celebration will be in the nature of a homecoming says The Fulton Leader.

The afternoon will offer a program of addresses by prominent speakers and entertainment of various kinds. There will be several bands on hand and jollification will be the order of the day.

In the evening there will be a huge street masquerade and also a dance. Prizes will be given for the best costumes. The dance will be held on the new pavement and prizes will be given for the best dancers. The main street of Fulton will be a great "White Way" that evening. Committees are now busy on the various features of the celebration and more details will be announced later.

[The News-Sentinel, Thursday, October 11, 1928]

PLANS ARE COMPLETED FOR FULTON ROAD CELEBRATION

Plans have been completed at Fulton for the big road celebration which will be held there on the afternoon and evening of October 30th to mark the completion of the paving of the 22 mile gap of the Michigan Road between Rochester and Logansport which work was done during the past summer. Delegations will be present from both Rochester and Logansport. It is hoped to have members of the state highway commission present. The road in all probability will be opened to traffic on Saturday, October 27th.

The principal speakers of the afternoon session will be Hon. Frederick Landis of Logansport, editor of the Logansport Pharos-Tribune, who was one of the candidates for governor on the republican ticket at the primary this spring and Hon. Henry A. Barnhart of this city. Two bands, from Logansport and the other from this city will furnish the music during the time of the speeches.

Following the address there will be a big parade. This parade will depict the evolution of travel on the Michigan Road from the time it was ceded to the State in 1831 to the present time. A number of old vehicles will take part in this parade and it will be most interesting. Following the parade the afternoon will be taken up with a horse shoe contest, Three legged race, Pie eating contest, Womens race, Bicycle race, Sack race, Scooter race, Pop race and other contests.

In the evening there will be a huge street masquerade. The Cash prizes will be given to the best characters in the following classes, Colored Character, Set of Twins, Bride and Groom, Devil, Old Man, Tramp, Indian, Preacher, Clown, Maggie and Jiggs, Old Woman, Nurse, Dutch Girl, Gypsy, Mutt and Jeff, Largest Family, Jig Dancer, Clog Dancer and Old Time Fiddler.

[The News-Sentinel, Friday, October 26, 1928]

MICHIGAN ROAD BRIDGE AT FULTON IS FINISHED

The cement bridge on the Michigan road just south of the C. & O. railroad tracks in Fulton was completed Saturday afternoon by employees of the Roger Daoust Construction Company. It was with the greatest of difficulty that the bridge was finished. The state highway department required that both the cement and gravel used in the construction of the bridge be heated. The highway department will not permit the bridge to be used for 35 days as they require that amount of time in the winter for the cement to cure. Another announcement was made today by Daoust company in which it was related that only one more day will be required to complete the pouring of cement on the Mt. Olive bridge around which structure there is now a run around. The Fulton and Mt. Olive bridges are both 30 feet wide with cement approaches from the 18 foot highway.

[The News-Sentinel, Tuesday, December 18, 1928]

MICHIGAN ROAD OPENED THRU TO INDIANAPOLIS

Opening of new pavement Sunday from the Marion county line to Boyleston where it connects with pavement in use provides another paved route from this city to Indianapolis. The other road is 31. The road which is known from this city as Road 25 to Logansport and from

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Logansport to Indianapolis as Road 29 was originally known as the Michigan road. It is the official state road from the Michigan state line to the Ohio river. Twenty miles of new paving were contracted on the road this summer and it is this stretch which was opened Sunday. Highway officials said today most of the shoulder work was completed but advised traffic to drive slowly in places as some work is yet to be done to the berms.

[The News-Sentinel, Monday, September 21, 1931]

ROADS - MICHIGAN ROAD TOLL HOUSE [Fulton County]

One toll gate was located across from the Jack Haimbaugh farm on SR-25, south of Rochester.

There was a toll gate across the road near the county poor farm where toll was collected.

[James Andrew Oliver Family, Lucy Oliver Kincaide, *Fulton Co Folks*, Vol. 2, Willard]

ROADS - OLSEN ROAD [Fulton County]

Begins on 250N at Michigan Road, then West to Leiters Ford.

Also known as the Fertilizer Road, as the Rochester Fertilizer Co. plant was located on the N side of 250N between the Michigan Road and the present US-31.

It has also been referred to as the River Road.

ROADS - PLANK ROAD [Peru to Rochester]

The importance of a Plank Road from Peru to Rochester, is conceded on all hands-- in Fulton county as well as this. The relative advantages to Fulton county of a road from Rochester to Logansport, Plymouth or Peru, we will not stop now to discuss, though we are satisfied that a comparison of such advantages would bring all interested to a decision in favor of this point over every other, should any doubt exist upon the subject.

Our object now is however, not to discuss, but to propose to our Rochester neighbors a joint meeting at a point mid way between the towns-- say at Wm. Conner's to consider the subject, and if thought expedient take the necessary steps to commence the work. We suggest Saturday the 17th day of September at 1 o'clock p.m., for a meeting of delegates appointed at primary meetings held at Rochester and Peru for the purpose. What say the *Gazette* and *Sentinel* of Rochester and the *Sentinel* of this place? -- *Peru Republican*.

[Rochester *Sentinel*, Saturday, August 27, 1859]

The Plank Road Meeting at Conner's yesterday, adjourned to meet in the latter part of October.

The citizens of Logansport held a meeting last night, and appointed delegates to attend a meeting at Fulton today at 1 o'clock.

[Rochester *Sentinel*, Saturday, September 24, 1859]

Large delegations from Rochester, Peru and intermediate points met at Conner's on Friday, Sept. 25th., pursuant to previous notice, to enter into some arrangement to construct a Plank or Railroad from Rochester to Peru. The meeting was large, and a great deal of interest manifested. . . . On motion of J. W. Tyner, Esq., of Peru, D. R. Pershing, Esq., of Rochester, was called to the chair. On motion, IJ. W. Tyner, Esq., of Peru, and W. W. Shuler, Esq., of Rochester, were appointed Secretaries.

J. B. Fulwiler, Esq., of Peru, offered the following resolution: Resolved, That it is expedient to construct a Plank road from Mexico to Rochester. K. G. Shryock, Esq., of Rochester,

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offered the following as an amendment: Resolved, That it is expedient to construct a Railroad from Peru to Rochester.

Mr. Fulwiler spoke at length in favor of a Plank Road as the only road that could at present be constructed, and endeavored to show that a Railroad could not be built from Peru to Rochester except at an enormous expense, which he urged, could not possibly be raised at the present time.

Messrs. Shryock, Pershing and Smith expressed their views, and stated that Fulton county would only be satisfied by giving them a Railroad; and that a Railroad they must have-- and if not built from Peru, they would endeavor to get one from Plymouth.

Mr. Graham, of Peru, moved to lay the amendment and resolution on the table-- Agreed to.

On motion of Mr. Fulwiler, a Committee of Conference was appointed, consisting of J. A. Graham, W. Smith and Fulwiler, of Peru, and K. G. Shryock, John Elam and A. F. Smith, of Rochester.

On motion of Mr. Fulwiler, a Committee of five was appointed to draft articles of Association for either a Plank or Railroad Company, as may be agreed upon, to be submitted at the next meeting-- consisting of Messrs Conner, Fulwiler and Bearse, of Miami, and Lawhead and Shuler, of Fulton.

On motion, the meeting adjourned to meet at the same place on Saturday, October 30th, 1859. D. R. Pershing, Pres't; J. W. Tyner, W. W. Shuler Secys.

--- A number of our business men visited Fulton last Saturday expecting to meet a delegation from Logansport, ready to make some arrangement in regard to a Plank Road. No delegation came, and nothing was done. This lack of interest on the part of the business community of Cass county will be sure to tell against them.

[Rochester *Sentinel*, Saturday, October 1, 1859]

MANY LOGS FOUND DURING GRADING FOR STATE ROAD

Employees of the Gast Construction Company have completed grading one mile of the eight mile stretch of the Michigan road between Logansport and Metea, which is to be paved with concrete. The workmen have unearthed a number of planks and timber that were evidently placed on a part of the road's foundation in the early forties. The logs which are of oak and walnut were found about 18 inches below the present surface of the road. The logs are in perfect condition but it is doubtful if they could be used for any purpose. The logs it is thought were used when the corduroy form of road construction was in vogue. The Gast Construction Company has completed most of the drainage system on the section of the Michigan road they are building.

[The News-Sentinel, Tuesday, June 5, 1928]

ROADS - SANDERS ROAD [Lake Manitou]

See McIntyre Filling Station

MICKEY IS REPAIRING THE SANDERS HIGHWAY

Work on the Sanders road, which extends north from the end of the Barrett concrete road around the north shore of the lake, is progressing rapidly under the supervision of County Road Superintendent William C. MICKEY. The road had lapsed into a terrible condition as a result of the heavy traffic and was extremely bad where it had been oiled by cottagers. This practice must be halted in the future, it was announced. The road has been scarified and Thursday a heavy steam roller was being run over it and was being ghraded. Mickey declared that he would see that it did not again get into such a bad condition. The road leading westward from the Sanders road just around White creek has also undergone some repairs at the hands of Mickey's crew and as a result is much improved.

[Rochester Sentinel, Thursday, August 7, 1924]

ROADS - SOUP BONE PIKE [Union Township]

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Gilbert WHITE, aged 36, farmer living on the north bank of King's Lake a mile south of Delong and the father of nine small children was killed and four other persons more or less seriously injured in an automobile accident which occurred at the cross roads three miles north of Kewanna, where the Soup Bone Pike and State Road 14 cross at 4:16 o'clock Tuesday afternoon. .

[The News-Sentinel, Rochester, Indiana, Wednesday, November 19, 1930]

John H. FEIDNER, aged 60, well known farmer living five miles northwest of Kewanna on the Soup Bone Pike, was crushed to death late Monday afternoon in a very peculiar accident. FEidner was engaged in burying stones on his farm. He had dug a deep hole beside a very large boulder when without warning the ground under it gave away and caught him under the weight of the stone.

[The News-Sentinel, Rochester, Indiana, Tuesday, November 12, 1929]

ROADS - STATE ROADS [Fulton County]

MAIN HIGHWAY OF STATE WILL PASS THRU ROCHESTER

The state highway system, as designed by the state highway commission, in a report made Saturday, will place Rochester on the main highway of the state. This highway has been designated as route number one. This road is the principal north and south road of the state; it starts at the Michigan state line just north of South Bend, and runs to Louisville, Ky. The cost of construction of the road will be borne largely by state and federal funds and will thus provide an excellent highway for this county with only a slight cost to the citizens.

Forty-nine routes are included in the complete system for Indiana, embracing approximately 3,200 miles, not including 200 miles of city and village streets constituting a part of the system though not under actual supervision of the commission in all instances. The commission will begin the maintenance of the system immediately.

The route passing thru this city, and the principal route in the new state highway system is described as follows:

Route 1 - Beginning at the Indiana and Michigan state line in St. Joseph county, Ind., extending thence southeasterly through South Bend, Lakeville, Lapaz, Plymouth, Argos, Rochester, Greenoak, Mexico, Peru, Kokomo, Westfield, Carmel, Franklin, Columbus, Seymour, Crawfordsville, Scottsburg, Henryville, Sellersburg, New Albany and Jeffersonville.

[Rochester Sentinel, Tuesday, April 6, 1920]

ROCHESTER PEOPLE TO BENEFIT FROM BUILDING

Another year will see the State Highway Number One, which runs from Louisville, Kentucky, to South Bend, paved with concrete according to word issued recently by the State Highway Department at Indianapolis. This means that the Michigan Road north will be paved from Rochester to South Bend and that local motorists can drive from here to Indianapolis, by the way of Peru and Kokomo all on paved highways.

This will be the first part of a big job of paving 760 miles of roads in the state during this and the next two fiscal years. State Road Number One is 270 miles long and seventy miles of it is already paved.

Charles L. Zeigler, chairman of the commission, said the commission is going over its finances and estimating its future revenue to ascertain whether it can build 100 miles of pavement this year and 300 miles a year for the two succeeding years. He expressed the intention of paving as much as possible with the 760 miles as a goal.

[Rochester Sentinel, Saturday, March 17, 1923]

PERU TO ROCHESTER PAVING SCHEDULE ON FAST PROGRAM

Indianapolis, July 15. - (By I.N.S.) - A. V. Burch, member of the state highway commission, has stated that the portion of state highway No. 1 lying between Peru and Rochester was on what is known as the "fast program" and that its paving would be rushed through to

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completion as soon as possible. Surveyors are now working on the road with a view to this end, he said. He could give no definite dates, however, when the work would be started.

According to surveys being made by the four surveyors who went to Peru last week to work on State Road No. 1, preparatory to the pavement of the same next year from Peru to Plymouth, there will be a change in the route between Peru and Mexico.

The road already is paved north from Peru to the Peru-Jefferson township line and it is understood that a short distance beyond the north end of this pavement a survey has been made through the lands of Jordan Swindler and N. Zartman on the Peru side of Eel river and through the farm of W. F. Zartman on the opposite side of the river. If this route is finally adopted a new bridge will have to be constructed over Eel river some distance south of Mexico on the Zartman land and the road will be routed from this bridge on a straight line into Mexico where it will connect with the south end of the main street of the town, which is now a part of Road No. 1. This route, if finally adopted, will eliminate the short turns and curves of the highway as now used from the Swindler farm into Mexico by way of the old bridge. There is a very sharp turn in approaching the present bridge from the south and another shortly after leaving the bridge where the turn is made to go straight north.

It is understood that the owners of the farm through which it is proposed to re-route the road are objecting to the plans of the state highway commission on the grounds that the damages will be far in excess of any benefit that they might obtain. If the change is made, as proposed, Eel river will be thrown between the Whitehill and Miller park and the state highway.

[The News-Sentinel, Wednesday, July 15, 1925]

ROCHESTER ON NATIONAL NORTH-SOUTH HIGHWAY

Rochester, Indiana is on the National Highway No. 31, from Mackinac Straits, Michigan, to Mobile, Alabama, a route which passes through the center of the nation and should become one of the most prominent North and South highways in the United States. The route connects Rochester and Peru. A campaign of publicity to inform the tourist public of the route is contemplated by cities along the highway.

[The News-Sentinel, Rochester, Indiana, Monday, November 30, 1925]

NEIGHBORING TOWN OF MEXICO TAKES ON ASPECT OF MINING TOWN DURING THE DAYS OF OLD

Just what the paving of State Road No. 1 will mean to Rochester in a few months is well illustrated by what has occurred at Mexico during the last week. While action is near Peru now to the south of this city and near Argos on the north when the crews approach Rochester later on they will bring several months of unusual prosperity to the community. The Peru Tribune in yesterday's issue says:

Mexico, our little neighboring town 5 miles to the north, is taking on the aspect of Goofer's Gulch or Silver Nuggett on the western frontier during the gold and silver rush way back yonder when prospectors, miners and suckers were climbing all over each other in desperation to locate the secreted and highly prized ore.

However, Mexico has not in its keeping the coveted and elusive treasures commonly found in those days, but she's got a little mint for the housewives, storekeepers, garages, etc., due to the great influx of highway builders and workers that are now operating on State Road No. 1 in the paving of same.

The main street in Mexico is a colorful picture that you might expect to see out west or in the modern revelations of early frontier life on the silver screen. Workers, engineers, myriads of equipment, power shovels, steam rollers, big trucks, etc., are buzzing up and down the little village and the whole place has become a veritable beehive.

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Every available house in Mexico has two or more roomers and some even beyond that figure and there is still a call for more rooming quarters, as the company has about 100 more men that begin work on the paving job between Peru and Mexico this week. Many are rooming in Peru and drive to and from their work each day. This is an era of prosperity for Mexico indeed.

[The News-Sentinel, Wednesday, April 21, 1926]

CONTRACT AWARDED FOR PERU-ROCHESTER PAVING

Indianapolis, April 24. - Contract for the construction of 20.3 miles of pavement on state road one, from Peru to Rochester, was awarded today by the State Highway Commission to the Wabash Construction Co., of Vincennes on its bid of \$346,048.47.

John B. Williams, commission director signed the contract this morning. Work will begin immediately, he said, and should be completed by December 1st.

[The News-Sentinel, Saturday, April 24, 1926]

CONTRACTOR IS PUSHING PAVING WORK TO NORTH

Hope that the first laying of concrete on State Road No. 1, north, would start about May 15th, unless inclement weather prevents it, was expressed by George Miller, contractor, of Lebanon, who is here permanently to be in charge of the construction work. As previously announced the grading has already started north of Argos and a few days will see full crews busily engaged in making excavations and fills.

Mr. Miller plans to have two full crews at work early in May, one on each side of Argos. The one crew will set up first a short distance south of Argos and will then work towards Rochester. The other will set up north of Argos, lay pavement into that town, then will transport the machinery to Plymouth and work southward until it joins the other. The contract calls for the completion of the pavement by fall.

Gravel and concrete will be shipped into Rochester on the Erie and stored here to be used as fast as possible. The state furnishes the cement to the contractor while the gravel must be of the highest grade which will also be shipped in, as local gravel it seems has too much clay in it to answer the specifications required by the state. The gravel and cement will then be hauled by trucks to the mixing machine as it works southward. This enables the trucks to travel over the old road all of the time. The same plan will be followed with the other outfit, the unloading being done at Argos.

Mr. Miller stated that when going on full time there will be about 100 men in each crew. The contractor has rented the residence of the late Stella Bailey on south Madison street and will move his family here soon.

[The News-Sentinel, Tuesday, April 27, 1926]

PAVING BETWEEN PERU AND MEXICO TO OPEN

The new paving on state road No. 1, between Peru and Mexico probably will be opened to traffic by the Wabash Construction Company sometime next week, it was announced in Peru today.

The straw covering was being burned from one mile of the new pavement on the state highway north of Peru today and that much of it was open to traffic. The cement from Peru to Mexico, with the exception of a short stretch through territory connected by condemnation proceedings, has been down for about two weeks. Gangs of workmen in the employe of the Wabash Construction Co., of Vincennes, are now laying pavement between Mexico and Perrysburg.

[The News-Sentinel, Thursday, July 8, 1926]

ERIE TO WINONA

The Winona Railroad Company is completing a physical connection with the Erie railroad at Akron, Ind. Several car loads of sand from the Warsaw gravel pit will be carried to

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Rochester by way of Akron in a few days. The sand is to be used in construction work on state highway No. 1, at Rochester.

[The News-Sentinel, Rochester, Indiana, Thursday, August 5, 1926]

SOUTH ROAD 1, NOW OPEN FROM PERU TO MAUS COR.

Peru, Ind., Aug. 23. -- A smooth ribbon of shining white pavement rapidly is taking the place of the old graveled drive over the right-of-way of state road No. 1 north of Peru, and indications are at present that the work will be completed even before December 1, the time specified by the Wabash Construction company for its opening traffic.

Although the detours must still be used by through traffic, local motorists have been using the new pavement as far north as Mexico for the last month, and recently the hard surface was made available as far as what is known as the Maus corner, four miles north of that town. The road is not officially open, however, and is used at the personal risk of the public and through the courtesy of the company managers.

The construction work is now moving north in the vicinity of Perrysburg, the halfway point between Peru and Rochester, and with the continuance of favorable weather that village is expected to be reached within a few weeks.

Contractors have been making about equal progress with the laying of concrete between Rochester and Plymouth, it is reported.

With the completion of the new pavement, and with the closing of a few short gaps in the southern part of the state highway No. 1 will constitute practically an unbroken stretch of concrete between Louisville, Ky., and South Bend. A stretch of about a mile between Peru and Mexico probably will be held up for a year or more owing to condemnation proceedings, it is thought.

[The News-Sentinel, Rochester, Indiana, Monday, August 23, 1926]

PAVING ON ROAD 1 TO FIVE CORNERS

Notwithstanding the great amount of rain that has fallen during the past few weeks, good progress is being made by the Wabash Construction Company of Vincennes in the work of paving State Road No. 1 between Peru and Rochester. The paving is now completed to Five Corners and by next Saturday it is thought the concrete will be to the Macy road, which will leave approximately three miles to be paved northward to a point where connection will be made with the four mile section that has been paved southward from Rochester. There is said to be assurance that this three mile gap will be completed before cold weather sets in.

