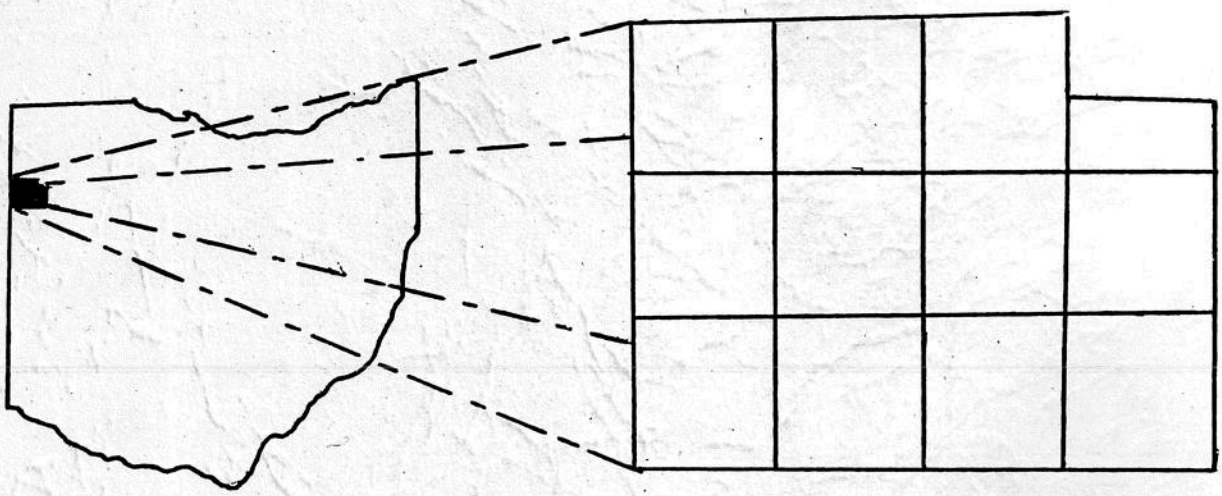
OHIO
GHOST TOWNS
NO. 19
PAULDING COUNTY



Published By:
The Center For Ghost Town Research In Ohio
Galena, Ohio

DEDICATIONS

The following book is dedicated to all of the ghost town researchers and interested individuals who have been associated with The Center For Ghost Town Research In Ohio over the last twelve years. Without them and their willingness to share with the Center both their time and their knowledge, this book and others like it would not be possible.

A SPECIAL DEDICATION

We would also like to further dedicate Ghost Towns of Paulding County to Mrs. Gladys Donson of Ney, Ohio. Mrs. Donson applied her genealogical research talent to the study of Paulding County ghost towns. Mrs. Donson spent countless hours researching and documenting her findings from a variety of sources of Paulding County history. After she was satisfied with what she had found, Mrs. Donson would write the stories with an educator's thoroughness. As you the reader will soon learn Mrs. Donson wrote many of the stories found in this book. Without her efforts the completion of this book would have been delayed by months and perhaps even years.

R.M.H.

TABLE OF CONTENTS

Forward.....Page 3

Intorduction and General Information.....Pages 4-9

"A Word About Maps".....Pages 10-11

Geograhically Locating Ohio Ghost Towns.....Pages 11-17

A Map of Paulding County Ghost Towns.....Page 18

A Listing of Paulding County Ghost Towns.....Pages 19-22

Narrative Stories of Paulding County Ghost Towns.....Pages 22-66

An Atlas of Historic Maps of Paulding County.....Pages 66-76

ILLUSTRATIONS

Plat map of Batson (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 22

Plat map of Charloe (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 24

Plat map of Dague (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 28

A Sketch of the Ruins of the Dague Sawmill (After a photograph taken by the Editor, March 1989).....Page 28

A Sketch of the E.E. Gaudy General Store (After a photograph in A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 30

A Sketch of the Ft. Brown (Editors conception).....Page 33

Plat map of Hamer (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 37

Plat map of Hedges (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 38

Plat map of Junction (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 40

A Sketch of the Aquaduct at Junction (After a photograph taken by the Editor, March 1989).....Page 41

Plat map of Mandale (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 46

Plat map of McGill (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 47

Plat map of Newberg (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 49

Plat map of Roselms (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 57

A Sketch of the Roselms Grange (After a photograph taken by the Editor, March 1989).....Page 57

Plat map of Tipton (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 64

Plat map of Worstville (From A 1917 Atlas of Paulding County by Geo. A. Ogle & Co.).....Page 66

Colton's 1854 Railroad and Township Map of the State of Ohio (Paulding County Section).....Page 67

