

Breyfogle Sentinel Dispatch

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From the Editor

As we begin this issue the temperatures around the country are nothing short of scorching! We have had temperatures in the 90's here in Iowa and that doesn't hold a candle to what they are seeing out west.

Summer is a time of family reunions, picnics, and other gatherings. If you have pictures or reports of a family event that you'd like to share please forward them to us and we will publish them. As always we encourage anyone with family news of any kind to let us know.

Life beyond Berks County

This is our third article in this series as we track the movement of the Breyfogle family from Berks County to other parts of the country. Since we don't have any recorded history of this movement much of what we report here is based on what surely is the shared experience of those Breyfogle's that came to Ohio in the early 1800's.

As noted in the last issue, the 1840 census showed several Breyfogle's living in Delaware, Ohio and it is at this point we will depart from the facts we can gather to a history book written about Delaware to describe life in the early days. Our primary reference is a 500-page book titled The History of Delaware and Ohio published in 1880. We found an on-line transcription of this book and found it very interesting as it detailed the lives of the early settlers to Ohio.

To begin, we wonder if the early Breyfogle's entered the state by way of many others. Many walked or used pack animals to make the trek, others came by way of wagon, not unlike those settlers that moved west in the wagon trains. The difference here is that most made the trek alone or in very small groups.

In a biographical sketch of M. T. Janes we learn on one such trip to Ohio:

M. T. JANES, farmer; P. O. Constantia; started West in the spring of 1833, a lad of 19 years of age, with his earthly possessions encased in a pocket-handkerchief; wended his way on foot from Franklin Co., Vt., to Pittsfield, Mass., where he took the stage to Albany; then by canal, he came to Buffalo, and by lake to Cleveland, and by stage again to Sunbury.

We find this person's experience interesting in that he traveled through New York, which is where we found some Breyfogle's as well. Perhaps his route and

methods would have been similar for the first family members arriving in central Ohio. The time of his travel would be very close to the early travels of J. D. Breyfogle and others that settled here.

We learned that prior to 1840 Ohio was primarily a dark dense forest with trees growing so densely that there was scarcely an open piece of land to be found. Early settlers, like those in the Kutztown, PA area, began settling their land by clearing the ground for a crop. In many cases the land was cleared and the crop planted before the logs were used to build a cabin.

We learned that Delaware County was formed on June 16, 1808 and the Delaware Ohio website (<http://www.delaware43015.com/>) mentions 1808 as the year the community was formed, with it becoming incorporated in 1816. We also read that as late as 1836 the final township changes were being made so the early maps of the area changed as the need grew to realign township lines within the county.

Most of the facts we can gather on the Breyfogle family indicates that the town of Delaware was the place they settled so we will concentrate on that history even though it is very likely that some of the family was probably involved in farming as well as other occupations.

In fact in reading this 1880 publication we found that nearly every biographical sketch of the early settlers included a comment on their occupation and how many acres of land they owned and farmed. So even though your official trade may have sounded like a city job, farming was still the rule. We think the following quotation from Chapter 8 illustrates this point very clearly:

At the time of the settlement of Delaware County, agriculture was in its infancy. The farmer was contented and happy, if he raised grain enough for his own wants, and a few bushels, perhaps, to spare his newly settled neighbor. There were no grain merchants in those days, with big warehouses, and banks full of money with which to buy up the surplus products of the county. Stock was on a par with everything else. There were no blooded horses, cattle or hogs, but a limited number of work steers, a few poor, old bony horses and hogs (of the "hazel-splitter" breed) running at large and fattening on the mast. These comprised the domestic animals of the early settler. Their mode of cultivating the

soil was equally primitive. The ground was poorly plowed with wooden plows, slovenly scratched over with wooden-toothed harrows; the wheat was sown by hand, brushed in by a bushy-topped sapling, cut with a sickle, thrashed on the ground by the tread of horses or oxen. The corn ground was plowed in the same way, marked off both ways with a plow, planted with a hoe and cultivated with hoes, and single shovel plows not larger than a man's hand. Truly, agriculture was in its infancy then, and the great and grand family of agricultural implements were not yet born into existence; neither were the people familiar then with agricultural and mechanical associations, and societies for the improvement of stock and farming.