According to information given out today, the pavement is now being used by the public as far north as Perrysburg, and by next Saturday the pavement will be open to traffic northward from Perrysburg to the Deedsville road.

[The News-Sentinel, Wednesday, September 22, 1926]

PAVING BETWEEN HERE AND PLYMOUTH, FINISHED

The last foot of paving between Rochester and Plymouth on Federal Road No. 31 was completed at 4 o'clock Thursday afternoon by the Geo. T. Miller Construction Co., of Lebanon, Ind., thereby closing the last gap of paving between Rochester and South Bend.

An interview today with the road men brings out the fact that the entire right-of-way will be open for public travel on or before Christmas. The construction company's crew will be busily engaged for the next few weeks in the erection of the berms along this new pavement. Several miles of burming have already been completed but there still remains about 12 miles to be finished.

This company will have all the final touches of this magnificent stretch of pavement ready for official okeying several days prior to the specified time stipulated in the state's contract, January 1st. Greatly handicapped by the exceptionally rainy weather this fall and the freezing

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temperatures of the present month the Miller road builders are to be complimented for remarkable progress they have made under such deplorable conditions.

While the traffic is open along side of the new strip of pavement directly north of this city, the roadbed at side is extremely rough and motorists should take the regular detour marked routing which brings the traveler on the pavement at the Cornelius farm corner, two and a half miles north of this city. The routing between Argos and Plymouth still remains unchanged the northbound travelers leaving the pavement on the detour routing where the Nickel Plate tracks cross the Michigan road north of Argos.

The Wabash Construction company has but a trifle over 2,500 feet of pavement to finish on their contract [US-31 South], according to word received from that company's office today. The informant adding that with three or four days of non-freezing weather the job will be brought to a close.

[The News-Sentinel, Rochester, Indiana, Friday, November 26, 1926]

HILARITY FOLLOWS ROAD PAVING COMPLETION

Plymouth, Ind., Nov. 27. -- The finishing of the paving work between here and Rochester was a signal for great hilarity among the workers and some hundred citizens who had gathered to see the last of the concrete mixture poured and tamped into place Thursday afternoon.

Five "good fellows," all of whom are especially interested in the completion of the road, Frank Southworth, Edmond Jeffers, Dr. C. F. Holtzendorff, Arthur O'Keefe and D. L. McKesson, bought firecrackers and a box of cigars. The firecrackers made a small Fourth of July celebration out of the occasion and the cigars were passed to all the workmen on the job.

Men on the job grabbed each other's hats off and threw them under the concrete as it was being poured onto the road. Each fellow who lost his headgear will be proud of the fact that it has become a part of the great Michigan road and will be driven over by thousands and thousands of people.

[The News-Sentinel, Rochester, Indiana, Saturday, November 27, 1926]

LAST GAP OF THE PAVING SOUTH IS COMPLETED TODAY

By the time this issue of The News-Sentinel is in the hands of the subscribers, unless something unforeseen has happened, the pavement from Rochester to Peru will have been finished. The crew of the Wabash Construction Company was busy Saturday morning working to complete the last gap which was 282 feet long located near the Horton Chapel next to the Charley Keel farm. Fairly warm weather aided by a clear day and warm sunshine made it almost sure that the work would be finished before the sun went down.

This short stretch had been left open earlier in the year due to the fact that quite a fill was made here and a concrete bridge was constructed. This has now had plenty of time to settle, the bridge is finished and Friday evening the mixer and other machinery was moved to this point to begin the final job this morning.

Work Slowed Up

The work south of Green Oak which had been held up when the cold wave hit this section of the country was resumed there Thursday morning when the thermometer once more went above the freezing point. On this day 220 feet of concrete was laid, on Friday the crew put down 410 feet which joined the north and south sections with the exception of the gap mentioned above. Work is naturally slower in the cold weather but the contractors were making sure it was being done right.

With the finishing of this gap Saturday evening it means that the pavement with exception of the mile gap at the Mexico bridge, which is a good gravel road, and the approaches to the creek bridge just north of the Erie Railroad at Rochester, the entire job between Peru and Plymouth Rochester stretch will be opened all the way through on December 20th while the Rochester-Peru section will be opened entirely on January 10th.

Berm Still Incomplete

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However, motorists will have to travel this entire forty miles at their own risk as the berms, fills and shoulders will not be completed until next summer it was understood. Some of it is done now however. The contractors plan to start on this work as early as possible in the spring and rush it to completion and then the road will be accepted by the state. Also the bridge approaches of the Mill Creek will be paved in the spring it was stated.

The crew of the Wabash Construction Company was planning to celebrate the finish of the work today in an appropriate manner. A photographer was to snap the last bit of work while rejoicing was to follow.

End of Long Work

When the mixer stopped Saturday afternoon after the concrete was all poured it virtually marked the end of the several years effort on the part of business men, farmers and good roads enthusiasts in this entire section to pave the last gap between the north state boundary line and Indianapolis then on southward. Efforts started several years ago when committees representing the towns of South Bend, Plymouth, Argos, Rochester, Mexico, Peru and Kokomo called on the State Highway Commission and the Governor at Indianapolis requesting that the road be paved. Meetings were held along the road at intervals and committees and individuals kept up the pressure on state officials. After much delay the bids were asked for and the contract let in the winter of 1925. Then committees began working to secure the fifty foot right of way which was finally secured after more or less difficulty which compelled land owners to move their fences back. The paving work started both north and south of Rochester early in the spring of 1926.

[The News-Sentinel, Saturday, December 11, 1926]

ROAD CELEBRATION TO BE HELD HERE MAY THIRTEENTH

Arrangements for a big celebration over the completion of the 40 mile stretch of paving on Federal Road 31 between Plymouth and Peru through this city were completed at a meeting held here Tuesday afternoon by representatives of the various commercial organizations along the route of the important highway. The celebration will be staged here on Friday, May 13th.

The occasion promises to be one of the biggest community gatherings ever held in the northern part of the state, the intentions of the sponsors being to have all cities and towns on Federal Road 31 from the Michigan State line to the Ohio river represented at the meeting.

One feature of the program will be a tournament for boys bands of the state the Peru Chamber of Commerce having been designated to take charge of this feature of the program.

The Rochester Chamber of Commerce will arrange all details as to the entertainment of the visitors and the South Bend Chamber of Commerce will be in charge of the booster trips and advertising. The plans made Tuesday include programs morning, afternoon and evening, which will be staged on the streets of Rochester and at the Lake Manitou fairgrounds.

It was originally planned to hold the celebration in this city last fall but due to the fact that the highway was not completed at that time it was thought best to postpone it. The commercial organizations who were back of the movement to have the 40 mile stretch paved are the ones fostering the celebration.

Representatives of the various commercial organizations who met here Tuesday with the local delegation, Myron Reese, George Leonard and C. B. Young to plan the jollification included F. B. Lamson, Frank Stutesman, E. E. Overmyer, and W. E. Mercer, Peru; C. G. Hughes, D. L. McKesson, A. J. Ball, Ray Meredith, Frank Southworth and Thomas Clifton of Plymouth.

[The News-Sentinel, Rochester, Indiana, Wednesday, April 13, 1927]

JUNE SEVENTEENTH WILL BE DATE FOR ROAD CELEBRATION

[The News-Sentinel, Wednesday, May 18, 1927]

ROAD CELEBRATION ATTRACTS SEVERAL NOTABLES VISITORS

Rochester's down-town district presented a busy scene at an early hour Friday morning for at 10 o'clock visitors from Kokomo and South Bend and all intermediate points along the route

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of State Road [US] 31, assembled to take part in the joint Celebration of the completion of this road. The weather man was generous in giving a most ideal day for this occasion and a cool southeasterly breeze unfurled hundreds of flags which were displayed along the streets of the city, the deep blue cloudless sky completing a perfect setting for the occasion.

Estimates of the crowd made by conservative citizens from the visiting towns were placed at close to 6,000. Promptly at 11:45 the big parade headed by the Plymouth High School band started northward on Main street, while perhaps the square behind the leaders of the procession came the Peru band, this was followed by the American Legion drum corps of Peru. Following an array of automobiles entered by local dealers the Rochester band brought up the rear of all musical organizations represented. Among the attractive floats were those of the O--- Van Grocery Co., of Peru, The Schlosser Bros. of Plymouth, Boston Store of Peru, Val Zimmerman and the Zimmerman Bros., of this city. The parade which was over a half mile long traversed northward on Main to Third Street, swinging westward to Jefferson, thence back to Main and disbanding in front of the public square.

The chairman of the program committee, C. B. Young, early this morning received a telegram from Governor Ed Jackson's secretary that the guest of honor for the Road Celebration would leave Indianapolis via motor at nine o'clock this morning to fill his appointment in this city. This news was flashed about the down town district allaying all fears which were being expressed that Indiana's chief magistrate would not be here today.

The Governor and his party arrived on scheduled time and after reporting to the reception committee was taken to the country club where a love-feast was spread for the visitors and Rochester people.

Ex-congressman Henry A. Barnhart presided as toastmaster at this banquet and shortly before one o'clock two hundred people were assembled in the dining hall where Rev. W. C. Aschanhort invoked the divine blessing upon the assembly. The room was attractively decorated with spring flowers and a score of Rochester beautiful lassies, all clad in white, served the sumptuous three-course dinner.

Seated at the table of honor with Governor Jackson were: Howard DuBois, Mayor King, Myron Rees, Rev. A. C. Aschanhort, A. P. Copeland, Edwin Jackson, Jr., George Herschman and son, George, Jr., of Crown Point, Ind., and Ike M. Wile. During the banquet hour the Murray Horton orchestra from the Colonial Terrace Gardens played a number of selections and rendered several vocal numbers which were roundly applauded.

While offering an impromptu number "Back Home Again in Indiana" Frank Stutesman, a member of the delegation from Peru arose and asked that the piece be repeated so that the audience could join in community singing on this Hoosier favorite. Another request number being asked and granted for the Peru delegation was that of "On the Banks of the Wabash." The room vibrating in joyous song and fellowship as this old familiar piece was rendered. The Governor joined in the singing of both of those numbers.

Prior to the introduction of several notable guests Mr. Barnhart cited the fact that today was the 14th anniversary of Peru Day in Rochester which was held June 17, 1913, in appreciation for the aid and assistance which Rochester rendered to her neighboring city during the time the waters of the Wabash almost completely inundated Miami county's capital. Several old badges which were worn on that occasion 14 years ago were in evidence upon the lapels of the Peru visitors' coats.

The first personage to be introduced to the banquet members was Master Edwin Jackson, a most pleasing little gentleman of perhaps 6 or 7 years of age. The toastmaster then presented the visiting clergy among whom were the Rev. Nice of Peru, Father Boney of Kewanna, Fathers Schmidt and Schultz of Peru, Rev. Aschanhort and Rev. Crowder of Rochester. The next two men both of whom were active workers in getting State Road [US] 31 continued from Peru to Plymouth to be introduced were Schuyler Mercer of Peru and Sam Tomlinson of Plymouth.

Secretaries active in launching the Road celebration were then presented to the assembly they being Mr. Freece of Plymouth, F. B. Lamson of Peru, Neal Thomas, of Argos, and John

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France of this city. Other distinguished guests of Peru and Plymouth to be presented were Judge Hurd Hurst, Peru, and Dr. Walter Schlosser of Plymouth.

Two members of the Wabash Construction Co., Messrs. W. N. Williams of Vincennes and Chas. Hurst manager of the construction crew between Peru and Rochester were introduced. George Herschman and son, Geo., Jr., of Crown Point, were present, the latter being a member of the State Highway commission.

The last notable to be introduced by the toastmaster being the Honorable Edwin Jackson, Governor of the State of Indiana, who in a few well chosen words expressed his pleasure at being present for this occasion, thanking the congregation for the wonderful fellowship displayed and the delicious food that was served at the banquet in his honor, closed the banquet hour with the remarks that he would more fully express his appreciation during his public speech to be given in front of the public square this afternoon.

Mr. Barnhart acting in the role of host, for Rochester, brought attention to the many and wonderful places of amusement which enhance our city and lake, extending a hearty invitation for the guests to visit all of these resorts and parks before departing for their homes.

Both the Fairview and Colonial dance pavilions will be in operation this afternoon and tonight to accommodate the visitors. Promptly at nine o'clock a fireworks display will be sent up from Big Island, Lake Manitou. This fitting climax for the day's activities will be readily visible from all points around the lake. Other features today were bait-casting, horseshoe pitching and baseball contests.

From all indications nearly every one of the 5000 visitors are making plans to remain over this evening for the programs which will be given at Lake Manitou.

[The News-Sentinel, Rochester, Indiana, Friday, June 17, 1927]

PETITION ON AKRON ROAD SENT TO THE STATE COMMISSION

The first official step to have the Rochester-Athens-Akron-Disko road taken into the state highway system was taken Wednesday afternoon by the Fulton County board of commissioners when they signed a dispatched letter to the state highway commission asking that this be done by that body at an early date. In the letter the commissioners agreed to provide the right of way required by the state.

A delegation of about twelve Akron citizens were met by as many men from Rochester and this committee called on the commissioners. Dr. W. F. Hosman of Akron presented a petition which was signed by all those present requesting the board to take steps to have the said highway made a part of the state system. The commissioners considered this and then directed the county attorney, Selden J Brown, to draw up such a request which they would send to the commission. This was done in a short time.

Asks For Action

In the letter to the state board the commissioners asked that this be made a state road from Rochester where it connects with Federal Road 31 to the Fulton County line at Disko. The assumption is that the commission will extend it on to 15 so that it will connect there and then go over the highway into North Manchester. The letter further stated that the county would obtain and provide a right-of-way as required by the state and asked that members of the commission come here at an early date to inspect the road and take action in the matter. It was also requested that the road be paved just as soon as possible. The petition presented by the road boosters was attached to the letter.

Nothing was said in the letter regarding what Fulton County would do beyond providing the right-of-way as it is understood that if the commission does take favorable action that body will make a proposition to Fulton County to accept or reject.

In 1927 Program

The group present expressed the hope that by getting this petition before the highway commission at once this road might be taken over in the 1927 program.

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Upon receipt of the letter the highway commission will take the matter under advisement is understood and will send some of its members here to inspect the road. Future action here will depend on what action the board will take following this inspection.

[The News-Sentinel, Wednesday, December 28, 1927]

CASS-FULTON PAVING CONTRACTS ARE SOLD

Indianapolis, May 15 (I.N.S.) - Bids for paved roads totalling more than \$1,000,000 were let to six low bidders by the state highway commission here today. Thirty-nine bids in all were received on the nine projects to be constructed.

Among the lettings were six and three-tenths miles on State Road 25 from a point a quarter of a mile south of Metea in Cass County to Fulton in Fulton County, low bidder the Roger Daoust Co., of Defiance, Ohio, with a bid of \$110, 349. The engineers estimate was \$119, 110.

Six and seven-tenths miles on State Road 25 from Logansport to a quarter of a mile south of Metea in Cass county was also let. The Gast Construction Co., of Warsaw with a bid of \$117,099 was also the low bidder on this stretch. The engineers estimate was \$149, 849.

From Fulton to Rochester a distance of eight and one-tenth miles on State Road 25 will go to Roger Daoust of Defiance, Ohio with a bid of \$151,924. The engineers estimate was \$165, 638.

[The News-Sentinel, Rochester, Indiana, Tuesday, May 15, 1928]

PAVEMENT FINISHED INTO ROCHESTER LATE THURSDAY

Work on paving Road 25 up to the brick pavement in Rochester was completed Thursday evening by the Roger Dauost paving crew and the outfit prepared to move to the Fulton vicinity to continue and complete the paving strip. The roadway was paved sixty feet wide within the corporation limits and was raised considerably from the old road bed in order to have it flush with the Federal Road 31 where the two come together. At the point where the two highways join at a curving angle the roadway is more than 100 feet wide.

The paving crew and machinery moved southward to Mt. Olive school house where they will start laying concrete southward through Fulton. Meanwhile another Daoust outfit is now within a mile of Fulton. These two outfits will work without interruption until they meet which should be within a few weeks.

The fact that two bridges on the stretch which were to have been let yesterday by the State Highway Commission were not awarded due to the bids being too high will delay complete opening of the road some time but it is understood that run round bridges will be constructed so that through traffic will not be detoured after the pavement is ready for use.

The paving on South Main street has forced the making of another detour. This detour leads over the old route of F.R. 31, east on Fourteenth from Main and then over the paving to Van Dien crossing and thence south to John Spaid road where 31 is again struck.

The detours on both south and north Main street which were established because of road construction work will in all probability be eliminated Saturday afternoon to care for the heavy traffic which is expected over the highway due to Labor Day.

[The News-Sentinel, Rochester, Indiana, Friday, August 31, 1928]

CONCRETE IS COMPLETED ON METEA-LOGAN SECTION

Logansport, Ind., Sept. 4. -- The laying of the concrete pavement to the city limits of Logansport on the Michigan road, was completed by the Gast Construction company, Saturday afternoon. Many gathered at the side of the concrete pouring Saturday, to see the company finish the project.

The crew of workmen will continue on the work of placing the berms along the two sides of the eighteen foot concrete pavement between Logansport and Metea, the portion being built by the Gast company.

A portion of the road is now being used, at the risk of the motorist. It will be twenty-one days before the entire Logansport-Metea section can be used.

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Two paving machines are now at work on a section less than three miles in length north of Fulton.

[The News-Sentinel, Rochester, Indiana, Tuesday, September 4, 1928]

FULTON-METEA STRETCH OF PAVING IS FINISHED

The hard surfacing of the Metea-Fulton stretch of the Michigan Road south of this city was completed by employees of the Roger Daoust Co., last Friday evening. The giant mixer was then moved to the north end of Fulton and work was begun Saturday morning to lay cement south through the city. The cement strip in Fulton will be 100 feet wide. The bridge just south of the C. & O. railroad in Fulton is still uncompleted. The gang which has been working between Mt. Olive and Fulton was this morning in front of the House farm one and half miles north of Fulton. This stretch should be completed within two weeks. Over two-thirds of the Michigan road between Rochester and Logansport has now been opened to traffic at the driver's risk by the state highway commission.

[The News-Sentinel, Rochester, Indiana, Tuesday, September 18, 1928]

PLANS ARE COMPLETED FOR FULTON ROAD CELEBRATION

Plans have been completed at Fulton for the big road celebration which will be held there on the afternoon and evening of October 30th to mark the completion of the paving of the 22 mile gap of the Michigan Road between Rochester and Logansport which work was done during the past summer. Delegations will be present from both Rochester and Logansport. It is hoped to have members of the state highway commission present. The road in all probability will be opened to traffic on Saturday, October 27th.

The principal speakers of the afternoon session will be Hon. Frederick Landis of Logansport, editor of the Logansport Pharos Tribune, who was one of the candidates for governor on the republican ticket at the primary this spring and Hon. Henry A. Barnhart of this city. Two bands, [one] from Logansport and the other from this city, will furnish the music during the time of the speeches.

Following the address there will be a big parade. This parade will depict the evolution of travel on the Michigan Road from the time it was ceded to the State in 1831 to the present time. A number of old vehicles will take part in this parade and it will be most interesting. Following the parade the afternoon will be taken up with a Horse shoe contest, Three legged race, Pie eating contest, Woman's race, Bicycle race, Sack race, Scooter race, Pop race and other contests.

In the evening there will be a huge street masquerade. The Cash prizes will be given to the best characters in the following classes, Colored Character, Set of Twins, Bride and Groom, Devil, Old Man, Tramp, Indian, Preacher, Clown, Maggie and Jiggs, Old Woman, Nurse, Dutch Girl, Gypsy, Mutt and Jeff, Largest Family, Jig Dancer, Clog Dancer and Old Time Fiddler.

[The News-Sentinel, Rochester, Indiana, Friday, October 20, 1928]

AKRON-ROCHESTER ROAD TO BE PAVED

Official announcement was received by The News-Sentinel from the State Highway Commission shortly before noon today that the Rochester-Athens-Akron road would be paved this summer and that they could make this news public. This had been known semi-officially here and at Akron since the first of the week but all definite word was withheld until this morning. . . [Lengthy Article] . . .