L.H. Everts & Co. 1875 Illustrated Historical Atlas of Delaware County, Ohio (Paulding County Page).....Page 68

Rand McNally & Co.'s 1881 New Sectional Township Map of Ohio (Paulding County Section).....Page 69

Bridgeman's 1888 Atlas of the State of Ohio (Paulding County Page).....Page 70

State of Ohio 1894 Railroad Map of Ohio (Paulding County Section).....Page 71

State of Ohio 1903 Railroad Map of Ohio (Paulding County Section).....Page 72

Railroad Commission of Ohio 1910 Railroad Map of Oho (Paulding County Section).....Page 73

National Highways Association c.1913 Atlas (Paulding County Page)..Page 74

Geo. A. Ogle & Co.'s Standard Atlas of Paulding County, Ohio, 1917 (Paulding County Section).....Page 75

Geo. A. Ogle & Co.'s Standard Atlas of Paulding County, Ohio, 1917 (Paulding County Page).....Page 76

FORWARD

While this book is the end result of an intense study of Paulding County ghost Towns, it does not contain all of the information that might be available on these former communities. It is also possible that there are some small communities that once existed in Paulding County but are no more that are not listed or otherwise covered in this publication. In the future, should additional information on Paulding County ghost towns become available to the Center, such information will be added to our computer files and updated printouts of these files will be made available to owners of this book for a nominal cost. Also, this new information will be substituted for the old and rebound into this book free of charge at the Center.

In this book we have attempted to provide as much relevant historical, geographical, and genealogical information about 64 ghost towns located in Paulding County, Ohio. The information is arranged so that researchers can either locate a particular ghost town on a map, or read a brief concise informational sketch of the town, or study a descriptive narrative on the particular community in questions.

It is strongly suggested that users of this book read the introductory chapters prior to looking up a particular Paulding County ghost town.

Happy ghost town hunting!

Richard M. Helwig
December 1, 1988

AN INTRODUCTION TO PAULDING COUNTY, OHIO GHOST TOWNS

Ghost Towns exist in every state in the Union. From the abandoned lumber camps along the Canadian border to the old West Texas cow towns, and from the abandoned farming communities of New England to the weather-beaten mining towns of Colorado and points West. Each of these former towns are unique in that they came into being for different reasons. And yet, every ghost town shares with its counterparts, elsewhere in the country, one common element: They lack continuous human habitation, and EACH IS A UNIQUE REMINDER OF SOME PART OF OUR COUNTRY'S PAST.

A SHORT HISTORY OF GHOST TOWNS

Northern lumber camps were abandoned when all of the nearby timber had been cut and new stands of virgin timber were discovered further West. When the railroads replaced the cattle drives, the old western cow towns no longer had a reason for being . Eastern farmers after the Revolutionary War abandoned their picturesque communities to seek a better life in the Old Northwest, and miners abandoned their Colorado and Arizona "boom towns" when the ore ran out.

Technological progress, plague, natural disasters, and economic collapse have all created their share of American ghost towns.

Ghost towns have existed on the North American continent since long before the coming of the first European to these shores. Prehistoric man abandoned hunting camps, flint quarries, and farming settlements many centuries before Christopher Columbus was born. Archaeologists have uncovered numerous prehistoric occupation sites all over North and South America which tell the same story. Man has been here for thousands of years constructing shelter from the elements, living in village complexes, and burying their dead in community cemeteries.

All ghost towns support the basic premise that man is indeed a colonial animal. He thrives and progresses in close association with others of his own kind. When times are good, communities develop and grow; when times are bad, communities die and their resident populations move on to new, more promising locales. Such has been man's lot for countless centuries; such is man's fate today; and such will probably be man's destiny in the future. Ghost towns are an integral part of man's heritage. They are

monuments to his belief in the free enterprise system. Our roots are in the histories of these towns.

RESEARCHING OHIO GHOST TOWNS

It is difficult to find the remains of ghost towns in the Eastern half of the United States. The reason for the scarcity being the wet climate which decays rapidly the wood and iron used to build towns. In the West, ghost towns are better preserved due to the arid climate which prevents the rapid decay of plant and animal fibers and tissues.

While many volumes have been written about Western ghost towns, little, if any, organized research has been done on Ohio ghost towns, except on a local basis.

Another reason it is difficult to find the remains of Ohio ghost towns is the fact that states East of the Mississippi River, for the most part, have a much higher population density than states West of the river. This means that many Eastern States like Ohio may have a number of communities of people living literally on top of earlier town sites. In the Holy Land such communities are known as "tels". The Biblical city of Jericho is such a tel. In fact, there were at least 11 Jerichos throughout history, with each new city being built on the buried ruins of an older city.