It is important to mention again, the author of this 1880 publication is writing about life around 1800 to 1820, so although we are sure of the exact date that the Breyfogle's arrived in Delaware, we do know that conditions around 1830 would be very similar to the earlier period.

Perhaps the most significant data that would illustrate life in Delaware at the time our ancestors arrived is a summary of the census data as it relates to population of the city of Delaware, OH.

- 1830 – 532
- 1840 – 898
- 1850 – 2,074

Although the number of citizens in a community today gives us a very clear picture of what the city was like, it is difficult to evaluate life in 1830 through 1840. We did find this mental image about the size of the village in the following quotation:

In the winter of 1816, a wood chopper, standing on the hill where Monnett Hall now stands, on one of those clear, frosty mornings, when the smoke goes undisturbed straight up into the air looked over the valley and counted the evidences of thirty-two houses in the little town. In 1820, we meet with an estimate that places the number of houses at fifty, and another by actual count places the number near sixty in 1823.

The author of this work used an estimate of 5 residents per dwelling to estimate population before the 1830 census. If we use this same value we can estimate that in 1830 there would be about 100 homes, about 179 in 1840, and a whopping 414 in 1850. This gives a little better picture of the size of the village and then we remember that the biographical sketches mention nearly every member of the community as being land holders involved in agriculture in some manner. This would bring the

picture of many homes separated by fields and substantial gardens.

In discussing the growth of the community and refinement, the author discussed his inability to peg the date of the earliest official improvement to the streets and sidewalks. He dedicated nearly a page to the discussion of sidewalks, which we assume indicated the thought in 1880 that this alone was evidence of the improvement of the city.

He points to the earliest record found on this subject dated August 9, 1834 in which there was a discussion and the formation of a committee to look into the paving of North Sandusky Street. He also indicates that in his research of the city documents that the City Council was precluded of making these sorts of improvements prior to 1829. It is further mentioned that sidewalks were to be graded smooth and covered with 4" of rock or paved with brick, but it was unlikely that these improvements were widespread outside the business district.

Gas street lighting first appeared in the late 1850's and we were surprised to read that gas was originally supplied to the light poles in wooden pipes, which were replaced by iron pipe in 1870.

The author also mentions the greatest hindrance to the activities of communities of the day was a steady flow of information from outside their own city. He states, "Information of all sorts was meager and generally inaccurate, and a place ten miles away was more of a stranger to the pioneers for the first fifteen or twenty years, than Europe is to us of today." He attributes the formation of the first stage coach line as being a vital part in the communication link outside the community.

In 1826 the Ohio Stage Company established a stage route that ran from Cincinnati to Cleveland and later Delaware was added. The coach, known as a Troy Coach, was drawn by 4-horses and the carriage was hung on braces for suspension. The standard coach could accommodate nine to twelve passengers within the coach.

Another change that the author noted as being a fact of noticeable improvement was the change of housing styles. He notes that as late as 1840 homes in the townships were changing from log cabins to wood frame structures. He does not note when this occurred in the city itself, but one assumes it must have been earlier than this.

As was the case in nearly every new territory, the first business ventures beyond individual farming was the establishment of grist and saw mills. And so it was in Ohio. Records indicate that the first grist mill and saw mill appeared in about 1809 at Broad Ford" on the Scioto river. The book details every occurrence of these two businesses as they were started and in many cases failed because of poor water supply or bad business practices.