[The News-Sentinel, Rochester, Indiana, Saturday, April 13, 1929]

WORK TO START SECURING RIGHT OF WAY WESTWARD

Prospect that the new State Highway 14 west from Rochester to Winamac soon would be under state maintenance were bright today following the visit of right of way men from the state highway commission to Rochester and the making of plans for starting work to securing the right

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of way. Other men who will begin this work on the Rochester-Akron road which is to be paved are expected to be here for the same purpose within a few days.

[The News-Sentinel, Rochester, Indiana, Thursday, May 2, 1929]

DAOUST IS LOW BIDDER ON AKRON ROAD

Indianapolis, May 28. (U.P.) - Bids for twelve paving projects involving 76,329 miles of road were opened today by the Indiana State Highway commission and will be checked for the next few days before contracts are awarded.

Low bids totalled \$1,436,976.32 one of the largest lettings of the year. When the contracts were awarded 276 miles of paving will have been provided for this year. There will be one hundred more miles of paving contracted for in the next two lettings, which conclude the year's program. Bidders were present in the commission offices today from Ohio, Kentucky, Wisconsin, Illinois and Indiana.

Gast Co. Low Bidders

Low bids and bidders and projects included:

State Road 15 Warsaw-Goshen road from Warsaw to Milford, Kosciusko County. Gast Construction Company of Warsaw, \$179,322.60.

State Road 14 Rochester-Akron road 1 1-2 miles east of Rochester to Akron in Fulton County. Roger Daoust of Defiance, Ohio, \$137,441.71.

The Roger Daoust Construction Company is the same concern which built the middle and north sections of the Logansport-Rochester pavement which was completed last fall. This stretch of road is an exceptionally smooth strip of pavement and the work was completed well within the contract.

[The News-Sentinel, Tuesday, May 28, 1929]

ROCHESTER-AKRON ROAD PAVING NOW COMPLETED

Akron, Ind., Nov. 2 - "A dream has come true," may well be the expression of many of the citizens of Akron and Rochester, with the completion of the Akron-Rochester road. The paving was completed Friday except for the tying up of the brick pavement and the concrete on West Rochester Street.

If some way can be devised to keep traffic off of the concrete on West Rochester street for awhile the road will be opened in about a week, it was announced. Men are working on the berms and now have completed almost to Athens.

Most of the machinery will be shipped out immediately to Fort Wayne where the Daoust Construction Company will start on their next job. Very little will be done on this job this fall.

It seems as though the completion of the road should warrant a celebration by Akron, Athens and Rochester soon.

[The News-Sentinel, Saturday, November 2, 1929]

ROCHESTER-AKRON ROAD TO BE OPEN SATURDAY

The Akron-Rochester road will be opened Saturday. This announcement was made Thursday afternoon by Roger Daoust, of Defiance, Ohio, who had the contract for the project. The brick are being relaid on West Rochester street in Akron in order to connect with the concrete sides. Following the completion of relaying the bricks the straw will be burned and the street cleaned then the new pavement, now state road 14, will be ready for public use.

[The News-Sentinel, Friday, November 8, 1929]

3 NEW STATE ROADS FOR FULTON COUNTY

Fulton County will have approximately 25 miles of new state roads added to its already extensive mileage in 1930 according to the announcement and publication of the new state road map by the state highway commission on Sunday. Three new roads are designated in the county

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on the map. In addition the announcement indicates that state roads which pass through Fulton County will be extended and paved in other sections which means much to this community. . . .

The new roads for Fulton County includes the road from Rochester to Talma thence on to Mentone and to Warsaw which will be a continuation of State Road 25 it is understood. A new state road running north from Peru will go through Akron, thence north to Nappanee and thence to Elkhart. This will go through Fulton County for about eight miles. A new state road from Akron eastward to Disko and to North Manchester, thence onto Huntington. State Road 14 is designated as running north from Akron, thence east into Silver Lake and on to Ft. Wayne. . . .

[The News-Sentinel, Rochester, Indiana, Monday, November 25, 1929]

ROAD JOLLIFICATION BANQUET AT ATHENS IS A HUGE SUCCESS

One hundred and seventy-five men sat down at the road jollification banquet in the Athens church basement Monday night to celebrate the opening of the newly paved road from Akron, through Athens to Rochester. The majority of those present came from the three towns but there were many others there who lived along the road or along adjoining roads. An air of merriment and rejoicing existed at the gathering from beginning to end and it was voted as one of the best good fellowship meetings held in recent years.

Following a delicious three-course dinner served by the ladies and girls of the church the program was begun. Previously Rev. J. B. GLEASON pronounced the invocation. Hugh A. BARNHART acted in the capacity of toastmaster and introduced the speakers of the evening. During the dinner the Howard Syncopators furnished their usual lively music, they having donated their services for the occasion. A letter was read from Roger DAOUST, contractor, who built the concrete road.

Rev. W. D. OLDHAM spoke in behalf of Akron and in a humorous and witty address kept the crowd laughing for quite a while. He was followed by Dr. Arch STINSON, who spoke representing Athens and he was followed by Rev. Daniel PERRY, representing Rochester. Rev. Perry was extremely earnest in his words of appreciation to the members of the commission present for the miles of state roads they have given to Fulton county.

Jess MURDEN, of Peru, member of the State Highway Commission, was emphatic in his declaration that "the State Highway Commission plays no politics and never will as long as the present board exists." He explained that the board was made up of two republicans and two democrats and that the politics of an employee or of any of the persons hired or the politics of persons asking for roads and other favors had no influence with this board. He said that most of the credit for building the paved road from Akron to Rochester should go to Geo. HERSHMAN, former member of the commission, who lives in Crown Point. Mr. Murden stated that a record had been set in the building of this road in that it was taken into the system and paved almost within a year's time. He told how the commission had traveled over the roads in this community, had seen the amount of traffic over them and the decision to include the new roads in the system followed. He expressed the regret that the other members of the commission could not be present on such a delightful occasion and thanked those assembled most enthusiastically for having him present.

Following his talk the audience arose and stood for several minutes while they applauded Mr. Murden's talk and also they made it apparent that they all desired to show their appreciation to the commission for giving the community this paved highway and other roads to the county.

John W. BROWN, director of the commission, gave the concluding address of the evening. He said during his remarks, "I want every person here to realize what an investment we have in state roads and then realize that something must be done to protect this investment. The State of Indiana today has spent the people's money, your money, to the extent of \$124,000,000, in building concrete highways within its boundaries and it is the need of the hour that we should have statutes to keep secure the enormous investment we have made. We must have the proper laws to guarantee this and I call on you to aid in getting proper legislation at our next session of the general assembly.

"Every day we have reports of trucks and truck trains loaded with unheard of tonnage causing damage to our property. Bridges are broken down, concrete is smashed, traffic is

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demoralized and yet this goes on without interruption, because the state highway commission has no authority to stop it. Again the commission should have the power to regulate the speed of all vehicles on its thousand or so miles of detours which are maintained every summer, while paving is being laid. This is an important problem and every detour presents a different situation and different conditions.

"I don't know whether it was wise or not to make the sky the limit on our state speed laws. An entirely irresponsible person can drive his car eighty miles an hour, smash into you, kill members of your party, ruin your car beyond all repair and you can do nothing or collect a cent damages. We must have less speed and more good old fashioned horse sense on our highways.

"We have realized from the start the need of more roads in Northern Indiana and we have tried to give them to you. Traffic is ever on the increase here and it must be taken care of. The commission, which is a group of public servants, spending you people's money, will take care of the situation just as fast as funds become available."

The committee in charge of the banquet was Charles PYLE, chairman; Omar B. SMITH, Dr. C. E. GILGER, A. L. WHITMER and Rev. T. L. STOVALL for Rochester; Dr. Arch STINSON for Athens and Dr. HOSMAN for Akron.

[The News-Sentinel, Rochester, Indiana, Tuesday, November 26, 1929]

ROCHESTER-TALMA-WARSZAW ROAD TAKEN INTO STATE SYSTEM

The Rochester - Talma - Mentone - Warsaw road has been taken into the Indiana State Highway System and henceforth will be known as State Highway No. 25. This information was given by Jess Murden, of Peru, member of the Indiana Highway Commission, to the News-Sentinel today. The commission acted on this road which has been under consideration for some time, at their meeting in Indianapolis late Wednesday afternoon.

Maintenance on the new state highway will start within two weeks it was announced, and the proper "Turns", "Cross Road" and "No. 25" signs will be erected along the right-of-way as soon as they can be secured from the state prison where they are manufactured.

The road will not be paved this year, Mr. Murden said, but maintenance will be continued on the gravel portion from now on.

As routed now road 25 will lead out of Rochester on East Fourth street to the John Hanson corner, thence north and by the winding road alongside the Tippecanoe river into Talma, thence east to the first cross roads, thence north to the Fulton-Marshall county line and thence east into Mentone. The road is paved with a sixteen-foot wide strip from a mile west of Mentone, into Warsaw.

Makes a Scenic Route

County road crews under Supt. Ralph Lebo have been working on this section of the road several weeks, widening the corners, straightening out curves, widening the right-of-way and improving it generally. When the state highway crews start maintenance they will find the gravel section in Fulton county in good shape for a state highway.

State road 25 continues south from Rochester to Logansport thence to Delphi and Lafayette. This roadway will be an important link for those from south of Rochester to reach the lake and resort section northwest of here and vice versa.

Two Years Effort

The taking over of this road marks the end of a two year effort on the part of local groups interested to have it done. In Rochester the Kiwanis Club ably assisted by Mayor Charles Jones and others made a continuous fight to have it taken over, while in the Talma community Frank Drudge led another group that was probably most instrumental in keeping the roadway before the attention of the commission. Mentone and Warsaw business men were also interested in the road but most of the work came from the Fulton county section.

Last week the members of the State Highway commission made an inspection trip over the gravel section of the road. Mr. Murden and Albert Wedeking had both been over the road

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before but Robert Boren and Col. Arthur P. Melton saw it for the first time. Fulton county lies in Col. Melton's district and his formal approval was necessary before the board could take any official action. Col. Melton following his inspection trip immediately favored the taking over of the road and the other members of the commission voted unanimously to have it done.

[The News-Sentinel, Thursday, May 21, 1931]

ROAD 19 TO GO INTO THE STATE HIGHWAY SYSTEM

It was learned unofficially at Indianapolis today that the State Highway Commission in their meeting Wednesday agreed to take over Road 19 as a part of the highway system. No official action was taken on the road at yesterday's meeting but this will be done at the meeting a month from now it was understood.

State Road 19 will run northward from Peru, through Chili, Gilead, Akron, Mentone, Etna Green, Nappanee and into Elkhart. It has been on the dotted line system for some time and is already paved from Elkhart south to Nappanee. Outside of a small paved stretch north out of Akron, the remainder of the highway is a gravel road.

Just as soon as the road is taken over officially maintenance will be started by state crews and it will be kept up in first class condition. No idea of when the road might be paved could be learned.

Akron, Mentone and Nappanee citizens have carried on continual efforts for several years to get this highway into the system and there will be general rejoicing over the success of their long battle. This gives another state road through Fulton County and makes Akron a more prominent state road center than ever.

[The News-Sentinel, Thursday, June 18, 1931]

PAVING OF ROAD 14 EAST OF THE CITY IS COMPLETED

The pouring of concrete on Road 14 east of this city along the north shore of Lake Manitou was completed yesterday by employees of the Roger Daoust Construction Company, of Defiance, Ohio which company has the contract for the work. The equipment was being moved today to Road 14 west of this city where the Daoust company has the contract for the construction of a mile and a half of cement paving. The west stretch should be paved in 10 days after which the equipment will be moved to Vincennes where the Daoust company has a contract for nine miles of paving on a state road near that city. A portion of the newly paved Road 14 east of this city has now been opened to traffic. Berms are now being constructed along the road east of this city.

[The News-Sentinel, Thursday, August 11, 1932]

BUYING RIGHT OF WAY FOR ROAD 114 PROJECT

The Indiana State Highway commission is now purchasing right-of-way for the relocating of State Road 114 between Akron and Disko.

The present plans are to follow the same right-of-way most of the way from Akron to Disko with a considerable straightening out of the highway. The new road will go north of the Flohr farm and thus avoid the dangerous curve where the overhead bridge road now joins 114.

Mr. Herman Boles of the State Highway department has been in Henry township this week purchasing the right-of-way and is making an effort to get the work done before November 15 for the letting at that time.

This new piece of road will comprise about seven and three-fourths miles when completed and will extend from the east edge of Akron to State Road 15. It will enter Disko, a little to the north and east of the present highway and will join the present road just east of that place.

[The News-Sentinel, Friday, October 18, 1935]

HIGHWAY 31 WILL BECOME KEY ARMY ROAD IN SPRING

Kokomo, Ind., March 18. - U. S. Highway 31, north of Kokomo, will be converted into a key military road rapidly with the coming of spring, construction engineers said today.

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Preliminary work for widening the road, including the moving of utility poles and fences back from the highway line and the widening of several bridges, is under way.

The road is to connect munitions-making plants in the northern part of the state with similar factories in the southern area and to lead to army training camps in Kentucky and farther south.

Between Kokomo and Peru the highway is to become a twenty-four foot surface that will conform to army specifications. Bridges are to be widened to twenty-eight feet.

The Gast Construction Company of Warsaw, has the general contract and Sweet Brothers, of Woodburn, are contractors for the bridge work. Men employed on the project are housed in a trailer camp on a farm north of Kokomo.

[The News-Sentinel, Tuesday, March 18, 1941]

ROANN, INDIANA [Wabash County]

LOCAL NEWS

The town council at Roann has deferred the street lighting question in the hope that they may get the trolley line power house, thereby placing electric lights within their reach.

[Rochester Sentinel, Monday, November 11, 1901]

BUYS ROANN STORE

Elmer Coogle, of Burnettsville, has purchased the William Gustin general store at Roann and has taken possession. Mr. Gustin has operated a store in Roann for many years. Mr. Coogle will add a grocery line to the Gustin store.

[The News-Sentinel, Friday, October 16, 1925]

ROANN WOMAN AUTHOR OF BOOK OF SHORT VERSE

Mrs. Martha EIKENBERY ABSHIRE of Roann, has created considerable attention among present day writers with a number of short verses and the recent publication of several of her verses entitled "Odes to Man Along Life's Way." This latter book is in the hands of the publishers at present, the Stratford Company of Boston. Mrs. Abshire is the wife of N. E. Abshire and the mother of three children. The family having only two months ago moved back to Roann, from Arizona. She has already written three books of fiction, Mrs. Abshire states.

[The News-Sentinel, Thursday, December 17, 1925]

TO OPEN NEW STORE

Ted Baber of Akron will within the next few weeks open a furniture store in Roann.

[The News-Sentinel, Saturday, October 27, 1928]

ROANN ELEVATOR SOLD

The elevator at Roann owned by the Central Grain Company was sold yesterday to the Meyer Grain Company of South Whitley for \$8,500. The Meyer Company owns a number of elevators in this section of the state including the one at Fulton.

[The News-Sentinel, Thursday, June 27, 1929]

ROANN STORE DAMAGED

The C. V. Petty general store at Roann was damaged to the extent of \$200 Saturday afternoon when a blaze started from a motor of an electric refrigerator.

[The News-Sentinel, Monday, August 29, 1932]

OLD PLANING MILL, LAND MARK, BURNS AT ROANN

A roaring \$1,000 blaze, which started shortly after 7 o'clock last night, destroyed the N. N. Tombaugh planing mill at Roann, a landmark for 50 years.

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At first a small blaze, noticed about 7 o'clock was revealed immediately by Mrs. Arthur Warren. However, by the time volunteers had arrived the dry timbers of the unused mill were enveloped in flames.

Approximately 200 bushels of corn and a quantity of lumber went up with the fire. No machinery or implements were stored in the old structure.

Many years ago the building was one of the liveliest places about Roann. That was in the course of the town's development. Later, however, it fell into disuse. For the past 25 years it has been occupied chiefly as a storage.

According to authentic sources this morning the conflagration was believed to have been started by tramps loitering along the railroad right-of-way. The mill is located on the north side of the tracks a short distance below the elevator.

Soon before Mrs. Warren set the alarm, a freight had chugged through the town. Hoboes have been known to stop off at the town and have generally made it their practice to halt at the abandoned mill. On various occasions they have broken into the mill to get out of the wind and weather.

Other fires have been started, but always have been extinguished. However, in last night's case it is presumed that the tramps either believed they had put out the fire, or left it still blazing. In either case it was not difficult to ignite the dry timbers. Also, the wind was from the south which easily fanned the flames toward the structure.

So immense were the flames that hundreds of witnesses were attracted from Wabash, Peru, Laketon and North Manchester.

Sparks from the fire blew over the town threatening to do further damage. None was reported.

[The News-Sentinel, Saturday, October 28, 1933]

BLAZE AT ROANN

Loss of about \$5,000 resulted in Roann last night when fire damaged the People's Grocery Store owned by Dow Van Buskirk, Roann banker. The Weber drug store was damaged by water.

[The News-Sentinel, Tuesday, August 14, 1934]

ROANN HAS NEW SOURCE FOR ITS WATER SUPPLY

Roann, July 9. - Residents here, who have been on water rations since May 30, when the town's 27-year-old well went on strike, drew hydrant water freely Sunday night after a representative of the state board of health had placed approval on the new supply.

A new eight-inch well, 114 feet deep has been driven at the north edge of town and equipped with a new pump which is housed in a cement block building. A 12,000 gallon storage tank has been installed. Total cost of the improvement was \$2,500.

Water was turned into the mains on Saturday evening, after which a heavy chlorine treatment was given. Additional tests will be made throughout this week by the state board of health.

[The News-Sentinel, Tuesday, July 9, 1940]

ROANN BASKET FACTORY [Roann, Wabash County, Indiana]

ROANN TO HAVE FACTORY

Cleve Ege of Denver has just closed a contract for opening a basket factory in the town of Roann. The new factory will be operated as a branch of the Denver factory and will be owned by Cleve and William Ege. William Ege will have the active management of the Roann concern.

Already work has been started on the new building in the Fairfield addition of Roann. The structure is 40x90 feet. As soon as the building is completed the work of installing the machinery will be started and it is expected that the new plant will be in operation by February 1.

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It is planned to employ 25 or 30 persons at the start and the force will be enlarged as the demands for the output grow. All kinds of fancy baskets will be manufactured.

[Rochester Sentinel, Monday, October 20, 1919]

ROANN CLARION [Roann, Wabash County, Indiana]

SPOTTS MAY RETIRE

L. M. Spotts, who has been editor of the Roann Clarion since 1877, has announced his intention of taking a vacation and may even retire altogether from the business later. Mr. Spotts has leased the paper to Hugh Rager for six months, during which time he will visit with relatives at South Bend.

[Rochester Sentinel, Saturday, November 15, 1913]

LOUIS M. SPOTTS DIES OF APOPLEXY FRIDAY

L. M. Spotts, 77, Civil War and newspaper man, died of apoplexy, Friday evening at 6:30 p.m., in the home of Mrs. Martha Metcalf and Mrs. Alice Emrick, on North Main Street. Mr. Spotts, whose health had been declining for the past year, was seated at the table eating his supper, when the stroke came upon him. He died within five minutes, before aid could reach him.

Louis M. Spotts was born at Rochester, July 16, 1842, the oldest of seven children. He entered the newspaper field at an early age and was partner with the late M. L. Essick in publishing the Rochester Union Spy, when the war came on. On hearing that war had been declared, Mr. Spotts, then 19 years of age, put down the stick of type he was setting, and walked out to enlist. He fought for the entire four years with Co. B, 87th infantry, and was honorably discharged. After the war, he resumed, with Mr. Essick, the publishing of the Spy, until 1888. He then moved his family to Roann, where for the next 26 years he was editor and publisher of the Roann Clarion. He retired in 1915 because of failing eyesight, moved to Rochester and lived with his children.

Mr. Spotts is survived by five brothers and sisters, Mrs. Martha Metcalf, Mrs. Alice Emrick, Mrs. O. P. Osgood, all of Rochester; Mrs. Chas. Haynes, of Indianapolis, and Wm. E. Spotts, of Goshen. Two daughters are living, Mrs. T. F. Berry and Mrs. Dwight DuBois, both of Rochester. His wife and infant son both preceded him in death.

Funeral at the residence of O. P. Osgood, West Sixth street, at three o'clock Sunday, Rev. H. E. Butler in charge. Burial at the Odd Fellows Cemetery with the local chapter of the G.A.R. in charge.