WHAT ARE GHOST TOWNS

The two questions most often raised about the Center for Ghost Town Research in Ohio's research project are: "What is a ghost town?" and "Where do you get your information on ghost towns?" The following is a description of the rationale used to identify and the research techniques used to study Ohio ghost towns.

Why Towns Came Into Being

Settlements, villages, towns, and cities came into being in the Ohio Country for a variety of reasons: Some were river or lake ports, others were canal stops, still others were communities through which major roadways and railroads passed. Some communities were born because of their close geographic proximities to such "in demand" natural resources as oil, natural gas, iron ore, limestone, sand, timber, and rich farmland. Other communities began almost by accident, when an individual, without any real apparent reason, decided to locate in a specific geographic location.

Why Did Some Towns Become Ghost Towns?

The answer to this question is both simple and complex. The main reason a prosperous community becomes a ghost town is a change in its situation. A plague can reduce or completely wipe out a town's population; a major industry can go out of business; or a transportation facility can cease to serve a community. When these, and/or a number of other maladies befall a community, a ghost town may come into being. Simply, a ghost town results when people leave the community.

Usually, but not always, a town dies gradually. If a community has more than one industry or business and one of these enterprises ceases to function, the town will usually continue to function but at a reduced pace. When a town's outlay of funds exceeds its income, it is in mortal danger.

When individuals can no longer make a living in a given community, they move elsewhere to greener pastures; or they commute to jobs away from their home community. If the later happens to any extent, then the formerly prosperous town becomes a residential or "bedroom" community. We call such communities "SEMI-GHOST TOWNS."

Classifying Ohio Ghost Towns

Would-be ghost towns can take on a variety of appearances in various stages of their demises. In order to catalogue and categorized Ohio ghost towns, a system of four different classifications of ghost towns was developed. These classifications are:

TRUE GHOST TOWNS (GT) - These are towns which once existed but today have no human inhabitants and/or businesses.

SEMI-GHOST TOWNS (SGT) - These are towns that once existed but today have less than ten percent of their original number of inhabitants, and/or businesses.

PAPER (GHOST) TOWNS (PGT) - These are towns that were plotted and often recorded but never came into being.

OLD TOWNS (OT) - These are towns that have existed for at least a hundred years and have either been moved or have totally changed their character and their names from what they were originally.

Whenever an Ohio ghost town is "written up" close attention is paid to where it "fits" in the Center for Ghost Town Research in Ohio's classification system.

Sources of Ghost Town Information

In order to study ghost towns, certain research procedures are closely followed. Most of these are accepted and widely used social science techniques. For example, any facts presented in our stories must be documentable. Acceptable primary documentation includes courthouse records, federal and state records, federal and state survey information, official documents, maps, atlases, and original newspaper stories. Secondary documentation includes county histories, atlases, old letters, diaries, and recorded oral histories. All other information that cannot be properly documented is labeled as hearsay information.

In writing Ohio ghost town stories, care is taken to have a bibliography of reference material sources accompanying each story.

From time to time, errors do appear in even the best original source material. Every effort is made to catch these errors and not perpetuate them in the Center's published ghost town stories.

One of the expressed purposes of researching Ohio ghost towns is to ultimately provide as complete and as accurate a picture as possible of those Ohio towns which contributed to the growth, development, and heritage of Ohio.

HISTORY OF THE CENTER FOR GHOST TOWN RESEARCH IN OHIO

In 1975, the Community Services Division of The Northwest Technical College offered a course, entitled Ghost Towns of Northwestern Ohio. This course was an outgrowth of a previously offered course in genealogy. The "Ghost Towns..." course was designed so as to encourage student research.

The culmination of the course was the publication (in study guide form) of the results of their research. As the course progressed the great extent of information on would-be ghost towns became apparent. At the beginning of the course the number of ghost towns in Northwestern Ohio was estimated at 6 to 10. At the end of the course the number turned out to be 60 plus and still counting. As the list of potential ghost towns grew it was decided to offer a "Ghost Towns ...II" course, and a "Ghost Towns...III" course, and on and on...

Later in 1975, the Continuing Education Division of the Northwest Technical College, under the direction of Richard M. Helwig began an ongoing research program into the history of Northwestern Ohio ghost towns. Originally, this study encompassed only the five county service area of the Northwest Technical College. These counties were: Defiance, Paulding, Fulton, Williams and Putnam Counties. Most of the research was initially conducted as a part of a series of Continuing Education non-credit courses on "Ghost Towns of Northwestern Ohio".