In discussing the community of Delaware Ohio in general for the years around the mid to late 1820's our author offered this summary:

Time was, within the memory of citizens now living, when Delaware rejoiced in all the adjuncts of a frontier country town. The lots were spacious, houses did not stand in each other's light, and the domestic stock of the community picked up a generous living on the commons and in poorly protected gardens. Sidewalks were things only dreamed of and the pedestrian, lured out by pleasure or driven out by business into the dark night of the inclement season, was buoyed up, as he picked his way along the muddy path, by that faith in the future that supplies "the substance of things hoped for." The streets were simply regularly built bogs, over which, in certain seasons of the year, it was nearly impossible for the lightest vehicle then known to pass, and travelers on horseback were frequently obliged to dismount and make their way on foot to relieve the efforts of their animals. Society had outgrown the rustic pleasures of the husking and quilting parties and were now given to the seductive pleasures of tea drinking and dancing, and encouraged such literary pursuits as were supplied by a debating society, where such thrilling topics as the relative curse of war and intemperance engaged the unbridled eloquence of ambitious youths.

This rather large book did mention a couple of our ancestors by name and although there was not a biographical sketch of them, we do get some indication of some of their activities.

Although it is our belief that the first Breyfogle's came to Ohio in the 1830, we do find one confusing passage in the book and the mention of Israel Breyfogle. The author indicates that in the year of 1817 the Legislature established a law that provided for public schools. This law, known then as the "Akron Law" made Delaware a single school district and the city "purchased the old Methodist Church at the corner of William and Franklin Streets," and was reconstructed under the direction of the new school board into "suitable schoolrooms."

The author then mentions that "The first members of the Board of Directors under the new law were Sherman Finch, Israel Breyfogle and Stephen W. Littell, and the first Superintendent was Lucius P. Marsh, a young man from the State of New York, then twenty-four years of age." Our research does indicate that Israel left Berks County to settle in Ohio, but Lewis W. Breyfogle, the great grandson of Israel, mentions that Israel did not relocate until after 1834.

In the book, What I know about the Breyfogle Family Lewis writes, "It seems that he stayed in Berks County until at least 1834, as I have seen and copied a part of his old account book." We also have information that Lewis W. Breyfogle, Senior was born in Columbus, Ohio, a city very near Delaware on September 17, 1836.

It is our thought that although the law was passed in the early 1800's it took the community some number of years to act in regard to public schools. Israel is mentioned again in regard to the reorganization of a church that began in 1834. The original church, established by both "Reformed and Lutherans" was a stone church constructed on the corner of William and Henry streets. In 1837 18 members of this church decided to break away and form a new church to be known as the Zion Reformed Church of Delaware, Ohio.

The first elders of this church were, "Abraham Call and Henry Fegley, and its first deacons, Jacob Miller and Israel Breifogel." We are assuming that although the surname spelling is different that this is our ancestor.

The final reference to our ancestors in this book is a report on the formation of the first Independent Order of Odd Fellows (IOOF). It writing extensively about this organization and the numerous lodges that sprang up around Ohio, the author provided the following link to one of our ancestors:

It [IOOF] was introduced into Delaware a third of a century or more ago, and is at present represented by a lodge and encampment. The Lodge was instituted November 15, 1845, as Olentangy Lodge, No. 53, I. O. O. F., and was composed of the following charter members: Henry Pattee, Adam Wolfe J. W. Place, Charles A. Drake, C. Platt, William L. Harris (now Bishop of Methodist Episcopal Church), and **George Breyfogle**. The first officers were: William L. Harris, Noble Grand; C. S. Drake, Vice Grand; C. Platt, Secretary, and **George Breyfogle, Treasurer**. The Lodge has an active membership of 158, and is officered as follows: J. L. Wolfley, Noble Grand; Lewis Benton, Vice Grand; O. A. Wolfley, R. Secretary; G. W. Wentsell, P. Secretary, and A. Evans, Treasurer.

George was mentioned a second time as one of the charter members of a newly formed lodge, known as "Lenape Lodge, No. 29, K. of P., was instituted December 22, 1870, and chartered February 11, 1871." We believe this to be George Peter Breyfogle, son of Solomon D. and Esther (Peter) Breyfogel. George was born November 24, 1806 in Pennsylvania and passed away August 5, 1876 in Columbus, OH. We note that two of his six children were born in Ohio, the others in Pennsylvania.