[Rochester Sentinel, Saturday, August 23, 1919]

ROANN CLARION IS SOLD

Ownership of the Roann Clarion, Republican weekly at Roann which was established in 1877, changed hands Tuesday with Harold G. Taylor becoming the new owner. Taylor has had 15 years experience in the printing business. During the past year Arthur A. Warren served as editor and William A. Warren as assistant. The Roann Clarion was founded by the late Lou Spotts who was a resident of Rochester at the time of his death.

[The News-Sentinel, Tuesday, February 18, 1941]

ROANN WATER WORKS [Roann, Indiana]

Work was commenced on the Roann water works Monday. The well showed a supply of water at a depth of about 90 feet, Wednesday morning. The well is located on the Gidley lot on Church street. From all indications it appears that the water works proposition is a reality and will be pushed to a speedy completion.

[Monday, May 12, 1913]

ROARING '20s

BOBBED HAIR DID NOT A HUSSY MAKE

By Julia Dawson
For The Pharos-Tribune

Aunt Vivian arrived sporting a brand new hairdo, the bob. Mom's eyes misted as she listened to her sister tell what a relief it was not to have to care for all that long hair anymore. She tried to persuade Mom that she should get hers cut. Mom would not conform. She would not cut off what she considered her best feature.

As time passed, the style caught on. Women were no longer considered hussies for bobbing their hair. Mom began to realize how much time and effort was consumed caring for her hair. She bobber her hair.

The bob, as much as anything, symbolized the Roaring '20s - the Jazz Age, the Vamp and Flapper. An era characterized as "a time of bootleg gin and back seat sin."

The Flapper was named for the flapping sound of her four-buckle goulashes, which she never bothered to fasten. Clad in short skirts, rolled stockings, and a string of dangling black jet beads, she tip-toed through the tulips, tipped bootleg booze, and wiggled as she walked. She danced the Charleston, shimmed the Black Bottom, and coined the phrases, "Oh you Kid?" and "Twenty-two skid-do." She was the Cat's Meow! As cute as a bug's ear.

The Roaring 20s was a glad time, a once-in-a-life-time, before the ebb time of the Depression.

[Logansport Pharos-Tribune, Sunday, May 2, 1999]

EVEN IN THE '20s, THE KKK WAS SHUNNED BY SOCIETY

In 1924 the membership of the Ku Klux Klan, in Indiana alone, had grown to 50,000. It was estimated that one out of every four white Protestant males participated in Klan social and political activities throughout the nation. Clad in peek-eye-hoods and white robes, these anti-Semitic, anti-black groups sent terror through entire communities.

They adopted names like The Grand Cyclops, Grand Wizard and Grand Dragon. They whipped blacks for merely walking on the same side of the street, or even looking at a white woman.

Originally founded to protect their properties against Scalawags, carpet-baggers and bands of marauding newly-freed slaves, a group of young southern gentlemen organized after the Civil War. This evolved into a vigilante group that later became the KKK.

During the '20s, under Grand Dragon Stevenson, the Klan became corrupt, and often defied the law. Stevenson once made the comment, "I am the law." I read somewhere that the biggest Klan rally ever held in Indiana was in Peru. Grand Dragon Stevenson, arriving by plane, was met by a cheering mob that treated him as if he were some important potentate, or God himself.

However, not all who joined the Klan were bigots. Many good men joined for social status and camaraderie, for fellowship under the cross.

The following story was related by a family member:

It was in Logansport during the early '20s, shortly after the end of World War I. Clad in Army uniforms, and pinned with well deserved medals, a group of veterans was placed in the line of march behind a unit of Klansmen. This rankled more than one vet who had fought and was being honored that day. Many thought they should have been at the head of the parade, not following behind a bunch of men with hoods over their heads to hide their identity. But such was the power of the Klan in those days.

One veteran and a couple of his cronies had imbibed a bit of the brew toasting the memories of fallen comrades. As the parade started his patriotic fervor turned to repugnance as he watched one of the masked Klansmen, who was three sheets to the wind as well as draped in one,

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stumble about dragging the American flag on the ground. Unable to admonish the man during the parade, he sought out the culprit after the parade disbanded.

And as he told the story:

"I gave him a piece of my mind as well as a poke in the eye." Then he called out, "That's one #-@7!* that won't be hiding behind his mask tomorrow. Everybody look for a guy with a shiner!"

[Logansport Pharos-Tribune, Sunday, May 2, 1999]

ROBBINS, A. D. and C. E. [Rochester, Indiana]

[Adv] Uncanny performance with Canny Thrift: The New 3400 r.p.m. Chalmers - - - A. D. and C. E. ROBBINS, Rochester, Indiana. Fulton County Agents. - - -

[Rochester Sentinel, Thursday, March 2, 1916]

ROBBINS, A. H. [Rochester, Indiana]

BIOGRAPHY

Dr. A. H. Robbins. - This gentleman is one of Rochester's eminent physicians. He is a native of Adams County, Ohio, born July 4, 1826, and moved with his parents to Henry County, Ind., in 1829. They resided there for seven years, and then came to Fulton County, and settled on what is now known as the Solomon Wagner farm, one mile east of town, in the year 1836, where his parents lived for fourteen years.

His father, Joseph Robbins, was a native of Ohio, born in the year 1794. He was of Scotch-English descent, his parents being natives of Connecticut. He followed farming for a livelihood. Mary Robbins, his wife and the mother of the subject of this sketch, was also a native of Ohio, born of German-Irish descent, in the year 1799.

The Doctor is the fourth of eight children. He spent his younger years in working on the farm, and acquiring a rudimentary education from the common schools. In 1847, he began reading medicine under Dr. Shryock, then a practicing physician of Rochester. He continued with him for one year, then read for two years under Dr. Fitch, of Logansport, and graduated from the Medical Department of the University of Buffalo, N.Y., in 1850. He immediately established a practice in Rochester, and has since been one of the very successful men of Fulton County.

In March of 1852, he was united in marriage to Miss Lucinda Small, a daughter of David Small, and a native of Indiana. Three children blessed this union, two of whom deceased in infancy. The third, Dora, born in 1858, is now the wife of L. E. Rannells, a prominent book dealer of Rochester. In the year 1860, Mrs. Robbins deceased, leaving a mourning husband and daughter at the loss of an estimable companion and fond mother. Six years later, he was united in marriage to Cornelia G. Hilton, a native of New York, whose parents had died during her infancy, and who had been a teacher in the Rochester and Peru schools for a number of years, and was, at the time of marriage, teaching in Peru, Ind. Five children have been born to these parents, of whom two died in infancy. The three living are Jennie, born August 20, 1869; Alfred A., Born April 3, 1871; and Freddie, born April 27, 1879.

While Dr. Robbins has held tenaciously to the practice of his profession, as the main object of life, he has not been forgetful of the many interests of the community. In 1856, he was elected by the Democratic party as Representative of Fulton County in the State Legislature, and served in the session of 1857, and was re-elected in 1860, serving in the regular session and also in the special session called at the breaking-out of the war of the rebellion.

As a practitioner, he is excelled by none. His knowledge and experience, through thirty-three years of active practice has enabled him to be of great assistance to his people.

While he has worked earnestly in his profession, he has been guided by the spirit of enterprise, and has done much to promote the interests of the town--as evidenced by the Robbins & Harter Addition to the town of Rochester--with his zeal and public spirit in general improvement. His influence and energy has led him to champion the cause of county improvements in the way of railroad facilities and public buildings.

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[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 25]

ROBBINS, ARTHUR [Grass Creek, Indiana]

[Adv] EMPIRE, "The Little Aristocrat" Completely Equipped \$950.00, Model 31, 105 inch wheel base, 5-passenger - - - - Empire Automobile Company, Indianapolis, U.S.A. ARTHUR ROBBINS, Empire Agent, Grass Creek, Ind.

[Rochester Sentinel, Monday, April 28, 1913]

ROBBINS, CHARLES E. [Rochester, Indiana]

See: Louderback Garage

[Adv] A Bright, New Restaurant and Bakery - - - -HOT LUNCH always ready. CHAS. E. ROBBINS, Successor to Bob. Marsh.

[Rochester Sentinel, Wednesday, November 8, 1899]

LOCAL NEWS

Mr. D. Robbins has purchased the brick business room of Mr. Noftsgier in which the Charley Robbins restaurant is located. It is said the consideration is \$5000.

[Rochester Sentinel, Saturday, September 7, 1901]

ROBBINS RESTAURANT SOLD

The restaurant owned by Charles E. Robbins has changed hands, the deal having been closed Monday evening. The new proprietors are A. D. Robbins, of this city and F. M. Fultz, of Chicago, who took possession this morning. The present owners are well known here and will undoubtedly make a success of the business. Mr. Fultz will have charge of the restaurant, while Mr. Robbins will continue in the stock business.

The retiring proprietor has been at that place for the past four and one-half years and in that time has built up a splendid trade by his genial ways and treatment of his customers. At the present Mr. Robbins has not decided what he will do, but has several propositions to choose from and it is likely he will soon be in business here again.

[Rochester Sentinel, Tuesday, February 9, 1904]

GUY MONTGOMERY SELLS OUT GARAGE INTEREST

Guy Montgomery, who has been the "M" in the R. K. & M. Auto Co., has sold his interest in the firm to his partners, Chas. Robbins and Chas. Kepler, the partnership having been concluded on March 31st.

Mr. Montgomery became a partner with Chas. Robbins in 1916, under the name of C. E. Robbins. In 1917. Chas. Kepler was taken in as a third partner, the name then being changed to the R. K. & M. Auto Co. The new firm name is now Robbins & Kepler. Mr. Montgomery has not announced his plans for the future.

[Rochester Sentinel, Tuesday, April 3, 1923]

[Adv.] NOTICE TO FARMERS. I have taken the local agency for the New J. I. Case and the New Idea lines of farm machinery. I also sell used farm machinery. - - - C. E. ROBBINS, 623-265 No. Main St., Phone 274-J.

[The News-Sentinel, Tuesday, September 25, 1934]

ROBBINS, CLARA MAE [Rochester, Indiana]

Also see Marjorie Williams

ROCHESTER GIRL IS TO OPEN TEA ROOM

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Miss Clara Mae Robbins, formerly of this city, who is now aiding Miss Marjorie Williams, of Hollywood, Calif., in a \$50,000 Y.W.C.A. drive on the western coast, plans to open a tea room in Hollywood, according to word received by friends in this city.

While complete details of her plans have not been received in this city, Miss Robbins intends to enter a partnership with another California girl, who is now employed in another enterprise, and who would continue with her present occupation, while Miss Robbins would act as manager in the new venture.

It is also understood that Miss Robbins has sent for Miss Ida Anderson of this city, to take charge of the kitchen in the new shop. It is not believed that the tea room will be opened immediately, as it is understood that Miss Robbins will continue her assistance in the Y.W.C.A. drive now in progress until it has been completed.

[Rochester Sentinel, Tuesday, March 20, 1923]

OPENS TEA ROOM FOR MOVIE FOLKS IN WEST

Miss Clara Mae Robbins of this city, who is now living near Los Angeles, California, has opened a tea room at Culver City according to word received here by her parents. The opening occurred last Monday.

Miss Robbins is in partnership in her new business venture with Miss Lois Hutchinson, who is secretary of the Goldwyn Studio. Culver City is located near Hollywood and the tea room is just adjacent to the studio itself. The proprietors expect to cater to the trade of the movie colony and they have a good sized room with a large number of tables.

Miss Robbins after leaving here last fall first assisted Miss Marjorie Williams in a Y.M.C.A. drive and some time ago made plans to go into the business she has just started. She has active charge of the tea room.

[Rochester Sentinel, Saturday, May 5, 1923]

ROBBINS, CYRUS H. [Rochester Township]

BIOGRAPHY

Cyrus H. Robbins, farmer, P.O. Rochester, This estimable gentleman, born in Ohio June 29, 1828, is the son of Joseph and Mary (Horn) Robbins. The subject of our sketch, when about one year of age, was brought by his parents to Henry County, Ind., where they continued to reside until 1836, when they became residents of Fulton County. In 1849, Mr. Rogers engaged in the general merchandise business with his brother at Rochester, and successfully carried on the business for a period of ten years. The event of his marriage took place January 14, 1857, to Sarah C. Small, who was born in Marion County, Ind., November 28, 1835. She is the daughter of David and Leah (Smock) Small, natives of Kentucky. This union has been blessed with nine children, viz.: Alfred D., born February 22, 1861; Clio M., born July 27, Mella E., born March 8, 1866; Minnie A., born March 1, 1868; Charles E., born April 17, 1870; William B. and June G., born July 25, 1873; Alvin L., born February 21, 1876; Della E., born December 3, 1878. Mr. Robbins has occupied various positions of honor and trust in the county, and is widely known as an enterprising influential citizen. He is a member of the Rochester F. & A. M., No. 79, and he and his lady are members of the Methodist Episcopal Church. He owns 300 acres of land in the county. He resides in Section 19, and is extensively engaged in farming and stock-raising.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 31]

BIOGRAPHY

Cyrus H. Robbins, an ex-commissioner of Fulton county and one of the pioneers, was born in Highland county, Ohio, June 29, 1828, and is a son of Joseph and Mary (Horn) Robbins, both natives of Ohio. The father of Mr. Robbins died in Fulton county, Ind., in 1851 and his mother also died in this county, in 1850. In a very early day the family settled in Henry county, Ind., and in 1836, after a residence of six years in Henry county, came to Fulton county. The subject of this review first attended the subscription schools and later the public schools. He was

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raised upon the farm and at twenty-one years of age came to Rochester and for ten years was engaged in general merchandising, and during a portion of that time was postmaster at Rochester. In 1860 he removed to his present place of residence, two and one-half miles southwest of Rochester. He now owns about 300 acres of well improved land in Rochester township. The political convictions of Mr. Robbins have always been in the interests of the democratic party and for four years he was trustee of Rochester township. In 1888 he was elected to the board of commissioners of this county, and served the county faithfully and economically for the term for which he was elected. Mr. Robbins was one of the promoters of the Fulton County Agricultural and Mechanical society, of which he was president for four years. He was one of the organizers and a charter member of the Fulton county horse protective company. He was united in marriage in 1857 to Miss Sarah C. Small, a daughter of David and Leah (Smock) Small, natives of Kentucky. Mrs. Robbins was born in Marion county, Ind., Nov. 28, 1835. Mr. and Mrs. Robbins have nine children, viz.: Alfred D., Clio May, Charles E., Dora, Minnie, William B., June Gertrude, Roy and Della. He is a member of the Masonic fraternity and he and wife are members of the M.E. church. He is one of the enterprising farmers and stock-raisers of Fulton county, a man of unquestioned honor, and practical judgment.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, pp. 122-123]

ROBBINS, CYRUS HOWARD [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Howard Robbins)

ROBBINS, D. [Rochester, Indiana]

LOCAL NEWS

Mr. D. Robbins has purchased the brick business room of Mr. Noftsgen in which the Charley Robbins restaurant is located. It is said the consideration is \$5000.

[Rochester Sentinel, Saturday, September 7, 1901]

ROBBINS, DEE [Rochester, Indiana]

See: Downs Sawmill

ROBBINS, FRED [Rochester, Indiana]

See: Louderback Garage

Knowing that a town the size of Rochester, with many residents owning automobiles is in need of a garage, a building in which gas wagons are stored and repaired, Fred Robbins intends to fill that need and will erect one on the lot behind Hartung's tailor shop.

The proposed building will be 50 feet long and 26 feet wide and will be constructed of concrete blocks. The roof will be of steel and in every way the building will be fire proof. The garage will accommodate from ten to twelve machines.

Gene Southard will have charge of the repair department, which will be equipped with all new machine lathes, drills, etc. Mr. Southard thoroughly understands the construction of automobiles and their repair.

The building will be finished by the first of September.

[Rochester Sentinel, Tuesday, July 9, 1907]

ROBBINS, FRED E. [Rochester, Indiana]

LOCAL NEWS

The Eagle Steam Laundry has been sold by Fred E. Robbins to J. D. McCoy of Plymouth, who is interested in a laundry at that place, and Ed. Vawter of Rochester. These gentlemen are

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both practical laundrymen and will guarantee first class work. Have work ready Monday morning, as it will be called for.

[Rochester Sentinel, Saturday, March 31, 1900]

[Adv] FOR SALE Gravel and Sand for all kinds of cement work. Coarse and Screened, delivered by the cubic yard to any place in Rochester. Also dirt for filling purposes. See FRED E. ROBBINS.

[Rochester Sentinel, Saturday, April 27, 1907]

ROBBINS, G. B. W. [Rochester Township]

CIDER MILL

Notice is given that my cider mill, three miles southeast of Rochester, on the Peru road, will be at the service of those who desire to make cider, on Tuesdays and Thursdays of each week. G.B.W. ROBBINS.

[Rochester Sentinel, Saturday, August 30, 1884]

CIDER MILL

Having leased the Robbins cider press, situated three miles south-east of Rochester, I will be at the press only on Wednesday of each week, commencing Sept. 9th. Please remember the day. A. O. BABCOCK.

[Rochester Sentinel, Wednesday, September 2, 1885]

CIDER

Parties having apples to manufacture into cider will find the cider press on the Robbins farm, three miles south of Rochester, on the Peru road, in operation on Wednesday of each week. G. B. W. ROBBINS.

[Rochester Sentinel, Wednesday, August 4, 1886]

CIDER

My cider press 3-1/2 miles southeast of Rochester will be in operation on Tuesday, Wednesday, Thursday and Friday of each week. Barrels and sweet cider and vinegar always on hand at lowest prices. G. B. W. ROBBINS.

[Rochester Sentinel, Wednesday, September 19, 1888]

[Adv] All Kinds of FARM AND GARDEN SEEDS - - - - G. B. W. ROBBINS, Successor to Robbins & Chestnutt.

[Rochester Sentinel, Friday, April 3, 1896]

NOTICE OF DISSOLUTION

Notice is hereby given that the firm of Robbins & Stinson has this day been dissolved by mutual consent. The business will be continued at the old stand by G. B. W. Robbins who will pay all just claims and receive all money, etc., due said firm. J. P. STINSON, G. B. W. ROBBINS.

[Rochester Sentinel, Friday, October 29, 1897]

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[Adv] South Side Feed Store. We handle wood, coal oil, gasoline, axle grease, different brands of flour (guaranteed), hay, straw, corn, oats, all kinds of feed, rock salt, barrel salt, medicated stock and poultry food guaranteed, and bulk flour in any quantity. All goods delivered. G. B. W. ROBBINS.

[Rochester Sentinel, Thursday, January 26, 1899]

[Adv] EGGS FOR HATCHING. White Plymouth Rocks the all year layers. The Hen That Lays is the Hen That Pays. - - - G. B. W. ROBBINS, Rochester, Indiana.

[Rochester Sentinel, Saturday, March 6, 1909]

NEWS FROM NEARBY TOWNS

At the Indiana Rural Letter Carriers' convention at Greensburg Saturday G. B. W. Robbins of this city, was selected as a delegate to the national convention and Joseph Babcock, of Wagoners, was elected vice-president of the Indiana association.

[Rochester Sentinel, Wednesday, September 6, 1911]

ROBBINS, H. L. [Rochester, Indiana]

[Adv] TRY IT. To introduce our bread at 4c a loaf we will give one loaf to any one making a 50c purchase or over of groceries on SAT. 22nd. For Groceries at equally low prices call on H. L. ROBBINS, 606 North Main St.

[Rochester Sentinel, Thursday, January 20, 1910]

[Adv] Watch for our huckster wagon. H. L. ROBBINS, Grocer, 606 Main Street.

[Rochester Sentinel, Wednesday, March 23, 1910]

ROBBINS, SARDIS [Rochester, Indiana]

[Adv] - - - SARDIS ROBBINS, The Arlington Grocer. - - - everything from an old fashioned farmer dinner down to sassafras roots, and his goods are all the very best. - - -

[Rochester Sentinel, Friday, March 18, 1898]

[Adv] - - - Since we have assumed the management of the Grocery store formerly owned by Sardis Robbins, located in the east room of the Citizen's Block, we have been very liberally patronized for which we feel very grateful, but our experience has taught us that it is always better to sell a vast amount of goods for small profits - - - Formal Grand Opening - - - Saturday, October 14, 1899 - - - COOK BROS, Managers, East room Citizen's Block, South of Court House.