By 1976, The Northwest Technical College had expanded its ghost town coverage area to include Lucas and Paulding Counties.

In 1977, Wood County was added to the list of counties whose ghost towns were being research by The Northwest Technical College Ghost Town Center.

In 1983, a The Toledo Blade UPI/AP news story stimulated a flood of interest in Ohio ghost town research around the state. Numerous requests to research additional ghost towns both inside and outside the Northwestern Ohio area arrived at the center. Because of this tremendous show of interest in Northwestern Ohio ghost towns, the Center for Ghost Town Research in Ohio was created. The center was headquartered at the Northwest Technical College from 1983 until 1986.

In 1984, The Center for Ghost Town Research in Ohio cosponsored, with the Northwest Technical College, under a grant from The Ohio Humanities Council, and with the assistance of Dr. Robert Boehm of the Defiance College's Department of History, and Dr. David Stothers of The University of Toledo's Department of Sociology and Anthropology, a professional archaeological excavation of a ghost town site near the present day village of Florida, Ohio. The purpose of this project was two fold:

First, an attempt was made to locate the 1789 - 1794 Shawnee Indian village of "Snaketown"; and second, to develop a prototype model for other Ohio communities to conduct their own professional ghost town archaeological excavation research project.

In 1986, the Center for Ghost Town Research in Ohio moved its headquarters to rural Delaware County in Central Ohio. At the time of this move the Center... was officially registered with the Ohio Secretary of State's office as a "research business." Hopefully, in the near future, this designation can be changed to a "nonprofit research association".

A WORD ABOUT MAPS...

Over the years, The Center For Ghost Town Research in Ohio has acquired copies of a number of historic maps and atlases which show the locations of numerous Ohio ghost towns in a county by county frame of reference. One of these atlases was used as the pattern for the ghost town location map found in this publication.

The maps from this atlas were chosen as patterns because of the scale used in initially drawing the map and because of fine detail involved in making the original of this particular map.

Copies of most if not all of the maps and atlases used to document the locations of many of the ghost towns cited in this report may be found in the "atlas" section of this publication. Enhanced enlargements of maps, printed on parchment, are available from The Center For Ghost Town Research in Ohio at a nominal charge.

THE GOALS AND OBJECTIVES OF THE CENTER FOR GHOST TOWN RESEARCH IN OHIO

The goals and objectives for The Center For Ghost Town Research in Ohio are as follows:

1. To develop a multimedia programmed learning curriculum on ghost town research methodology. This program then could be rented or sold to educational institutions, historical societies, and genealogical researchers throughout Ohio.

2. To establish and develop a repository for ghost town material in a library facility yet to be designated.

3. To continue the work of researching, analyzing, and compiling data on those socio-economic factors which have produced ghost towns in the State of Ohio.

4. To print via computer printout, or to publish in the news media and/or book form relevant data pertaining to ghost towns in the State of Ohio with all officially published material being copyrighted under the Center's name.

5. To make available to individuals, organizations, and institutions such current information on Ohio ghost towns that is available at the Center at the time such information is requested. (Note :A nominal charge will be made for the reproduction of said information.)

GEOGRAPHICALLY LOCATING OHIO GHOST TOWNS

The Dividing Up of the Ohio Country

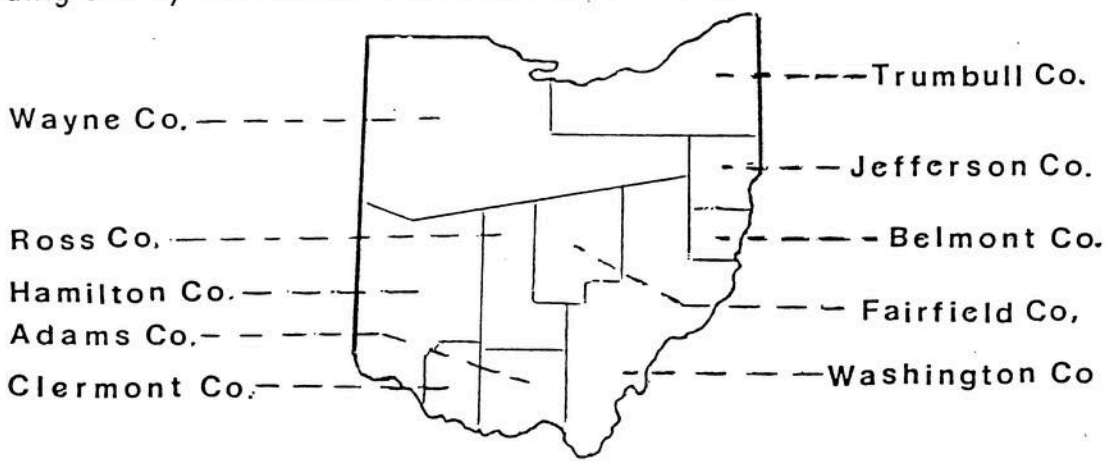
Once what is now the State of Ohio was originally a part of the large tract of land known as the "Northwest Territory." This territory which was established as a political entity by the Ordinance of 1787, included the present-day states of Ohio, Michigan, Indiana, Illinois, Wisconsin, and part of Minnesota.