Law Enforcement in Delaware, OH



In researching our family's connection to Delaware, Ohio we ran across a web site that provided many details about Breyfogle family members that were involved in law enforcement in Delaware, OH.

We found this website interesting as it gave a few details about the city of

Delaware that were not detailed in the 1880 history cited early in this issue. For instance, this website indicates that there are very few records in existence for the business of the city council dated prior to January 31, 1851. The recorder, at this meeting, was instructed to procure a suitable book and record all ordinances and resolution passed by the council. The website noted that it was at this point that the city government began to look more like the city government of today.

On August 27, 1844 the council issued a resolution placing the job of law enforcement on the citizens in general, but in 1845 a note in the council records authorized the Marshal to hire an assistant, which seems to be the time when Delaware officially started a law enforcement office. We note that the earliest record of a Marshal by name was 1852 to 1853 with Joseph H. Crawford filling the position. It appears that he was replaced by Israel, with these details from the website:

BREYFOGLE, ISRAEL

Appointed Marshal on April 21, 1854

Appointed Deputy Marshal in 1865

Israel Breyfogle was appointed Marshal in 1854, at the salary of \$200 per year.

Council records of April 21, 1854, show Israel Breyfogle appointed Marshal and Assistant Engineer. For the latter position he received \$100 per annum. On November 16, Marshal Breyfogle asked for extra allowance for additional duties performed during the prevalence of cholera and other duties at the Market house. On November 24, Israel Breyfogle was paid \$6 for 4 days services as Fire Warden while J. D. Breyfogle was paid \$13 as part pay on Marshals salary.

The 1859 City Directory lists Mr. Breyfogle as a carpenter & joiner, living on Franklin St. south of the railroad. Mr. Breyfogle's wife's name was Eliz. He was also a Deacon in the First Reform Church and had served as a Sergeant with Co. "D" 145 OVI. He was mustered out on August 23, 1864. He was reported as living in Kansas after the war.

Reading further on this website we find the following information about J. D. Breyfogle, which is Joshua D. Breyfogle who left a diary on his trip to the 1849 gold rush in California and a diary during his service in the

Civil War. We draw no judgment about this information as we do not know the circumstances surrounding his dismissal as Marshall.

BREYFOGLE, J. D.

Appointed Marshal in November 1854

Dismissed March 10, 1855

Council records of November 24, 1854, show J. D. Breyfogle received \$13 as part pay on Marshals salary. On December 1, Council recommended extra allowance of \$100 for one year.

Council notes of March 10, 1855 read as follows:

Resolved: That for the cause of Dissipation and Negligence, the present Marshal J D Breyfogle be and he is hereby removed from his office as Marshal of the Incorporated Village of Delaware from and after this date.

Joshua D. Breyfogle was married to Mary Reynolds on July 22, 1838. The 1859 City Directory lists J.D. Breyfogle as a tailor at M. Duvalls - Sandusky and Franklin Sts.

A final note, the picture of the police badge in this article came from the website and was noted to be from about 1888 as during this period the title of the officers changed from Marshal to Police.

You can find this website at:

<http://www.delawareohio.us/Police/police.html>

Fatal Accident in Delaware

In the 1880 History of Delaware, Ohio we read of a major accident that affected the entire town and county as it was such big news for this time period. We have transcribed this article below knowing that the Breyfogle's of Delaware would have been aware of the accident, if not perhaps a witness to it.