[Rochester Sentinel, Saturday, October 7, 1899]

[Adv] SOUTH SIDE GROCERY. Having purchased Cook Bros. stock of Groceries, I will continue the business at the old stand - - - SARDIS ROBBINS.

[Rochester Sentinel, Tuesday, March 6, 1900]

LOCAL NEWS

The Robbins grocery stock, which was recently purchased by Plank & Shuler, will be moved in to the rear of the Hoosier, Monday. Sard Robbins will be retained as manager of the grocery department.

[Rochester Sentinel, Wednesday, May 15, 1901]

NEW GROCERY STORE

Citizens' block is again to have a grocery. It has always been a popular place and a good location for a grocery, and since Sardis Robbins moved out, that part of Pearl street has lost much of its activity. Wm. F. DeMont & Son, the Wall street grocers, are to be the new up-town

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merchants and the stock of goods will be moved in tomorrow. Mr. DeMont started a little grocery on Main street over three years ago and his trade has so increased in proportion that more commodious quarters have become necessary. He will put in a much larger stock of goods immediately.

[Rochester Sentinel, Tuesday, June 25, 1901]

ROBBINS, W. S. [Rochester, Indiana]

See Robbins & Bookwalter.

MACY

W. S. Robbins has sold his general store, at this place, to a Mr. Gustin of Peru. Mr. Robbins, with his family, expects to move to Peru next week. We regret very much to have them leave as they have made many warm friends here.

[Rochester Sentinel, Thursday, January 6, 1910]

ROBBINS, WINSTON H. [Rochester, Indiana]

WINSTON H. ROBBINS IS HONORED AT LAFAYETTE

The Lafayette Savings Bank on Wednesday announced the appointment of Winston H. Robbins as honorary vice president of that institution.

Robbins, son of the late A. H. Robbins, was born and reared here. During his high school years he was a star, and captain of the Zebra basketball squad. And later as a member of the Purdue team, he became one of the outstanding figures in college basketball. After his graduation from Purdue he entered the insurance field at Lafayette, where he has since maintained headquarters. A brother, Alfred H. Robbins, M.D., is a practicing physician at Los Angeles, Cal. The two brothers met here recently while attending the funeral service for their father.

[The News-Sentinel, Thursday, July 12, 1945]

ROBBINS & BOOKWALTER [Rochester, Indiana]

Macy Monitor.

N. B. Robbins and John Bookwalter have purchased the grocery store of W. S. Robbins in Rochester, and are now making things hum at their new place of business. The young men are both capable and industrious young men, and we predict that they will make a success of their new venture.

[Rochester Sentinel, Thursday, November 4, 1909]

ROBBINS & BURNS [Rochester, Indiana]

[Adv] Staple and fancy groceries south side of Court House square.

[Rochester Sentinel, Thursday, June 17, 1914] [sic]

RANSOM DULL PURCHASES SHARE IN LOCAL GROCERY

Ransom Dull, former owner of the Union Delivery system, Tuesday afternoon purchased James BURNS' interest in the Robbins and Burns grocery south of the court house. Mr. Burns has made no plans for the future. The new partner is well known here, where he has lived for the last year, coming to Rochester from Monroe, Michigan. Additions to stock and several improvements are contemplated by the new firm.

[Rochester Sentinel, Wednesday, June 21, 1916]

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ROBBINS & CHESNUT [Rochester, Indiana]

[Adv] - - - - Are you a farmer -- If so we invite every farmer to see us. We will do you good. We sell cigars, tobacco, and oil, gasoline and exchange Potawattomi flour for your wheat. ROBBINS & CHESNUT, Citizens Block.

[Rochester Sentinel, Friday, October 20, 1893]

[Adv] All Kinds of FARM AND GARDEN SEEDS - - - - G. B. W. ROBBINS, Successor to Robbins & Chestnutt.

[Rochester Sentinel, Friday, April 3, 1896]

ROBBINS & COMPANY [Rochester, Indiana]

Robbins & Company shipped three carloads of sheep and hogs to Chicago Wednesday and two carloads of hogs to Indianapolis today.

[Rochester Sentinel, Thursday, December 28, 1911]

ROBBINS & DAVIDSON [Rochester, Indiana]

Notice. Partnership of James Robbins and J. M. Davidson discontinued, with Mr. Robbins continuing the business as Robbins' Saloon at the old stand, at the north end of town, and says he will be on hand day and night to supply his customers with the choicest of liquors.

[Rochester *Sentinel*, Saturday, January 2, 1864]

ROBBINS & DULL [Rochester, Indiana]

RANSOM DULL PURCHASES SHARE IN LOCAL GROCERY

Ransom Dull, former owner of the Union Delivery system, Tuesday afternoon purchased James BURNS' interest in the Robbins and Burns grocery south of the court house. Mr. Burns has made no plans for the future. The new partner is well known here, where he has lived for the last year, coming to Rochester from Monroe, Michigan. Additions to stock and several improvements are contemplated by the new firm.

[Rochester Sentinel, Wednesday, June 21, 1916]

SELLS GROCERY STORE SHARE

A deal was made Wednesday afternoon whereby Ransom Dull of the grocery firm of Robbins and Dull, became sole proprietor of the store south of the court house. He will continue in business at the old stand while Mr. Robbins plans a lengthy vacation before he resumes business.

Ray Myers has resigned his position at the American cafe to work for Mr. Dull.

[Rochester Sentinel, Thursday, March 22, 1917]

ROBBINS & FULTZ [Rochester, Indiana]

ROBBINS RESTAURANT SOLD

The restaurant owned by Charles E. Robbins has changed hands, the deal having been closed Monday evening. The new proprietors are A. D. Robbins, of this city and F. M. Fultz, of Chicago, who took possession this morning. The present owners are well known here and will undoubtedly make a success of the business. Mr. Fultz will have charge of the restaurant, while Mr. Robbins will continue in the stock business.

The retiring proprietor has been at that place for the past four and one-half years and in that time has built up a splendid trade by his genial ways and treatment of his customers. At the present Mr. Robbins has not decided what he will do, but has several propositions to choose from and it is likely he will soon be in business here again.

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[Rochester Sentinel, Tuesday, February 9, 1904]

[Adv] - - - We are a home institution. Employ two Rochester bakers and solicit your patronage. **ROBBINS & FULTZ**.

[Rochester Sentinel, Thursday, August 17, 1905]

CENTRAL BAKERY SOLD

The Central Bakery and Restaurant owned and operated by D. Robbins and M. Fultz for the past several years has changed hands, E. E. Clary becoming the new proprietor.

Mr. Clary has already taken possession and is ready to cater to the wants of the public in whatever way his business affords. Mr. Clary has long been a resident of this city and his many friends will be glad to see him in his new business venture.

The retiring firm are both successful business men and will be missed from the restaurant. Mr. Fultz will move on his farm in Starke county, while Mr. Robbins will continue in the stock buying business.

[Rochester Sentinel, Friday, April 16, 1909]

ROBBINS & HETZNER [Rochester, Indiana]

NEWS OF THE DAY

The short order house that has been managed by Robbins and Hetzner has been sold to Michael Hetzner, who took possession today.

[Rochester Sentinel, Monday, February 1, 1904]

ROBBINS & KEPLER [Rochester, Indiana]

GUY MONTGOMERY SELLS OUT GARAGE INTEREST

Guy Montgomery, who has been the "M" in the R. K. & M. Auto Co., has sold his interest in the firm to his partners, Chas. Robbins and Chas. Kepler, the partnership having been concluded on March 31st.

Mr. Montgomery became a partner with Chas. Robbins in 1916, under the name of C. E. Robbins. In 1917, Chas. Kepler was taken in as a third partner, the name then being changed to the R. K. & M. Auto Co. The new firm name is now Robbins & Kepler. Mr. Montgomery has not announced his plans for the future.

[Rochester Sentinel, Tuesday, April 3, 1923]

ROBBINS & KLAREN [Rochester, Indiana]

NEW ICE CREAM FACTORY

Messrs. Robbins & Klaren, of Peru, were in Rochester Thursday and leased the creamery building, east of the Jefferson, and will fit it out with new and up-to-date machinery for making ice cream. They have already arranged with Henry VanBlaricum and John Sickafoose for the large product of milk from their jersey herds, and they will make a quality of ice cream which cannot be excelled by any factory in the world. Both are men of experience in the business and they will be welcome additions to local business circles.

[Rochester Sentinel, Friday, December 4, 1903]

ROBBINS & RITCHIE [Rochester, Indiana]

See: Louderback Garage

ROBBINS & ROBBINS [Rochester, Indiana]

[Adv] **NEW FIRM and NEW GOODS!** Having purchased the stock of groceries formerly owned by H. C. Mackey, known as the Arlington Grocery, we are now prepared to furnish the

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trade with first glass goods at LOWEST PRICES possible. - - - We also pay top prices for country produce. - - - ROBBINS & ROBBINS.

[Rochester Sentinel, Friday, February 12, 1897]

ROBBINS & SHIELDS [Rochester, Indiana]

Robbins & Shields - Pure Hungarian Grass Seed.

[Rochester *Sentinel*, Saturday, January 22, 1859]

Notice. The co-partnership heretofore existing between Cyrus F. Robbins and Jesse Shields under the name of Robbins & Shields, was dissolved by mutual constnt . . . C. H. Robbins, Jesse Shields, Rochester, Oct. 10, 1859.

[Rochester *Sentinel*, Saturday, October 22, 1859]

ROBBINS & SHORE [Rochester, Indiana]

J. M. Davidson, Esq. has sold his interest in Davidson & Robbins Saloon, to Messrs. Robbins & Shore, and requests all debtors to settle accounts.

[Rochester *Sentinel*, Saturday, November 7, 1863]

ROBBINS & STINSON [Rochester, Indiana]

[Adv] HAY BARN and HAY PRESS. We will buy Choice Timothy Hay in barn, stack or delivered, and pay top prices. Bring on your Hay. Custom work done by our baler.

[Rochester Sentinel, Friday, August 27, 1897]

NOTICE OF DISSOLUTION

Notice is hereby given that the firm of Robbins & Stinson has this day been dissolved by mutual consent. The business will be continued at the old stand by G. B. W. Robbins who will pay all just claims and receive all money, etc., due said firm. J. P. STINSON, G. B. W. ROBBINS.

[Rochester Sentinel, Friday, October 29, 1897]

ROBBINS BOARDING HOUSE [Rochester, Indiana]

[Adv] C. T. BRAGG, Practicing Osteopath. All diseases successfully treated without pain or medicine. Consultation Free. Office Northeast corner public square at ROBBIN'S BOARDING HOUSE.

[Rochester Sentinel, Saturday, June 8, 1901]

ROBBINS BROTHERS CIRCUS [Rochester, Indiana]

See Cole Bros.-Clyde Beatty Circus

ROBBINS CHEVROLET AGENCY [Rochester, Indiana]

Located W side of street at 616-622 Main.

Building constructed of bricks from the Rochester Normal University which was torn down in 1923.

Building later used for Char-Bell Theatre, renamed Times Theatre.

Charles Elmer Robbins, against the advice of his family who predicted failure, bought a restaurant in Rochester. He operated the restaurant successfully several years, probably until about 1908. He made considerable money, sold the restaurant and went into the plumbing business. This he also managed successfully for a few years. Thereafter he became A ford Dealer and still later a

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Chevrolet dealer at 618 Main. It was not possible to pinpoint accurately the dates that Charles operated each business but the overall span appeared to be from 1899 to about 1923.

[Daniel Robbins Family, Ervan Mark Robbins, *Fulton Co Folks*, Vol. 2, Willard]

ROBBINS FARM IMPLEMENTS, C. H. [Rochester, Indiana]

About 1936 Charles Elmer Robbins went into the farm implement business at 415 Main Street which he operated until 1946, when he turned the business over to his son, Cyrus Howard Robbins. Charles retired at the age of 76.

Cyrus Howard Robbins was the owner 1945-68. [sic]

[Daniel Robbins Family, Ervan Mark Robbins, *Fulton Co Folks*, Vol. 2, Willard]

ROBBINS FORD AGENCY [Rochester, Indiana]

NEW FIRM TO TAKE OVER FORD AGENCY

Charles Robbins is no longer to be the Ford agent in this locality, according to a letter he has received in which it is stated that the H. and B. Auto Sales Co., will soon arrive in Rochester to take the agency in Fulton and parts of Miami and Kosciusko counties.

The new agents are from Peoria, Ill., and have a lifetime contract for this district. Where they will locate is not yet known, as Mr. Robbins will continue in business in his Main St. garage. Under their contract, they must carry a full stock of Ford parts. They will have several branch agencies in their territory.

[Rochester Sentinel, Friday, September 21, 1917]

ROBBINS GARAGE [Rochester, Indiana]

[Adv] ROBBINS GARAGE, Rear of Bailey & Elliott's Cycle Exchange, 708 Main St. Autos Rebuilt and Repaired. General Machine work. Gasoline Launches Repaired. Gasoline Engines Repaired. Gas Engine Oil. Automobile Supplies. Agent for Fairbanks Morse & Co., Steam & Power Pumps, Oil & Gasoline, Engines, Valves, Pipe, Lubricators, Injectors.

[Rochester Sentinel, Friday, April 24, 1908]

ROBBINS GARAGE BUILDING [Rochester, Indiana]

See: R.K.M. Auto Co.

ROBBINS RESIDENCE [Rochester, Indiana]

Located SW corner 7th & Jefferson.

The residence of Dr. Alfred H. Robbins. In the 1920's and early 1930's it was known as the local headquarters of the K.K.K.

In the mid-1940's it was used as the School Door Canteen.

[Daniel Robbins Family, Ervan Mark Robbins, *Fulton Co Folks*, Vol. 2, Willard]

ROBBINS SALOON [Rochester, Indiana]

Notice. Partnership of James Robbins and J. M. Davidson discontinued, with Mr. Robbins continuing the business as Robbins' Saloon at the old stand, at the north end of town, and says he will be on hand day and night to supply his customers with the choicest of liquors.

[Rochester *Sentinel*, Saturday, January 2, 1864]

ROBERTS, CLARENCE [Akron, Indiana]

See: Akron Feed & Grain

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ROBERTS, O. L. [Macy, Miami County, Indiana]

See: Patents and Inventions

ROBERTS CAFE [Rochester, Indiana]

George Newman, owner of the Newman Cafe at the corner of Main and Sixth streets for the past four years on Wednesday sold the eating place to Ralph Roberts of Columbia City who took immediate possession. The purchaser is a brother of Willis and Elbridge Roberts of this city. For many years he has been engaged in the real estate business in Warsaw and Columbia City. He plans to remodel the establishment. Mr. Newman has accepted a position as a traveling salesman of the Huntington Chemical company. His territory will consist of the southern portions of Indiana and Ohio and the entire states of Kentucky and Missouri.

[The News-Sentinel, Rochester, Indiana, Wednesday, July 21, 1926]

ROBERTSON, CHARLES [Rochester, Indiana]

See: Hotels - Fairview

See: Robertson Boat Rental

ROBERTSON, DON J. [Rochester, Indiana]

See: Service Men, World War II, Letters, (Letter From Don J. Robertson)

ROBERTSON BOAT RENTAL [Lake Manitou]

Located S side of dam, where Starkey's was located much later.

Owned by Charles Robertson, who purchased it from Clint Irvine.

Charles built a landing pier and improved the spot so that people could take a hack from Rochester out to Robertson's landing, take the boat or launch from there to Frank Moss's West Side Hotel or to Holden's Fairview Hotel or to Stahl's Ferndale Hotel. The horse-drawn hack business soon flourished. Among the proprietors of hacks were Viv Essick, Elliot Bailey, Filly Cook, Martin Kepler, Bert Mow and others.

[Hill Family, Clarence F. Hill, *Fulton Co. Folks, Vol. 1*, Willard]

ROBINSON, BILL [Rochester, Indiana]

FILLING STATION SOLD

The Becker Service Station, corner of Ninth and Franklin streets, owned by Virgil Becker, has been sold to Bill Robinson, of Culver. Robinson will take possession this Saturday. Becker has operated the station for the past 15 years.

[The News-Sentinel, Thursday, October 23, 1941]

ROCK LAKE [Henry Township]

Located at 1450E and 125S.

ROCKWELL, H. C. [Lake Manitou]

See Lake Manitou Boats

ROCKWELL, PAUL [Rochester, Indiana]

* * * * Photo * * * *

Paul Rockwell who graduated from Hanover College this week after a brilliant four years there recently was awarded the highest honor it is possible for the institution to bestow upon any student. He was given the senior trophy for outstanding performance in athletics. He is the son of Mr. and Mrs. Oscar Rockwell, who own the Dam Landing Hotel at Lake Manitou. He graduated

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from Rochester high school in 1927 where he was a star athlete and student. At Hanover he was the leading athlete in college on the football and basketball teams and was captain of the basketball squad one year.

[The News-Sentinel, Thursday, June 11, 1931]

RODERICH, R. R., MR. & MRS. [Rochester, Indiana]

See: Pet Wholesaler

ROESEL, GOTTFRIED HEINRICK [Rochester, Indiana]

See: Naturalization Papers

ROGERS, ELI [Richland Township]

BIOGRAPHY

Eli Rogers, born August 21, 1825, in Warren County Ohio. He settled in this county in the year 1839; was united in marriage, October 31, 1850, to Martha A. Shoup, a native of this county. These parents had one child--Eli S., born November 15, 1851. Mr. R. lost his wife November 18, 1851, and was married again, June 26, 1853, to Barbara Hall. Their children are William L., born August 14, 1854; Ann E., born April 29, 1856, deceased May 13, 1864; Emily A., born May 7, 1859; Clarissa E., born June 7, 1861, deceased August 8, 1861; Lucinda S., born April 7, 1863, deceased December 18, 1865; Sarah E., born November 7, 1865, and George W., born February 19, 1868, deceased March 5, 1871. He lost his second wife July 28, 1871, and was again married to Eliza Zerbe, March 4, 1872. These parents have the following children: Martin D., born February 20, 1873, deceased same day; Lula R., born June 21, 1874, deceased same day; Effie R., born February 10, 1876, deceased July 29, 1876; Reuben T., born July 23, 1877; Jose F., born March 12, 1880, and Harry V., born June 2, 1882. His father, Samuel Rogers, was a native of New Jersey, born September 4, 1798. He married Elizabeth Mills, born March 13, 1795; she deceased December 1851.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 53]

ROLL OF HONOR [Rochester, Indiana]

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I.O.O.F. CEMETERY

Leonard DOWNS, 6th Ind Inf; Gideon TAYLOR, Peter WOLF, Mich Cav; Chas. BRACKETT, 9th Ills Cav; Chas COCHRAN, Co C 87th Ind Inf; John McKITTRICK, Co I 5th Ind Cav; James GRAHAM, Co D 87th Inf; John P. MYERS, 14th Ind Light Art; George W. TRUSLOW, Co F 87th Ind Inf; Christian NEWHOUSE, 4th Ind Cav; F. DONELSON; J. H. MACKEY, Co D 29th Ind Inf; Henry CARTWRIGHT, Co I 5th Ind Cav; David MOW, Co F 87th Ind; Andrew J. HOLMES, Mexican War; Stephen PYLE, War of 1812; Wilson CHERRY, 29th Ind Inf; Parmer COLLINS, Co K 46th Ind Inf; John ROUCH; Robert WILEY, War of 1812; R. N. RANNELLS, 87th Ind Inf; Joseph BEEBER, Co F 87th Ind; Benj PATTON, Co F 87th Ind; A. N. PARKER, Co G 26th Ind; William WEIRICK, 3d Ohio; Nathan BIBLER, Co 3 87th Ind; Henry HOOVER, Co M Ind Cav; Jonathan CLAY, Co F 87th Ind; A. W. CALHOUN; J. R. LaVAUGH; Philip ROWDEN; G. K. OWENS, Co B 40th Ind; John W. THOMPSON; Chester CHAMBERLAIN, 46th Ind; H. O. WILSON, 4th Cal Cav; E. B. CHINN, Co F 87th Ind; Melyne MILLER, Co E 130th Ind; Jacob STEVENS; A. L. GOODRICH, Co F 87th Ind Inf; John BROCK, Co D 87th Ind; Wilson BOOTH; Eli R. HERMAN, 46th Ind; W. M. PLOUGH; A. K. PLANK, Co F 87th Ind Inf.