The Ohio Country was subdivided long before Ohio became a state. Prior to 1787, four states, New York, Massaschusetts, Connecticut and Virginia laid claim to certain Ohio lands under their old charters from the King of England. When the Northwest Territory was formed, all four states relinquished their claims to Ohio lands. However, Connecticut and Virginia reserved tracts of the Territory exclusively for their own use.

The following map shows how Ohio looked as a part of the Northwest Territory.:



In the decade before Ohio officially became a state it was divided into 10 counties. These counties are shown on the following map. Modern Paulding County is outlined with a dotted line on this map.



From these 10 counties were created the 88 counties Ohio has today. The average size of an Ohio county today is about 465 square miles.

ABOUT PAULDING COUNTY

Paulding County was officially formed on April 1, 1820 from a portion of the old Indian Territory. Paulding County was named for Revolutionary War hero John Paulding. Paulding, along with Isaac Van Wert and David Williams were responsible for the capture of the British spy, Major John Andre who was caught carrying plans for West Point given to him by Benedict Arnold. In the early days much of Paulding County was covered by the "old Black Swamp." When the old Black Swamp was finally drained, Paulding County became a prosperous farming county as much of the drained wetlands proved to be very fertile.

The Miami and Erie Canal, the Wabash and Erie canal along with several railroads crossed Paulding County. These transportation modes created towns; a number of which became ghost towns when the particular form of transportation either went out of business or changed its mode of operation.

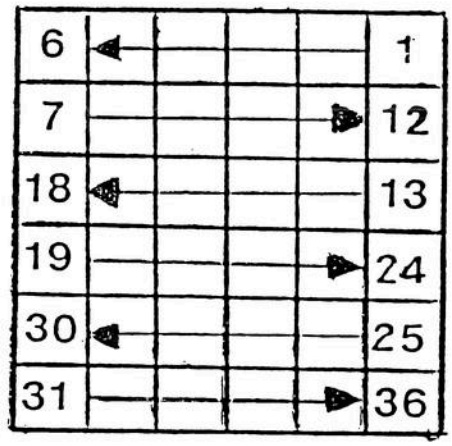
ABOUT OHIO TOWNSHIPS

In 1785, the infant United States Government passed a law that provided a master plan for the survey and sale of public lands. This plan called for the smallest political subdivision to be a TOWNSHIP. Each new typical TOWNSHIP was to be six miles square, and was to be divided into 36 one-mile square SECTIONS. Such townships were called "Congressional Townships". Exceptions to the standard Congressional Township configuration occurred where surveys were interrupted by a lake, river, or other insurmountable obstacle, where fractional townships were formed.

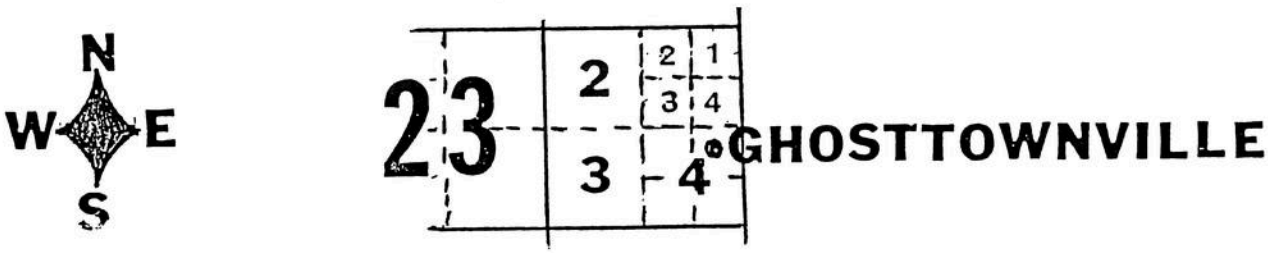
While all Ohio counties contain township political subdivisions, not all Ohio counties contain typical townships. Some Ohio townships contain only one section; while other contain only four sections. Some of these are designated as "Civil Townships" which are characterized by unequal size and may be bordered by natural features.

Often Congressional and Civil townships are combined throughout the midwest.