At the exhibition held in the fall of 1856, a melancholy accident occurred, which closed the meeting unceremoniously, and cast a shade of gloom over the city and county. A new steam engine, built by Bradley, Burnham & Lamb, of Delaware, was on exhibition, when, from some defect in the boiler, which had been made by Pearsol & Moore, of Sandusky City, it blew up, resulting in the death of Mrs. A. Walker, Thomas Williams, F. Smith, James Nicholson, Wiley Finch, Louis Powers, Hiram Nafus, Henry Stimmel, Tone, Oscar Markle, and an unrecognized stranger. A number of others were wounded, of whom Mrs. Markle, Mr. Wade, and Mr. Newberry died in a few days. A meeting of condolence was immediately called, of which Hon. T. W. Powell was Chairman. Business was entirely suspended, and the most intense sympathy manifested for the sufferers, and resolutions to that effect unanimously adopted. Subscriptions were

made; the society declined paying any premiums, but added the funds in its treasury to the subscription, for the purpose of defraying the burial expenses. Welch & Lent's circus, which was to have exhibited in the town on the day of the funeral, at a request from the citizens, postponed their exhibition, and nobly tendered the use of their wagons and horses for the funeral, which was gratefully accepted. The sad occurrence cast a shadow on the community, and left a mournful sorrow behind it that was not soon forgotten.

The Erie Canal

In our January and April issues we discussed the Erie Canal and the Breyfogle family members that relocated to New York about the time the locks and canals were being built. In the 1880 history book we have been citing we find the following brief mention of the canal:

Ohio, as well as the other Western States, took a front position in the old internal improvement system. In January, 1817, the first resolution relating to a canal, connecting the Ohio River with Lake Erie was introduced into the Legislature. In 1819, the subject was again agitated and in 1820, on the recommendation of Governor Brown, an act was passed, providing for the appointment of 3 Canal Commissioners, who were to employ a competent engineer and assistants, for the purpose of surveying the route. But, as the canals of the State have no special place in the history of Delaware County, we do not propose to enter into a discussion of them in these pages. This brief allusion is made merely to illustrate the early excitement produced by the system of internal improvements.

The author, not wanting to relate the entire history of the Canal project was wise to leave the subject as this book was large enough without adding a significant discussion of this project. But there were other references to the canal in the book and how it impacted the county. For instance, in one section of the book the author related how devastatingly poor the county was in its early days. He provided the following glimpse into this topic:

A woman went to Columbus with produce to trade for household necessities, taking, among other things, sixteen pounds of butter. All she could get for this was a cotton pocket-handkerchief which could now be bought for a shilling. Another instance is related of a man who had a letter in the post office, the postage on

which amounted to 12 ½ cents, and was unpaid. Destitute of money, he took a bushel of wheat and offered it to the Postmaster for the amount due on the letter, but was refused. Corn was worth 12 ½ cents per bushel in trade, and was not readily disposed of at that. Staple goods rose to a fearful price, which almost drove them out of the market. Salt, a commodity which all must have, cost \$18 per barrel, and one man gave 150 bushels of corn for one barrel of this article. Maple sugar could be got in abundance, and was a luxury in which the settlers indulged without stint. One woman, at an early date when household utensils were more scarce, made 250 pounds of sugar in one season, in a six-quart kettle and a frying-pan. Its very abundance, however, spoiled any market it might have had, and it proved no source of revenue

In closing this rather lengthy discussion of the lack of cash and the difficulty in bartering for supplies that were in short supply he adds a final comment that in about 1830 the canal which connects the Ohio River with the lake [Erie] began to be felt and business began to revive.

The biographical sketches of early settlers include many references to travel to Delaware County via the Canal and in several cases early settlers were employed in the construction of the Canal and when finished followed the river down to settle in and around Delaware.

Next Issue

Our next issue, scheduled for October will include information about some of the more modern history and families of Ohio. By modern we mean families and events from about 1849 forward. We have more information on this subject than we can possibly fit into one newsletter so will be making decisions between now and then on how to present it.

We have had several suggestions to cover the Lost Breyfogle Gold Mine and even though this is a California/Nevada subject, it has roots in Ohio and we suspect that covering the 1849 Gold Rush story along with the Lost Breyfogle Mine may take a single issue as there is so much information to be shared.

You may contact us by mail or e-mail with comments, articles, or questions:

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