CITIZENS CEMETERY

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Jacob BARRET, Co A 155 Ind Inf; John CRIPE, Co F 87th Ind Inf; H. C. ANDERSON; Hudson STILES, Pa Cav; Alex CHAMBERLAIN; J. W. BOCKOVER; Ira M. SWEET, 9th Ills Cav.

[Rochester Sentinel, Wednesday, May 18, 1892]

ROLLER RINK [Rochester, Indiana]

WILL HAVE ROLLER RINK

Mr. and Mrs. W. S. Davis leased the hall in the A. D. Sheets block on Main street Friday for a skating rink, the hall is 41x80 feet and carpenters will be put at work at once laying a hard maple floor and making other changes and when finished the rink will be one of the best in Northern Indiana. Mr. and Mrs. Davis will add a new lot of skates to their already large lot of the best ball-bearing skates that can be obtained anywhere.

Notice of the opening will be given later when Mr. and Mrs. Davis will welcome all old customers as well as new ones. The prices of skates will be reduced some this winter. Watch for notice of opening and be the first to try the big new floor.

[Rochester Sentinel, Saturday, November 16, 1907]

NEWS OF THE DAY

A large crowd attended the skating rink last night and enjoyed a skate on the new floor. Skating again tonight and Saturday night. Admission 10 cents, skates 15 cents. Call Phone 151 and have your skates layed away.

[Rochester Sentinel, Friday, December 6, 1907]

NEWS OF THE DAY

Roller skating at the new Manitou rink, Tuesdays, Thursdays and Saturday evenings each week. Admission 10 cents, skates 15 cents. Call phone 151 and have your skates reserved.

[Rochester Sentinel, Thursday, December 19, 1907]

ROSE, FANNY [Henry Township]

See: Brackett, John E.

See: Brown, Ben Franklin

ROSE, MARVIN [Rochester, Indiana]

See: Service Men, World War II, Letters, (Letter From Marvin Rose)

ROSE, ROBERT [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Robert Rose)

ROSE & CARPENTER [Rochester, Indiana]

We call attention of our readers to the advertisement of Messrs. Rose & Carpenter in another column of our paper. They have removed their shop from the West side of the Court House square to the first building North of the Farmers' Store, East side of Main street where they can be found at all hours of the day ready to accommodate customers.

[Rochester *Sentinel*, Saturday, February 18, 1860]

Manufacturers and Dealers in all kinds of Furniture. Shop on North east corner of Main and Market sts., one door north of Pershing & Rannells Dry Goods store, Rochester, Ind.

[Rochester *Mercury*, Thursday, March 1, 1860]

Rose & Carpenter, Shop on Main St., North of the Farmer's Store-- Cabinet Furniture, Bedsteads, Tables, Stands, lounges, ward robes, book cases - can be made at their shop. Coffins on hand all styles and sizes, or will make them on the shortest possible notice. . .

[Rochester *Sentinel*, Saturday, April 7, 1860]

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This new firm has commenced business, one door south of Kewney's Foundry, and assure the public that they will keep chairs constantly on hand, and will manufacture all kinds of furniture on the shortest notice.

[Rochester *Chronicle*, Thursday, May 22, 1862]

ROSENBERG, JACOB [Rochester, Indiana]

See: Wile Department Store

JACOB ROSENBERG (Biography)

It is not generally known in Rochester that Jacob ROSENBERG, the genial dry goods salesman and member of the city council, is a practical printer, but such is the case. Born in New York City in Sep 1849, his parents moved to Cincinnati when he was six years old, and there he attended the public schools and at twelve years old passed a successful examination in the city High school. In 1862 he was apprenticed to learn the printers trade and for eleven years worked in one office, the greater part of the time holding the position of foreman. In 1873 he moved to Rochester and for two years was employed on the *Sentinel*, when in 1876 he engaged with Mr. WILE as salesman in his dry goods store, which position he has held continuously, with the exception of one month. A graduate of a city high school at twelve, holding his first position for eleven years, resigning from the second and occupying the third for over eighteen years, is certainly a record to be proud of.

[Rochester Sentinel, Friday, September 20, 1895]

LOCAL and MISCELLANEOUS

John L. Miller has sold his grocery store to J. P. Michael and he will at once transfer it to Jacob Rosenberg, the popular citizen and salesman who was with Wiles store for many years. Mr. Miller made a paying success of the grocery business and is thinking some of dismissing business cares for a year or two and may make a trip to the Alaskan gold fields.

[Rochester Sentinel, Friday, November 19, 1897]

A NEW GROCER

[Adv] A NEW GROCER. Having purchased the grocery stock and business of B. A. Carter, I respectfully invite all my old friends and all others to give me a call. - - - JACOB ROSENBERG.

[Rochester Sentinel, Friday, March 18, 1898]

ROESNBURY, GARLAND [Rochester, Indiana]

LEASES CAFE

Mr. and Mrs. Lawrence "Doc" Babcock have announced that their cafe on road 14 east of the city has been leased to Mr. and Mrs. Garland Rosenbury, who have taken possession. The Babcocks will devote their time to their boat landing and cottae rental business.

[The News-Sentinel, Wednesday, June 6, 1945]

ROSENBURY'S DAIRY [Rochester, Indiana]

[Adv] MILK is your most economical and best food. - - - Bring your own container. Milk sold from 6 a.m. to 8:00 p.m. A trial will convince you. ROSENBURY'S DAIRY, 1/2 mile north on 31. Phone 678-W.

[The News-Sentinel, Saturday, May 19, 1934]

ROSENTHAL, S. [Rochester, Indiana]

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[Adv] You can save from 25 to 40 per cent on boots and shoes, glass and tin ware, by purchasing of me. - - - My motto is "sixteen ounces to the pound" every time. I am still paying cash for butter, eggs, poultry, hides, pelts, furs, rags, iron, copper, brass, old rubber, &c. S. ROSENTHAL.

[Rochester Sentinel, Saturday, March 3, 1883]

ATTENTION FARMERS

I have removed to the Richter building one door north of Elliott's lime house. I shall pay the highest market prices in cash for butter, eggs, poultry, hides, tallow, &c. S. ROSENTHAL.

[Rochester Sentinel, Wednesday, October 8, 1890]

ROSS, D. S. [Rochester, Indiana]

[Adv] D. S. ROSS, Practical Founder and Machinist. - - - Repairing of farm machinery such as Threshing Engines, Binders, Reeves' Clover Hullers, Mowers, Saw Mills, Steam Boilers, etc. Spark Arrestors in Stock. All kind of Machine work in the line of Turning, Planing, Milling, Drilling - - - Shop opposite the L. E. & W. depot, Rochester, Ind.

[Rochester Sentinel, Wednesday, June 8, 1892]

D. S. ROSS

Foundry & Machine Shop

Among the manufacturing institutions of Rochester, there are none she takes more pride in than the foundry and machine shop owned and managed by the gentleman whose name appears at the head of this article. Mr. [D. S.] ROSS has had a life's experience in the foundry and machinist business, having worked at the trade since the year 1852 and his long experience is a sure guarantee of the kind of work turned out by him.

He has applied himself to the demands of his trade with telling effect always adopting anything new in the way of improved machinery that would in any way add to the convenience of his shop, and give his many patrons the same advantages as found only in metropolitan institutions.

Mr. Ross built what is known as the ROSS FOUNDRY & MACHINE SHOP in 1879, where he successfully carried on his business until February, 1888. The increasing demand for his work necessitating a change to more commodious quarters, he bought the entire plant including building, tools, machinery &c that was formerly known as the EXCELSIOR FOUNDRY & MACHINE SHOP.

With the improvements added by Mr. Ross, this is without question the best arranged, best equipped and and most complete machine shop and foundry in the state. It is located just across the L. E. & W. R.R. track opposite the depot. Mr. Ross is prepared to do any kind of machine work known to the trade on the shortest possible notice. He makes all kinds of castings both in brass and iron and is prepared to build you a new boiler and engine or rebuild your old one at the lowest possible prices. He employs none but first class workmen, guarantees every job turned out. His shops are now known as the ROSS EXCELSIOR FOUNDRY & MACHINE SHOP. We would say to all when wanting anything done in his line take your work to Mr. Ross, you will be treated in a gentlemanly manner, and your work will receive the benefits derived from modern machinery and first class workmen.

[Rochester Sentinel, Wednesday, February 28, 1888]

D. S. ROSS (Biography)

D. S. ROSS, prominent character in Rochester business and progressive circles, was born in Ohio in 1836, and came to Rochester in 1850. He learned the machinist and founders trade when a young man and has followed that vocation successfully ever since. He owns the famous Ross Foundry and Machine Works, near the L. E. & W. station, which he purchased of the

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Ashtons in 1888, and has developed the plant into one of the most thoroughly equipped institutions of the kind in the country. He married Sarah SANNS in 1857, and has a family of five sons and three daughters, all of whom, Mr. Ross says, are practical machinists. Mr. Ross owns his home, is an active church and lodge worker and one of the solid men of the city.

[Rochester Sentinel, Friday, September 20, 1895]

TEARING DOWN SMELTER

Ross Brothers are busy today tearing down the furnace where for 40 years iron has been melted. In later years when all kinds of repairs can be purchased the furnace has been little used. The added room will be used for the garage.

[Rochester Sentinel, Friday, October 24, 1913]

ROSS, DONALD [Rochester, Indiana]

See: Louderback Garage

ROSS, FRANK, MRS. [Rochester, Indiana]

BUYS ROSS BUILDING

Frank Tippy today purchased the auto laundry building located across from the City Hall on East Seventh street from Mrs. Frank Ross, of this city. Mr. Tippy already has taken possession of the building and will operate a radio sales and repair shop in this location.

[The News-Sentinel, Friday, October 24, 1941]

ROSS, GEORGE T. [Rochester, Indiana]

GEORGE ROSS HAS SOLD HIS NEWSPAPER AGENCY

Frank Justice, owner of the Arlington Barber Shop, today purchased the newspaper agency of George T. Ross which he has operated for the past thirty-two years.

Mr. Justice several weeks ago purchased the Sunday newspaper agency of Charles Mitchell, and will continue the two agencies at the Arlington barber shop.

Stands in the city where papers were sold in the past such as the one at the Ross book store will continue to make such cash sales to their customers.

The agency which Mr. Justice purchased from Mr. Ross comprised the following newspapers: Chicago Tribune, Chicago American, Chicago Herald-Examiner and Indianapolis Star.

[The News-Sentinel, Thursday, May 4, 1939]

ROSS, HAROLD T. [Rochester, Indiana]

HAROLD ROSS, COACH OF DEBATING TEAMS AT DePAUW HAS STRENUOUS PROGRAM MAPPED OUT

Greencastle, Ind., Jan. 22. - Harold T. Ross, coach of debate of DePauw University and a former teacher in the Rochester High School, recently has completed arrangements for twenty-four debates to be given during February and March.

After his graduation from Rochester High School, Mr. Ross taught in this school for eight years. Since he has been at DePauw he has been an instructor in the public speaking department and has been active as coach of the various debate teams. His varsity squad is composed of 19 men and 12 women, and his freshman squad included nine men and four women.

The first debate of the 1928-1929 schedule was a co-ed match with the British women's debate team, held Nov. 13, at Greencastle. The British debaters, chosen as the best from the leading universities in England, were on their first tour of the United States.

To Hold Debate Here

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The DePauw squad will meet the Manchester College debate team in the Rochester High School on Feb. 28. Another important debate is with the University of Florida which will be held at Greencastle, March 5. The subject: "Resolved That, Trial by Jury Should Be abolished," is expected to attract members of the Putnam County Bar Association.

Another popular subject of the DePauw debate squad, under the supervision of Mr. Ross, is "Resolved, That Court Procedures in Criminal Cases, Similar To That in Great Britain Should be Adopted Throughout The States."

A complete schedule of the DePauw forensic team for the next two months is as follows: Feb. 6, Albion College, here; Feb. 8, Taylor University, co-eds, Maywood M. E. Church; possibly one also at Shelbyville; Feb. 14, Rose Polytechnic Institute, there; Feb. 16, Rose Poly, here; Feb. 17, Cincinnati university, at Pendleton M. E. Church.

Notre Dame To Be Met

Feb. 20, Miami University, at Connersville; Feb. 21, Cincinnati, there; Feb. 26, Terre Haute Normal, at Brazil; Feb. 28, Manchester college, at Rochester; March 1, Notre Dame, here and there.

March 2, Kalamazoo State Teachers college, there; March 3, Albion, there; March 5 Indiana university, here; March 15, Evansville college, here; same date, Earlham college, there; March 16, Miami university co-eds, here; and Butler co-eds there; March 18, Western State Teachers college (Kalamazoo), here.

[The News-Sentinel, Tuesday, January 22, 1929]

TO BROADCAST

Tuesday afternoon at 3:30 over station WKBS, Indianapolis, there will be a debate on the subject, "Resolved that Chain Stores are a Menace to Public Welfare," given by the debating teams of Depauw University and the Western State Teachers College, of Kalamazoo, Mich. The Depauw team is coached by Harold Ross, son of Mr. and Mrs. Omer Ross of this city and an instructor at Depauw. Mr. Ross' team will take the affirmative.

[The News-Sentinel, Monday, March 24, 1930]

HAROLD T. ROSS HEAD OF SPEECH AT DEPAUW

Greencastle, Ind., Jan. 18. - DePauw University has re-established its courses in speech, dramatic and debate as a separate department, with Professor Harold T. Ross as acting head. The action was taken by the board of trustees and visitors at the quarterly session here. The speech department had been merged with the department of English last June, following the retirement of Professor H. B. Gough.

Professor Ross was promoted from associate professor to full professor by the board. He is an alumnus of DePauw, receiving his A.B. degree in 1918. In 1924 he received his M.A. degree from Columbia University and in 1932 his doctorate at Iowa State University. Professor Ross has been on the faculty since 1927.

[The News-Sentinel, Monday, January 18, 1937]

DE PAUW PROFESSOR IS CO-AUTHOR OF NEW BOOK

Dr. Harold T. Ross, son of Mr. and Mrs. Omer Ross, of this city, and head of the speech department at DePauw University, is the co-author of a new book entitled "Speech in a Democracy," recently released for publication. He wrote the book in collaboration with Mr. Clarence C. Shoemaker, teacher of speech and English at Shortridge high school in Indianapolis.

In the book the authors feature student speeches as well as examples of speeches by George Ade. A new feature included in the book is a section devoted to forms and examples of bills, petitions, and other legislative forms used in student government.

The introduction deals with the need for speech in a democracy and discusses relations of world-wide events to the importance of speech. It applies the four basic forms of English composition - narration, description, exposition, and argumentation - in speech.

[The News-Sentinel, Thursday, January 14, 1943]

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ROSS, JONATHAN [Rochester, Indiana]

See: First National Bank

ROSS, LESLIE [Rochester, Indiana]

REV. LESLIE ROSS IS GIVEN FIRST CHARGE

Leslie Ross, son of Mr. and Mrs. Omer T. Ross of this city who last week graduated from the School of Religion at DePauw University, has been ordained a minister of the Methodist Church.

Rev. Ross attended the Methodist Church conference which was held at Battle Ground this week and at the conclusion received his first ministerial assignment to the Barclay Circuit near Rensselaer,

The circuit comprised three rural churches located at Lee, Barclay and McCoysburg. Rev. Ross will assume his charge next Sunday for the first time.

Rev. Ross will also take a special course in theology in the Garrett Bible School at Northwestern University during the coming year in addition to his ministerial duties.

Rev. Ross is a graduate of Rochester High School and has a large circle of friends in this city. For a number of years Rev. Ross while in high school and in the summer months was a feature writer of The Rochester News-Sentinel.

[The News-Sentinel, Monday, June 21, 1937]

ROSS, O. D. [Rochester, Indiana]

O. D. ROSS RESIGNS

O.D. Ross, who has for over fourteen years looked after the lighting of Rochester, has resigned his position with the Rochester Light, Heat and Power Company, and his resignation took effect today.

Mr. Ross was the organizer of the Rochester Electric Light plant. He first built and operated the plant east of the Ross foundry and later sold it to a stock company. From the time its wheels first turned, up to about a year ago he acted as superintendent of the plant and a greater part of its growth is due to his efforts. For the past year he has looked after the outside work of the plant, soliciting etc.

At present Mr. Ross has not made any arrangements and does not know definitely what he will do but it is safe to say a man of his ability and energy will not be idle long.

[Rochester Sentinel, Wednesday, June 1, 1904]

NEWS OF THE DAY

At the meeting of the Peru council Tuesday evening, O.D. Ross, formerly of this city and now superintendent of the Peru Electric Light plant, was asked to resign by the board, by a vote of four to three. Mr. Ross will be allowed to remain until the first of May. No reason for his discharge was given.

[Rochester Sentinel, Thursday, April 11, 1907]

NEWS OF THE DAY

Orven Ross, who was discharged as Supt of the Peru Electric Light Plant last week, was again rehired by the board Tuesday evening. Through political influence he was asked to resign in the first place.

[Rochester Sentinel, Thursday, April 18, 1907]

ROSS, OMER [Rochester, Indiana]

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NEWS OF THE DAY

Omer Ross has resigned his position at Marsh's dry goods store, and has accepted a position as stock keeper and salesman with M. Wile & Son, where he will have entire charge of the stock. Mr. Ross has a well earned reputation as one of the best stock keepers in Rochester.

[Rochester Sentinel, Monday, April 3, 1905]

NEWS OF THE DAY

Omer Ross, decorator at M. Wile and Son's store, received a check for \$5 this morning from the Ladies Home Journal Pattern Co., as a reward for his having secured third prize in the Journal's National Window price contest. This is considerable honor for Mr. Ross, when the fact of the affair being National is taken into consideration.

[Rochester Sentinel, Monday, July 12, 1909]

ROSS & HICKMAN [Rochester, Indiana]

Ross & Hickman, Plow Manufactory and all kinds of castings in iron and brass done to order, at the Rochester Foundry.

[Rochester Gazette, Thursday, December 9, 1858]

ROSS BOOK STORE, GEO T. [Rochester, Indiana]

Located 826 Main.

NEWS OF THE DAY

A business deal was closed, today, which resulted in the Rannells book store being sold to Geo. T. Ross and Co. At present an invoice of the stock is being made and as soon as this is completed Mr. Ross will take charge of the store. The new proprietor is well known in this city being the son of O. D. Ross, formerly of this city but now residing in Peru. He has lived in Rochester all his life with the exception of a little over a year during which time he resided in Peru. Mr. Ross is a gentlemanly young man who no doubt will prove a success in his chosen business career. The retiring owner, Robt. Rannells, has a proposition of a business nature in Northern Minnesota which he thinks will prove a success financially and with the end in view of moving to that state will soon make a trip there.

[Rochester Sentinel, Tuesday, September 24, 1907]

[Adv] - - - October issue of the Ladies' Home Journal - - - fifteen cents the copy, at all news agents. Our sales agent is George T. Ross & Co., 826 South Main St., Rochester.

[Rochester Sentinel, Tuesday, September 22, 1914]

GEORGE T. ROSS SELLS LOCAL BOOK STORE TODAY

In a business transaction at noon today one of the oldest business firms in Rochester changed management as Everett R. Lichtenwalter purchased the George T. Ross Book store at 826 Main street.

Mr. Lichtenwalter bought George Ross's interest in the firm and assumed control this morning although the establishment will still be run under the title of Ross Book store.

George Ross plans to maintain his radio repair service in the rear of the building while Mr. Lichtenwalter will assume ownership and management of the store.

The building has housed a book store since its opening 52 years ago and George Ross had owned the book store for 38 years.

Many new improvements are contemplated by Mr. Lichtenwalter and at the earliest possible date adjustments will be made in the store. Following the war, when materials become available, Mr. Lichtenwalter intends to completely redecorate the establishment.

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[The News-Sentinel, Monday, March 6, 1944]

To the north of what is now Krogers and prior to the time mentioned heretofore, a big frame structure was occupied by a barber shop owned by big Roy Myers who played the tuba in the Rochester Citizen's Band. Later the present business rooms were constructed and Stanton & Sterner opened a book store to be succeeded by George Ross and currently operated by Eb Lichtenwalter.