In typical Ohio townships, SECTIONS are numbered in a zigzag fashion beginning with "Section No. 1" being located in the Northeast corner of the township, and "Section No. 36 being located in the Southeast corner of the township. The following map shows the sectional arrangement of a typical Ohio township.



Often we can locate ghost towns in a particular quadrant or sub-quadrant of a section. Such locations are designated as follows: "Ghosttownville is located in the Northeast one-quarter of the Southeast one-quarter of Section 24 of Washington Township, Paulding County, Ohio. The following map shows the location of such a ghost town.



On the attached Ghost Towns of Paulding County chart SECTIONAL QUADRANTS AND SUB-QUADRANT are shown as numbers. The same numbering system used to number SECTIONS is used to number QUADRANTS and SUB-QUADRANTS. For example, the Northeast QUADRANT or SUB-QUADRANT is numbered "1". The Northwest QUADRANT or SUB-QUADRANT is numbered "2", and so on. On the chart the particular location of a given ghost town might read 1-3-Sec.2. This would mean the town in question was located in the Northeast one-quarter of the Southwest one-quarter of Section 2 of a given township.

ABOUT THIS BOOK

This book is the end result of an ongoing research study conducted by The Center For Ghost Town Research in Ohio from 1975 to the present. Ohio Ghost Towns - No. 11 - Paulding County is not intended to be all inclusive, nor does it contain a complete listing of all ghost towns to be found in Paulding County; but rather it is an interim report on those Paulding County ghost towns upon which we currently have files in the Center's computer.

Basically there are two sources of information in this book. The first source is a data base generated chart which lists all of the vital information relative to all known Paulding County ghost towns. This information is arranged into a series of columns:

1. Column 1 - (NAME & NUMBER) Lists the "Name" and Center for Ghost Town Research in Ohio "Number" for all of the known ghost towns in Paulding County.

2 Column 2 - (CATEGORY) Lists the one of the following "Categories" of Ohio ghost towns which applies to the listed ghost town.

GT - True Ghost Town = A town where nothing is left of the original community; No people, no structures, no businesses.

SGT - A Semi-Ghost Town = A town whose population and/or businesses and industries are less then 10% of what they were when the town was at its prime.

OT - Old Town = A town that has existed for 100 years and has totally changed its character and its name from what it was originally.

PGT - Paper Ghost Town = A town that was plotted and recorded but never became a reality. The town existed only on paper.

3. Column 3 - (LOCATION) This column provides basic location information for all Paulding County Ghost Towns. This information includes:

A. 1/8 fractions of Sections. Shown as:

1 = Northwest quarter of a quarter section.
2 = Northeast quarter of a quarter section.
3 = Southeast quarter of a quarter section.
4 = Southwest quarter of a quarter section.

B. 1/4 fractions of Sections. Shown as:

1 = Northwest quarter of a section.
2 = Northeast quarter of a section.
3 = Southeast quarter of a section.
4 = Southwest quarter of a section.

C. Sections - Numbered from 1 to 36; beginning in the Northeast corner of the township and move West to Section 6; drop South one section to Section 7 and move East to Section 12; drop South one section to Section 13 and move West to Section 18...

Continue this zigzag movement from section to section until Section 36 is reached in the Southeast corner of the Township. Sections are shown as: "Sec. 22."

D. Townships - Paulding County contains 13 townships. All of these townships are named, and are shown on the accompanying map. Most Paulding County townships contain 36 one-mile square sections. Townships are shown as: "Flatrock Twp."

4. Column 4 - (DESCRIPTION) This column provides a brief "description" of all Paulding County Ghost Towns. Often this information is abbreviated as follows:

"P.O. Community" = Post Office Community
"X-Road Community" = Crossroad Community
"R.R. Community" = Railroad Community

The remainder of the Paulding County ghost town brief descriptions are spelled out in full.