[Earle A. Miller, *The News-Sentinel*, Monday, July 14, 1958]

ROSS BROS. GARAGE [Rochester, Indiana]

See: Louderback Garage

NEWS OF THE DAY

The large blacksmith room at the Ross foundry has been remodeled and will soon be thrown open to the public as a garage.

[Rochester Sentinel, Monday, August 12, 1907]

[Adv] Your Automobile should have the attention of expert machinists, - - - We claim to be experts in this line. ROSS FOUNDRY & MACHINE WORKS. Near L.E. & W. Depot. Phone 71.

[Rochester Sentinel, Wednesday, March 23, 1910]

ROSS BROS. DORT AGENTS

The Ross Bros. garage has taken over the Dort agency for Funton county and have a demonstrator at their garage on east Eighth st. The car is manufactured at Flint, Mich., and sells for \$650 with five passenger body and \$540 in the roadster.

[Rochester Sentinel, Monday, November 8, 1915]

ROSS CHAIR MANUFACTURER [Rochester, Indiana]

Jonathan W. Ross, Manufactures all kinds of Chairs, and also keeps on hand a good assortment of Chairs from the celebrated Factories at Mishawaka, all of which will be sold at reasonable prices.

Shop over Heffley's Wagon Shop, near the Rochester Foundry. Rochester, March 19th, 1863.

[Rochester *Chronicle*, Thursday, April 16, 1863]

J. W. Ross, Chair Emporium, over Farrington's Wagon Shop, one door south of Kewney's Foundry. He manufactures and sells chairs of every variety.

[Rochester *Sentinel*, Saturday, August 8, 1863]

Jonathan W. Ross, the mechanical genius, has purchased a selected stock of Chairs, he keeps at his old stand, on Main St., north of Sam Hoch's Grocery and Tin Shop. . .

[Rochester *Chronicle*, Thursday, August 24, 1865]

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ROSS FOUNDRY & MACHINE WORKS [Rochester, Indiana]

Located 403 E 8th

Founded in 1888 by David S. Ross, who purchased the business from Ashton Foundry & Machine Shop, who had erected the shops in 1886.

The Ross equipment included blacksmith forge, acetylene welder, drill press, lathe, illing machine, shaper and grinders.

Before 1900 Ross Machine Works made bicycles. They welded and repaired threshing machines and other farm implements. They also made castings for the Corn King corn huskers, which were made across the street in the same building as the Giant Planing Mill (later the site of Fulton County Lumber Company).

After David Ross died in 1906, the machine shop was owned by his four older sons, Charles, William, Albert and Loy. Albert ran the lathe, Loy ran the blow torch and welder, while William ran the office and carried the pocketbook. The office was on the north side separated from the rest of the building by a gate. It had a roll top desk. Oliver typewriter and a big old Seth Thomas clock. This clock stood six feet high and had a brass pendulum that was 10 inches across. Grandsons Donald and Walter Ross also worked there, as did Les Richter, George Elliot, and Sam Glaze. From 1911 to 1916 it was an auto agency and sold Dort, Oakland and Buick cars. It was the second auto sales in Rochester. Sport Sperling had the first auto sales, selling a three-wheeled car. The seat was over the two wheels in back and the engine was over the front wheel.

Ross Auto Agency also rented Brush and Auburn cars and so holds the title of first car rental or taxi in Rochester. [The Brush cars cranked to the left, while all others cranked to the right.] Donald Ross reported that he drove cars for traveling salesmen who came in on the train and wanted to go to the outlying towns like Talma, Leiters Ford, Macy, Grass Creek, Kewana, to call on grocery and hardware stores to get orders.

From 1916 to 1945 it was a repair shop only. Donald Ross said, however, that they did make castings for a combination lock invented by Ed Cramer of Rochester.

The machine shop was sold in 1945 to the Fulton County Farm Bureau.

[David Ross Family, Donald Ross, *Fulton Co. Folks*, Vol. 1, Willard]

FOUR BOYS BECOME MEN OF USEFULNESS

In giving a "detailed" history of a city, either individually or collectively, the writer is well aware of the task at hand, inasmuch as too much as well as too little can be said. However, as this edition is an effort towards a history of enterprising individuals and firms, the writer feels that one, the Ross Brothers Garage, deserves especial mention.

It deserves mention in that it - the Ross Foundry - was founded in 1879 by the late D. S. Ross, and was at that time, as it is today - one of the leading industries of the city. Its site was then at the north-extreme of Madison street.

The reader's first impression no doubt is that it was a very crude foundry and machine shop, which it would in reality seem in this day, but it filled a very much wanted capacity in that day, when most all our present used tools were made by hand. In fact a reflection, and we realize at that time we had few wagons, no buggies, no bicycles, no motor boats, no automobiles, no aeroplanes - no, not even a wheelbarrow to be repaired, yet everything to be made. Therefore the place which our esteemed deceased brother, D. S. Ross, filled in the early making of Rochester can hardly be measured in words.

But while assisting the earlier settlers he trained four sons in his chosen line of activity, who finally succeeded him. They are William P., Charles E., Albert H., and Lloyd E.

In the year 1885 the firm moved to its present location, just opposite the L. E. & W. depot. Numerous late improvements which were then sold were installed and the foundry and repair work were continued, together with the sale of threshing machinery. The latter was later discontinued for other improvements, and the manufacture of "The Ross" bicycle. This was about twenty years ago and to a great many readers this will be recalled very vividly in that several

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hundred bicycles were manufactured and many were purchased locally at \$85.00 per. This was about the beginning of the bicycle industry, and the cost to manufacture was enormous. A little later large factories were built in the large cities and equipped with labor-saving machinery, which cut the cost of manufacture so materially that "The Ross" bicycle was taken off the market.

While the bicycle was in its infancy its manufacture was the nucleus of labor for the Ross Brothers company, and in its passing came the automobile about ten years ago, and with each passing year showed the enormous outputs of hundreds of factories, this progressive company has continued to become bigger and better. They have never attempted to manufacture an automobile. So far as the iron parts on automobiles is concerned they have many many from the smallest to the largest. They boast of being able to "make" in the foundry, or "repair" in the machine shop anything made of iron, and the writer can vouch for this by experience. The firm is now known as the Ross Brothers Garage and have - - - not readable - - - workmen to care for the business. They have the famous Buick agency for Fulton county and have this season sold their proportion of the 42,000 machines manufactured by the Buick factories in 1914. The company have a substantial order for the 1915 model which will be delivered in July.

[Rochester Sentinel, Thursday, June 17, 1914] [sic]

ROSS BROS. MACHINE CO. SOLD TO FARM BUREAU

In a business transaction closed Thursday morning, Rochester's oldest business firm, The Ross Bros. Machine Shop and Foundry, became the property of the Fulton County Farm Bureau Co-Operative Assn.

James (Doc) Newcomb, manager of the Co-Op, stated that the shop was needed to conduct an establishment where repairs can be made to various kinds of farm machinery and appliances which are sold by the association. Several improvements, he stated, would be made to the shop and that formal opening of the business which is situated on East 8th Street across the Nickel Plate R.R. crossing, will be held in about two weeks.

The purchase was made from the two surviving Ross brothers, Albert and Loy, who are retiring from active business. The Ross machine shop and foundry was founded approximately 80 years ago by their father and throughout that long tenure the business has never changed hands.

Donald Ross, a grandson of the founder, occupies one portion of the large one-story brick building for his garage and machine shop and will continue in that location, it was stated.

[The News-Sentinel, Thursday, June 29, 1944]

ROSSELLI, REX D. [Rochester, Indiana]

See: Cole Bros.-Clyde Beatty Circus

ROTH, J. P. [Rochester, Indiana]

J. P. ROTH (Biography)

Rev. J. P. ROTH, Pastor of the Presbyterian church, was born in Pennsylvania 45 years ago and came to Indiana at the age of 15 years. He learned the trade of carriage painting but naturally inclined to books and entered Wabash college from which he graduated with the degree of B.A. in '75. He then commenced preaching but afterward took a theological course at Lane's Seminary, receiving the degree of A.M. and has ever since devoted his energy to the ministry. He has been in Rochester 6 years and has been very active in both the moral and general welfare of the city. He married Miss Mary ORR, of Crawfordsville, and they have two children, Edna and Lena [ROTH].

[Rochester Sentinel, Friday, September 20, 1895]

ROTH, WILLIAM [Rochester, Indiana]

HOME TOWN TALES

By "Pioneer"

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Mr. William Roth opened the first "Five and Ten Cent Store" in Rochester, in a low wooden building, occupying the present site of the Deniston building. The building previously housed the Copeland Bank, followed by Squire Herman's law office and Justice Court.

It being the first store of its kind to open doors in Rochester, everyone of school age made a daily pilgrimage along the counters and at meal time we told "the folks" all about the one hundred and one things that a nickel or a dime would buy. We were heavy advertisers for Roth.

Just why the name of Roth was eclipsed by Woolworth, should at this late date cause us no undue worry. Maybe it was because he failed to paint the front of the building red. Maybe, it was six other reasons.

More than a half hundred like stores have opened and closed doors along Main street from 1885 down to date. But, the name of Roth was the first. That's something.

[The News-Sentinel, Wednesday, March 13, 1935]

ROUCH, CLAUDE [Rochester, Indiana]

NEWS OF THE DAY

T. B. Baker, of Macy, and Claude Rouch, of this city, will open their roller skating rink over the Leasure garage on Tuesday, Oct. 22.

[Rochester Sentinel, Tuesday, October 13, 1908]

ROUCH, T. E. [Rochester, Indiana]

[Adv] Fresh Meats. - - - CENTRAL MEAT MARKET, now owned and managed by T. E. Rouch. - - - Yours for business. T. E. ROUCH.

[Rochester Sentinel, Friday, June 25, 1897]

ROUCH, WILLIAM [Rochester, Indiana]

See: Downs Sawmill

ROUCH BROS. [Rochester, Indiana]

[Adv] CITY TRADE! Our Central Meat Market is the most richly furnished and elaborately equipped place in the city, and we keep the very best grade of meats and solicit your trade. Everything kept pure, clean and sweet. ROUCH BROS. 1,000 hogs and all the veal calves in the county wanted at top prices.

[Rochester Sentinel, Wednesday, January 13, 1893]

ROUCH & WAGONER [Rochester, Indiana]

See Wagoner, W. S.

AUTOMOBILE SALES FIRM HAS CHANGED OWNERSHIP

Announcement has been made of the sale by A. E. Shobe of his interest in the Studebaker and Maxwell sales firm of Shobe and Rouch, to W. S. Wagoner. The deal was closed Wednesday morning and Mr. Wagoner took over the Shobe interest at once. Mr. Shobe is retiring from active business, for the present at least, on account of ill health. It was stated that the business policy of the old firm would be maintained by Rouch and Wagoner, as the new sales company will be called.

[Rochester Sentinel, Wednesday, May 18, 1921]

[Adv] Studebaker Announces New Prices: Big-Six Prices - - - Special-Six Prices - - - The New Light-Six - - - Rouch & Wagoner. This is a Studebaker Year.

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[Rochester Sentinel, Monday, January 9, 1922]

[Adv] The Good Maxwell. First Showing of the First Touring Car Designed and Produced Entirely by the New Maxwell Organization This 1922 Model now priced at \$885.00 Rouch & Wagoner. The Good Maxwell.

[Rochester Sentinel, Saturday, January 14, 1922]

BUSINESS REVIEW OF ROCHESTER MERCHANTS

There is no more popular business in this section than this well known auto establishment. Thoroughly consistent with every feature of the business in which they are engaged it follows that they would enjoy a large patronage and that their establishment would be rendezvous for all persons interested in real and true automobile values.

Studebaker commercial cars has come into wide favor because it sustains their reputation for efficiency and dependability and it has taken its place as one of the essential features of latter day equipment. It is popular both with business men and farmers and has stood up under every test to which it has been subjected by all classes of purchasers.

The Studebaker "Special" is aptly named and leaves nothing to be desired in this class of motor vehicle. It sustains the enviable Studebaker standard of quality and efficiency and is offered at a most attractive price.

It is a well known and undisputed fact that Studebaker has always maintained the policy of putting into their cars the highest quality possible, and of offering them at the lowest price that this superior quality permitted.

The manager of this establishment makes this special suggestion to prospective automobile buyers: "We advise placing your order for a Studebaker automobile now. Experience has taught us that it has been impossible to deliver late spring orders on time. By placing your order now, you can get prompt delivery. We positively will deliver all cars in rotation of order placed."

In this unusually attractive car Studebaker seems to have considered the motorist's every desire in design and in comfort features.

Here is one of the popular institutions of the county under direction of men who are thoroughly conversant with every feature of the business in which they are engaged. When they decided to handle automobiles they decided that they would handle the first on the market, that is why they are distributors for these cars.

The owner of the place insists that the very best attention be given to every person and as a consequence people from every point of the compass are praising the excellent service at this popular establishment. In making this review of the onward progress we are pleased to compliment this modern automobile institution upon the very satisfactory service they are giving to the people and the wide popularity the establishment has attained in the business and social life of the community.

[Rochester Sentinel, Thursday, August 17, 1922]

W. S. WAGONER BECOMES SOLE OWNER OF AGENCY

W. S. Wagoner is now the sole owner of the Studebaker and Maxwell agencies as well as proprietor of the Studebaker garage, his partner William ROUCH having sold out his interests to him. The deal was completed Monday morning. Mr. Rouch who made Wagoner a partner shortly after Ed Shobe went out of the firm, will no longer have any connection with the business but intends to devote all of his time to his private interests which will be mostly in wood and lumber of which he has large holdings. Mr. Wagoner will continue the agency along the same lines as it has been conducted in the past.

[Rochester Sentinel, Monday, September 18, 1922]

ROUND BARNS [Fulton County]

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When the Round barn Festival was started in 1971, Reed Powell wrote the following letter to the *Rochester Sentinel*: "In regard to the round barn stories in *The Sentinel*, they brought back many memories. In 1915 I was with the Kindig construction company. Beginning in the spring we built a 60-foot round barn for a Mr. Hedleston just west of Gilead. From there we built a 70-foot barn for Gus Zartman a few hundred feet south of the Fulton-Miami county line in the Pleasant Hill neighborhood. This was the second round barn for him; the first one burned down.

"From there we built an 80-foot round barn for John Weller two miles west and one-half mile south of Macy on (Old US-31), now owned by the Calloways.

"After building a house for a widow woman by the name of Emerick, first house south of the Tippecanoe River on (Old US-31), and a house for a Mr. Halterman, first house west of Sand Hill Church, we finished late in the fall building a 60-foot round barn for a man by the name of Zegafuse a few miles west of the old Rochester fairgrounds.

"That summer there were eight in the gang who went on the job and stayed until it was completed, three meals a day and lodging. We worked no less than 10 hours a day and most of us drew 15 cents an hour. Because of bad weather should we lose a few hours, it would show up in our check Saturday evening." Richard Coffman nows the round barn build by Ike B. Mullican in 1912 on 1500N one mile south of the Miami-Fulton county line. It is located on the first road south of Wagoner's Station.

[Thomas Powell Family, Maxine Heckathorn et al, *Fulton Co Folks*, Vol. 2, Willard]

Marjorie Irene, daughter of Charles and Lois Spotts, was married to Robert B. Jones on Mar. 7, 1937. They own one of the round barns for which Fulton County is becoming famous. Their farm is located on road 1200W north of 700S. A photo shows the farm is named "Maple Crest Farm, Bob Jones, 1907."

[George Spotts Family, Marjorie Spotts Jones, *Fulton Co Folks*, Vol. 2, Willard]

ROUND LAKE [Wayne Township]

See O'Brien Lake

ROUND THE TABLE CLUB [Rochester, Indiana]

LOCAL NEWS

Mr. and Mrs. Henry Pfeiffer entertained the Round the Table club yesterday evening in honor of Mr. and Mrs. J. E. Beyer, who will leave for their trip to Europe, next Wednesday.

[Rochester Sentinel, Saturday, May 4, 1901]

ROWE, FRED [Rochester, Indiana]

[adv] Announcement. I am again in the general merchandise business at my old stand in Athens. Your patronage solicited. Service, quality, price - our motto. Fred Rowe.

[The News-Sentinel, Rochester, Indiana, Friday, June 12, 1925]

ROCHESTER MAN OFFERS PLAN TO POLAR RESCUERS

Fred Rowe, of the Consumers Coal Yard, this city early today telegraphed to Secretary of State Kellogg a suggestion which may result in the rescue of the men marooned on the ice floes in the Polar region.

The plan proposed by the local man is for the relief plane to fly over the men at a low altitude and drop off a toboggan like sled with a strong steel hoop to which should be attached a network of rope large enough to hold a man, on this would be attached a long rope with a large noose on the free end. The loop could then be set by the stranded man and with the plane dragging two or three sets of grab hooks over the ice, the victim could be taken off without the plane making a landing and hoisted into the cockpit. The sled or toboggan would prevent injury to the men in the take-off and this work could continue until all were rescued. The plan is feasible although it may arrive too late to be put into practice.

[The News-Sentinel, Rochester, Indiana, Thursday, July 12, 1928]

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G. ROWE NOW AGENT FOR PRATTS' POULTRY FEED

Fred Rowe, owner of the Rowe Coal yard, this city, has taken over the agency of the Pratt Poultry Foods products in this locality. Mr. Rowe announces that the service in this line of nationally known poultry foods will be doubly valuable inasmuch as Mr. Jennens, expert fieldman of the Pratt Co., has taken up his residency in this city and his years of experience and knowledge of the poultry business will now be available to Fulton county poultry raisers.

[The News-Sentinel, Tuesday, March 1, 1932]

PURCHASES ICE ROUTE

Fred Rowe, proprietor of the Rowe Coal Yards, today announced the purchase of the Admiral Smith ice route business. Mr. Rowe, who assumes control of the route on Sunday, May 4th, will continue to handle the product of the N.I.P. company.

[The News-Sentinel, Saturday, May 3, 1941]

ROWE, HOWARD [Rochester, Indiana]

DR. ROWE OPENS OFFICE

Dr. Howard Rowe has opened offices at No. 705 Jefferson street, this city for the general practice of medicine. His wife, who is a registered nurse, will assist him in the management of the office, it was stated.

[The News-Sentinel, Monday, December 4, 1944]

ROWLES, ESTEL [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Estel Rowles)

ROWLEY, JULIUS [Rochester, Indiana]

JULIUS ROWLEY (Biography)

Attorney Julius ROWLEY was born in Clarendon, Orleans county, New York, March 6, 1837, lived on a farm and attended common school during the winter months until 16 years of age, when he attended the Albion Academy from which he graduated at the age of 18 years. He then commenced teaching district school in Schoharie county, New York, following the vocation for more than ten years. During this time he read law with Hon. T. L. MAYHAM, now one of the Judges of the Supreme Court of N.Y. after which he entered the Albany Law College and at the end of three terms graduated and received his diploma May 25, 1865. He then practiced law at Schoharie until May, 1876, when he became a resident of Rochester where he has continued the practice of law with splendid success. He married his present wife, Harriet NETHOWAY, of Schoharie, July 4, 1857 and two daughters were born to them, Mrs. Clara MATTICE, of Lima, Ohio, and Mrs. Cora DAVIDSON, of this city. Mr. Rowley makes farming a side issue to his law business and owns and manages the old WAGONER farm, just northeast of the city, which is one of the finest farms in the county.

[Rochester Sentinel, Friday, September 20, 1895]

LOCAL NEWS

The well known law firm of Conner & Rowley will dissolve on April 1st, when Mr. Rowley, with his grandson, Floyd Mattice, who is soon to graduate from Chicago, will open a fine office in the ksuite of rooms over the Blue Drug store. Judge Conner will continue the practice in the present comfortable rooms in the Sentinel block.