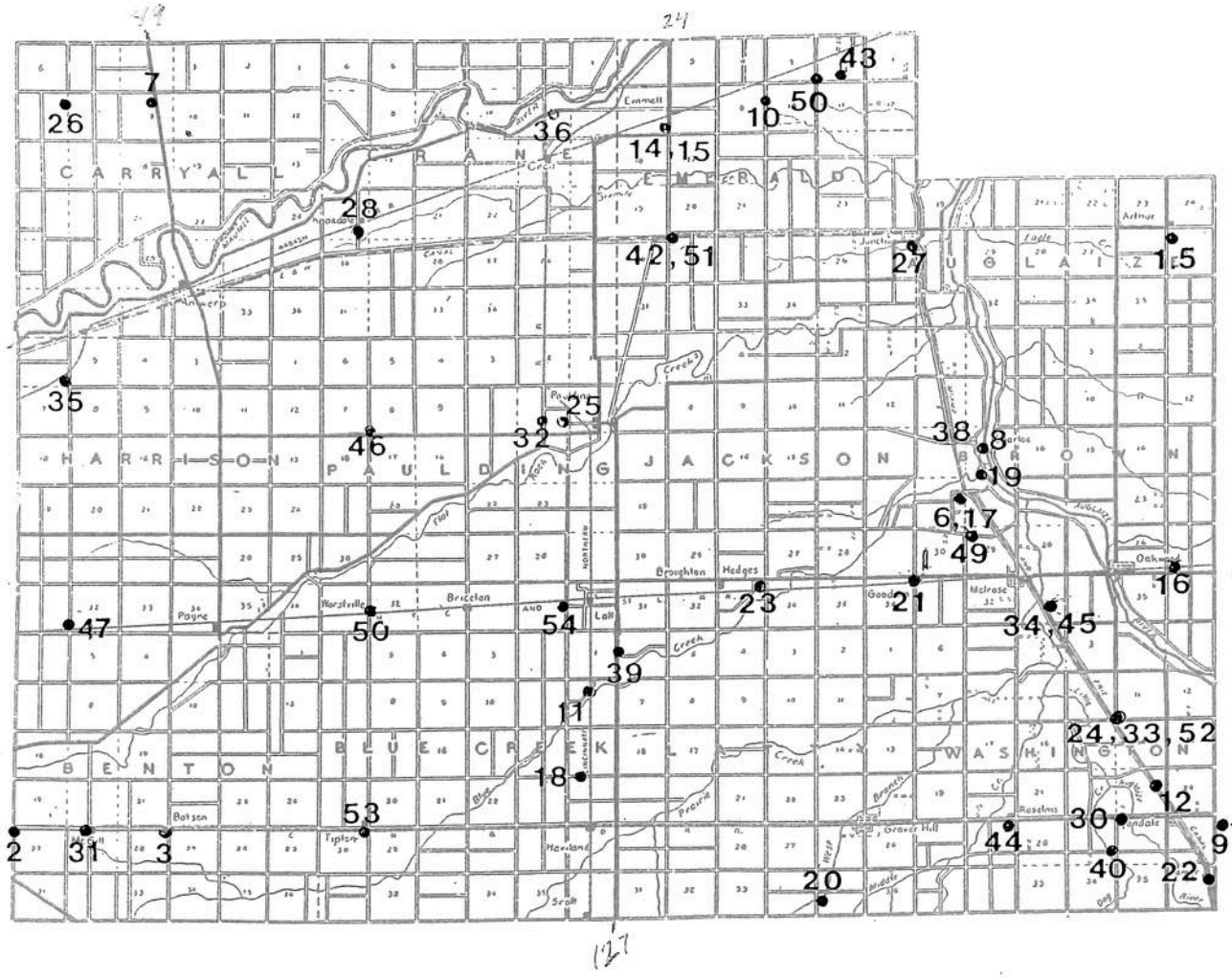
5. Column 5 - (INFORMATION) This column tells you where you can find additional information on each ghost town that is listed in the file. If the abbreviation "W.P.File " appears in Column 5 this refers the reader to the narrative "Word Processing File" which provides detailed information on the ghost town being researched, including additional bibliographical sources of information. You can access this information by leafing through the alphabetically arranged and chronologically numbered WP written narratives until you find the particular ghost town you are looking for.

The second source of information to be found in this book are detailed word processed (WP) written narratives on those Paulding County ghost towns upon which a descriptive record has been located and written up. These written records are either quoted verbatim or paraphrased to create as accurate and complete a written record of these communities and their history as the source material permits. Each narrative is written on a separate page thus allowing for future updates to be easily added to the book.

Periodically, all Ohio county studies will be reviewed and updated. Supplemental updated individual ghost town printouts will be made available, at a nominal cost, to purchasers of any previously published Ohio county book.

Copies of this book can be purchased unbound so that the reader can, if he or she desires, hole punch it and file it in a notebook. Thus if new data is discovered, or updates are made, such new information can be easily substituted for the old. Ring bound copies of this book can also be updated simply by returning the book to the Center and the new updated information can be easily inserted in its proper place in the book.