[Rochester Sentinel, Wednesday, March 27, 1901]

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ROWLEY SAW ASSASSIN

One Rochester man has seen Czolgosz, the would-be assassin of President McKinley. When McKinley was attacked, Mr. [Julius] Rowley was on his way to Buffalo from Lockport, twenty-five miles away, where he was visiting. On the train were several prominent New Yorkers one of whom was a U. S. District Attorney. When the train reached Buffalo the New Yorkers were ushered to the police station and Rowley, being mistaken by the guard for one of them, was passed in. He did not get into the room where they were putting the assassin through the "squeeze," but as they moved him from one room to another Mr. Rowley saw him pass the door and got a good look at him. He says the fellow would not be taken for a villain as he is quite a respectable looking fellow, but his face was badly flushed and he looked to be much worried. Mr. Rowley says the calamity almost depopulated the Exposition Saturday and Buffalo people are apprehensive that it will work a lasting injury to the attendance.

[Rochester Sentinel, Monday, September 9, 1901]

ROWLEY & BAKER [Rochester, Indiana]

ROWLEY & BAKER, Attorneys at Law, Notaries Public and General Collecting Agents.
Office in Commercial Block over Keeley & Cornelius' hardware, Rochester, Ind.

[Rochester Sentinel, Friday, August 11, 1893]

ROY, RAY [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Ray Roy)

CAPT. RAY ROY IS HEAD OF MIDWESTERN SALES FORCE

Capt. Ray Roy, of this city, who was recently released from service in the U. S. Air Force, has been appointed middlewest regional sales-manager of the Norge Division of Borg-Warner Corporation. He will have his office in the company's headquarters in Detroit.

In an interview today, Mr. Roy stated his family would reside in Rochester and he would spend his week-ends at home.

Capt. Roy is was learned was the first World War II veteran to return to the Borg-Warner firm's staff. An Air Force captain, he was group Air officer for the United States Ninth Air Force unit assigned to the British Eighth Army and as such served with General Montgomery from Alexandria to Italy. The local man has been employed with Norge since 1935 and prior to his entrance in the U. S. Army he was a national sales representative.

Capt. and Mrs. Roy and their two sons are now residing in the Ewing cottage on the north shore of Lake Manitou. Their permanent residence, however, is situated on the northwest corner of Monroe and East Tenth streets, this city.

[The News-Sentinel, Thursday, July 5, 1945]

ROYAL CENTER, INDIANA [Cass County]

ROYAL CENTER IS TO HAVE NEW FACTORY

Royal Center, Ind., July 17. - The Royal Manufacturing Company has sold its building and contents and patents to John D. Fallyer of North Judson and Joe Falls, of Chicago. The new company will be known as the Royal Manufacturing company.

They expect to manufacture levels, miter boxes and do aluminum coasting and general machine work.

Mr. Fallyer will move his factory at North Judson to this place at once and ten men will be employed at the opening of the plant. The grounds have already been put in shape and some machinery has already been moved here.

[The News-Sentinel, Saturday, July 17, 1926]

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ADDITION TO SCHOOL

An addition will be built to the Royal Center High School building next summer at a cost of \$65,000.

[The News-Sentinel, Saturday, December 29, 1928]

STORE IS SOLD

The hardware store at Royal Center owned by Alfred Miller of Royal Center and Virgil Gray of Logansport, has been traded to the Union Trust and Savings Bank of Chicago for a 200 acre farm a mile and half north of Metea on State Road 25.

[The News-Sentinel, Tuesday, October 21, 1930]

ROYAL DRY CLEANERS [Rochester, Indiana]

[Adv] ANNOUNCEMENT -- On Saturday, March 22d, THE ROYAL DRY CLEANERS will open a shop at 604 N. Main St. Suits cleaned and pressed. Our method does away with that disagreeable odor. SUITS MADE TO ORDER... Archie Timbers, Prop.

[Rochester Sentinel, Wednesday, March 19, 1919]

ROYAL SHACK BARBECUE [Lake Manitou]

[Adv] Notice! The Royal Shack on the Barrett cement road two miles east of the city will open for the season at 6 p.m., Saturday, April 30. The Royal Shack is the original barbecue sandwich stand of Fulton county. All kinds of barbecue sandwiches served southern style. Give us a trial. Mr. & Mrs. Royal Tansey, Proprietors.

[Adv., The News-Sentinel, Rochester, Indiana, Thursday, April 28, 1927]

ROYAL STORE, THE [Rochester, Indiana]

[Adv] January Clearance Sale - - - -The Royal Store, Arch Timbers, Rear of Fristoes, West Ninth Street.

[Rochester Sentinel, Monday, January 28, 1918]

ROYER, ROBERT [Akron, Indiana]

AKRON BOY IS THE STAR SWIMMER AT INDIANA U.

Bloomington, Ind., Feb. 25. - Indiana University's crack swimming team will oppose Wabash college in a non-Conference meet here Saturday afternoon. Indiana University's tankmen have met DePauw, Cincinnati, Michigan, Chicago, Northwestern and Illinois in previous contests and have Wabash, Purdue, Notre Dame and the Conference championship on the remaining chart.

Coach Paul Thompson will use the regular lineup of swimmers against Wabash. Robert Royer, Akron, who has been a consistent winner in Conference meets, will represent Indiana in the back stroke. Royer has a victory registered over Oker, of Chicago, who is regarded as one of the best swimmers in this event in the Big Ten. Royer has also defeated Shattuck, well known University of Illinois star.

Other I.U. swimmers, who will clash with Wabash are: Captain Zaiser, Miller, Vetter, Luther, Bolyard, Winston, and White.

The meet is scheduled for 3:30 p.m.

[The News-Sentinel, Rochester, Indiana, Friday, February 25, 1927]

RU-AL CAFE [Rochester, Indiana]

Ruth A. TETZLAFF, 85, 1417 Madison St., Rochester, died at 1:54 a.m. Tuesday at Woodlawn Hospital.

Born in Rochester to Ed. and Iona Fern PRIEST TETZLAFF, she lived most of her life in Rochester.

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She was employed at the former Snyder's Jewelry in Rochester and co-owned, with her sister, the former RU-AL Cafe in Rochester. She was a member of Grace United Methodist Church and Evergreen Rebekah Lodge. She was an active member of Fulton County RSVP, and the Fulton County Historical Society where she received the 1991 Volunteer of the Year award.

She is survived by one sister, Alice TETZLAFF.

Services are 2 p.m. Thursday at Zimmerman Family Funeral Home, Rochester. Rev. Fred SHELTON will officiate. Burial will be at Rochester I.O.O.F. cemetery. Friends may call from noon Thursday until services. Memorials may be made to RSVP Mini Bus Fund.

[Rochester Sentinel, Tuesday, December 9, 1997]

RUEDE, JUNIOR G. [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Junior G. Ruede)

RUH, ALEXANDER [Rochester, Indiana]

See: Dawson, George V. _____

ALEX RUH (Biography)

Alex RUH, a native of Miami county, Indiana, owes his success in life largely to his early training of caution and exactness which pervades the atmosphere of a drug store. He has been connected with the drug trade ever since he was 12 years old, remaining with his first employer at Peru, Ind. for five years and with the second until 1888 when he bought the Plank store and has since made the name of "Ruh's Blue Drug Store" a familiar one to every resident of the county. Mr. Ruh claims to keep in stock the purest drugs made, to compound them skillfully, prepare prescriptions quickly and give his customers the benefit of quick sales and small profits. Mr. Ruh married Miss Ida SPERLING, of Asbury Park, N.Y., in 1881, and they have an interesting family of three children -- Harold, Fred and Lucy [RUH].

[Rochester Sentinel, Friday, September 20, 1895]

BIOGRAPHY

Alexander Ruh. - The gentleman whose name introduces this review, is one of the younger business men of Rochester and the success he has attained has come to him entirely through his own efforts. He was born in Peru, Miami county, Ind., in 1859, and is a son of Frederick and Barbara Ruh, both natives of Germany, who were united in marriage upon their ocean voyage to the United States. The father died at Peru in the sixty-third year of his age, and the mother at the same place at forty-five years of age. Mr. Ruh attended the public schools of his native town until thirteen years old, when he began learning the drug subiness, continuing in Peru until 1888, when he came to Rochester and engaged in the drug business for himself. It is conceded that Mr. Ruh is one of the most careful druggists in this part of Indiana, and that his store is one of the largest and best in Rochester. He was united in marriage in 1880 to Miss Ida I. Sherling, of Asbury Park, N.J. To this union are these four children: Harold F., Frederick D., Lucy B. and Donald O. In politics Mr. Ruh is a democrat. He is a member of Fredonia lodge, No. 122, K. of P., in which he has always taken an active part to promote the best interests and success of the lodge. He is recognized as one o the leading business men of his adopted city.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, p. 123]

RUH DRUGS, ALEX [Rochester, Indiana]

Located Central Block, W side of street, 724 Main.

Also called Blue Drug Store.

Owned by Alex Ruh. Inherited by his daughter-in-law, Mrs. Edith B. Ruh, who sold to Charles O. Dyche in 1938. It was named Dyche Drugs.

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After death of Mr. Dyche in 1941, it was sold to Ernest Baxter, and firm name was Baxter Drugs.

Today is Webb's Family Pharmacy.

[Adv] For Drugs and Medicines, Go to the BLUE DRUG STORE (Plank's Old Stand) AGER & RUH.

[Rochester Sentinel, Wednesday, July 18, 1888]

PURCHASES BUILDING

Alex Ruh, proprietor of the Blue Drug store, has purchased the building which his place of business occupies of the Dr. A. K. Plank estate. Mr. Ruh had occupied the store for 35 years when the purchase was made.

[Rochester Sentinel, Wednesday, March 29, 1922]

[photo] Ruh's Blue Drug Store in 1889.

[The News-Sentinel, Rochester, Indiana, Thursday, December 6, 1934, p. 16]

SINCE BEFORE THE GAY NINETIES

Since before the Gay Nineties, Ruh's Blue Drug Store has been a leader in the mercantile life of Rochester and Fulton County.

And even before America celebrated her hundredth anniversary in '76, the present site of the Blue Drug Store was a leading drug dispensary in this community.

In the early 70's Asa K. Plank, father of Charles K. Plank of this city moved a stock of drugs and sundries into the present room and opened a drug store. At his death the store was sold to the late Isaiah Walker, who in turn disposed of it to the late Alexander M. Ruh of Peru, in 1888.

Mr. Ruh, continued active operation until 1923 when his son Fred was taken into the firm as a partner after which time the business was conducted under the name of A. Ruh & Son.

At Mr. Ruh's death in 1933, Fred purchased his Mother's interest in the store and became the sole owner of stock and the building, which had been purchased of Plank heirs, and following the demise of Fred Ruh in January 1934, Mrs. Edith Ruh assumed ownership of the property and assigned the active management of the stock to Floyd Brown, who had been connected with the store for several years.

As the manager of the store today, Mr. Brown stands high in the business circles of Rochester, and quoting Mrs. Edith Ruh, "It is probable that the only ownership change in prospect is one that will provide eventually for Mr. Brown's financial interest in the business." Assisting Mr. Brown are: Forest Orr, a graduate of Purdue, '32, a son and grandson of pharmacists at Delphi, Ind. Mr. Orr is married and lives in Rochester; Charles Eiler, registered pharmacist who is well known in this, his home city; Marguerite Walters, a graduate of Rochester High School and Charlotte Chestnut, one of Rochester's popular young ladies, a part-time assistant.

The accompanying picture shows the late Alex Ruh, his son Fred, aged one year and an assistant whose name was Lower. It was taken about 1889.

[The News-Sentinel, Rochester, Indiana, Thursday, December 6, 1934, p. 16]

BLUE DRUG STORE SOLD TO C. O. DYCHE OF HOBART

In a business transaction completed Thursday, one of the city's oldest and widely known stores, The Blue Drug Store, was sold by Mrs. Edith Ruh to C. O. Dyche, of Hobart, Ind. The new proprietor, who has been in Rochester for the past few days, during final negotiation of the transfer, has already assumed active management of this leading pharmacy.

The Blue Drug store was founded by the late Alex Ruh in the year of 1888, and remained in the Ruh family up until the present date. Mrs. Ruh became owner of the store in 1934,

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following the death of her husband, Fred B. Ruh, who at that time was owner. Alex Ruh, preceded his son in death in October of 1933.

Has Broad Experience

The new proprietor, Mr. Dyche, who is in his early thirties, received his preliminary drug business experience in Childress, Texas. He attended the Texas University for a period of a year and completed his four-year pharmaceutical course at the Valparaiso University, Valparaiso, Ind.

In the years of 1926 to 1931, Mr. Dyche was employed in drug stores in Hammond and Gary, and for six years was proprietor of the Dyche Drug store in Hobart, Ind. This business he sold in 1937 and for a time was associated with the Hook drug store at Terre Haute, Ind. For the past several months, however, he had been employed as a medical service detailist for the Parke-Davis Co., of Detroit. His field of work in this position was the loop area of Chicago.

Mr. Dyche, who is a single man, has already taken up his residency in this city and will devote his entire time to the management of the business. The store will now become known as the Dyche Blue Drug Store.

[The News-Sentinel, Friday, October 28, 1938]

RULE, FRANKLIN M., REV. [Rochester, Indiana]

See: Churches - Methodist Church [Rochester, Indiana]

RUSSELL, ELVIN J. [Kewanna, Indiana]

KEWANNA MAN IS BANKRUPT

The Gusman, Carpenter & Tillman Shoe Co., of Chicago, filed a replevin suit against Elvin J. RUSSELL, of Kewanna, today, to recover payment due them. . . . Russell started the business about a year ago, and seemed to be doing well. . . . Bankruptcy papers were made out before any creditors filed bills. . . . Mr. Russell . . . is the son of John P. RUSSELL, who for eight years has been postmaster at Kewanna.

[Rochester Sentinel, Wednesday, January 15, 1913]

SHORT NEWS

The receivers sale of the stock of E. J. Russell store took place Thursday at Kewanna, and the entire lot was sold to the Frawley Company, of Chicago, for \$4,950. Russell went in bankruptcy a month ago with debts amounting to over \$1,400. The Guthman Shoe Company of Chicago took \$800 worth of shoes out of the store at that time and a suit is now pending in the local court to compel them to return the merchandise.

[Rochester Sentinel, Monday, March 10, 1913]

RUSSELL, JOHN P. [Union Township]

BIOGRAPHY

John P. Russell, trustee of Union township, Fulton county, Ind., was born at Newport, Ills., Aug. 19, 1850. His parents were Capt. W. A. J. and Mary C. (Pegram) Russell. The father was born near St. Louis, Mo., and was a son of John and Laura Ann (Spencer) Russell. John Russell, our subject's paternal grandfather, was a native of Vermont, and was of an old New England family of English descent. He was graduated from Middlebury college as B.S. in 1817, and is known as a man of high culture and learning. For years he was a professor and taught in some of the very best academies and colleges. When a young man he came West, and at White Water, Ind., married the woman of his choice in 1818. After teaching at St. Louis for several years he located at Bluffdale, Ill., where his death occurred. During his latter days he wrote for leading magazines and gained an enviable reputation as a writer. He was the author of "The Venomous Worm," a selection in McGuffey's school reader. The marriage of our subject's parents was consummated in Illinois. His mother was born in Petersburg, Va. She was a daughter of John Pegram, a Virginian of English descent. He was of one of the best families of Virginia. At an early date he settled in Illinois, where his death occurred. The father of our subject enlisted as a captain in company G, Tenth Missouri infantry, and was killed at the battle of Chattanooga.

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His widow lived many years afterward, dying at Hamilton, Ill., in 1890. John P. Russell is one of a family of six children, two sons and four daughters. He gained a common school education at Hamilton, Ill., where he was reared. He began the battle of life for himself at the age of fifteen years. Besides working on the farm, he also clerked in a store at Hamilton for six years. In 1873 he came to Indiana and located at Rockville. He accepted employment with the Vandalia railroad company, in the bridge and building department. Thus he was employed for twenty years. In 1879 he married and located at Crawfordsville, where he resided till 1884, when he removed to Kewanna, where he now resides. He wedded Miss Lucy J. Norcross, a daughter of Thomas J. and Mary Norcross, of [North] Judson, Ind. Mr. and Mrs. Russell have had four children. Their eldest, Mary Vesta, died in infancy. Their living children are Fred, Carl and Elvin. The family are members of the M.E. church. Mr. Russell began life as a poor orphan boy. Hard work has been his lot. By means of industry and frugality he has grown prosperous. He owns his own home and forty acres of land, a part of which lies within the limits of Kewanna. He has always been a republican in politics. In 1894 he was elected trustee for Union township, and is the present incumbent of that office.

[Elia W. Peattie, *Fulton County History*, National Publishing Co., Chicago 1896, pp. 123-124]

RUSSELL, SAMUEL [Rochester, Indiana]

BIOGRAPHY

Samuel Russell, farmer, P.O. Rochester. This worthy gentleman, born in Knox County, Ohio, June 5, 1831, is the son of James and Priscilla (Craft) Russell, who were natives of Greene County, Penn. The subject of our sketch became a resident of this county in 1853. He was married April 15, 1855, to Margaret Montgomery, who was born in Michigan August 1, 1836. She is the daughter of Benjamin and Rebecca (Davidson) Montgomery. Mr. Russell owns a well-improved farm of eighty acres in Section 26, and is an enterprising and influential citizen.

[T. B. Helm, *Fulton County Atlas*, A. L. Kingman, 1883, p. 31]

RUSSELL, W. E. [See Russell Garage]

RUSSELL-BEESLEY SALES CO. [Rochester, Indiana]

[Adv] STUDEBAKER SIX World's lowest price car with Free Wheeling. \$895 - - - -
RUSSELL-BEESLEY SALES CO., 623-625 Main St., Phone 161.

[The News-Sentinel, Thursday, February 12, 1931]

RUSSELL BROS. [Kewanna, Indiana]

RUSSELL BROTHERS SELL STORE

Wednesday of last week a business transaction occurred in which Russell Bros. sold their undertaking and furniture establishment to T. L. Harrison and Clarence Pherson.

Messrs Harrison and Pherson will continue the business here just as though no sale had been made. Mr. Harrison is well versed in this line of work as he has been employed in the undertaking business for eight years. He comes here from Battle Creek, Mich., where he has been employed in one of the biggest undertaking establishments in the city.

Mr. Pherson comes from the vicinity of Royal Center. He resides there on a farm. Mr. Pherson has not had much experience in this business, but will soon learn. He is a brother-in-law of Mr. Harrison.

The store will be invoiced and turned over to Harrison & Pherson in the near future.

It is not known yet what the Russell Bros. will do, but it is hoped that they will open some sort of business in Kewanna. Russell Bros. have been in business here for six years and had established a good business and good reputation. Carl first opened the business here, shortly after

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the death of Frank Berger, and later John was taken in as a partner. Then he sold out to his brother, Fred, and Carl and Fred have been running the business till this later sale.

[Rochester Sentinal, Friday, December 13, 1912]

RUSSELL GARAGE [Rochester, Indiana]

TWO BUSINESSD CHANGES HAVE OCCURRED IN CITY

Two business changes have taken place in this city during the past few days which involve the changing of ownership of a variety store and a garage.

The Star Garage at 623-625 North Main Street, has been sold by Herb Shobe to W. E. Russell of Star City. Mr. Russell will change the name of the garage to that of the Russell Garage and will maintain day and night service. A complete repair shop will also be operated in connection with the garage. Mr Shobe has leased the room at 610 Main Street and has moved his stock of auto accessories there.

Harry Wallace has purchased the variety store at 816 Main Street operated for the past year by Frank White. He will reopen the store next Saturday with a new stock of goods. Mr. Wallace has engaged the serviced of Cy Davis who is an experienced operator of variety stores.

[The News-Sentinel, Thursday, October 2, 1930]

RYNEARSON, REUBEN [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Reuben Ryneerson)

RYNEARSON, WOODROW [Rochester, Indiana]

See: Service Men, World War II, Letters (Letter From Woodrow Ryneerson)

DEAN NIGHTLINGER SELLS PHILLIPS "66" STATION

Dean Nightlinger sold his Phillips 66 service station at 918 Main street to Woodrow Ryneerson, Friday. Ryneerson will take over the management of the station immediately. Mr. Nightlinger will return to farming at his farm on the west side of the lake.

Mr. Nightlinger wishes to thank all his friends and customers and states that Mr. Ryneerson may be counted upon to give the same friendly service.

[The News-Sentinel, Saturday, June 6, 1942]

FULTON COUNTY INDIANA

HANDBOOK

Q-R

By

Wendell C. and John B. Tombaugh

Limited Printing

Copy No. ____ of 6

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700 Pontiac Street
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