A MAP OF PAULDING COUNTY, OHIO GHOST TOWNS



After: c.1913 Ohio Road Atlas

Compiled By: Richard N. Helwig
May 20, 1989

1.5) Arthur
2) Baldwin
3) Batson
6) Canal Port
7) Carryall P.O.
8) Charloe
9) County Line
10) Craneville
11) Dague
12) Doylestown
14) Emerald Station
15) Emmett
16) Ettieburg
17) Exchange Bridge
18) Follmer
19) Ft. Brown
20) Gilbert's Mill
21) Goodwin
22) Hamer
23) Hedges
26) Jamestown
27) Junction
28) Knox(dale)
30) (East) Mandale
31) McGill P.O.
32) Morrison P.O.
33) Murat
34) Newberg
35) New Harrison
36) New Rochester
38) Oquanoxa's Reserve
39) Pleasant Grove .
40) Plumb's X-Road
42) Reid(s)
43) Renollet
44) Roselms
45) Royal Oak P.O.
46) Section 8
47) Smiley
49) St. Andrews
51) Tate's Landing
52) Timberville
53) Tipton
54) Werxham

GHOST TOWNS OF PAULDING COUNTY

County Number 19

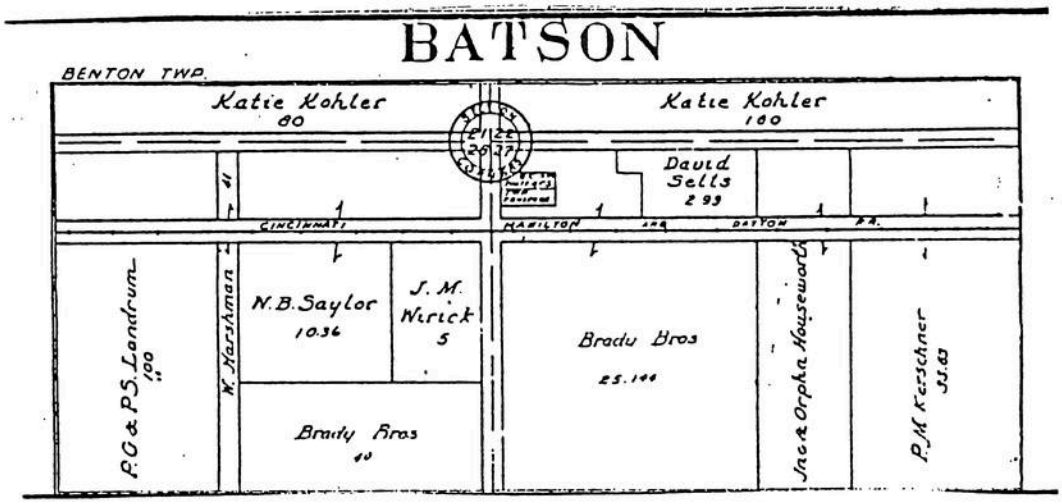
As of May 20, 1989

Name & Number	Category	Location	Description	Information
Arena	GT	4-4	X-Road	1917-M
19 - 001		Paulding Twp.	Community	Map
Arthur	GT	3-3 Sec. 24	X-Road	1913, 1917-
19 - 001.5		Auglaze Twp.	Community	M,A Map
Baldwin	GT	3-3 Sec. 19	Railroad	1894, 1903,'10
19 - 002		Benton Twp.	Community	1917-A Map
Batson	GT	1-1 Sec. 28	Railroad	W/P File
19 - 003		Benton Twp.	Community	
Blue Creek Community	GT	1-4 Sec. 24	X-Road	Bennett
19 - 004		Jackson Twp.	Community	
Canal Port	PT	2-1 Sec. 19	Same As	W/P File
19 - 006		Brown Twp.	Exchange Bridge	
Carryall P.O.	GT	3-4 Sec. 4	Post Office	1875 Map.
19 - 007		Carryall Twp.		
Charloe	OT	1-3 Sec. 17	Canal	W/P File
19 - 008		Brown Twp.	Town	
County Line	GT	3-3 Sec. 24	X-Road	1917-M
19 - 009		Washington Twp	Community	Map
Craneville	GT	3-1 Sec. 10	Trading	W/P File
19 - 010		Crane Twp.	Post	
Dague	GT	3-1 Sec. 12	Railroad	W/P File
19 - 011		Blue Creek Twp.	Town	
Doylestown	GT	4-1 Sec. 23	Canal	W/P File
19 - 012		Washington Twp.	Town	
Emerald Station	GT	2-3 Sec. 8	Same As	W/P File
19 - 014		Emerald Twp.	Emmett	
Emmett	OT	2-3 Sec. 8	Railroad	1875,'81, 1913,
19 - 015		Emerald Twp.	Town	1917-A,M Maps
Ettieburg	PT	3-3 Sec. 25	Railroad	W/P File
19 - 016		Brown Twp.	Town	
Exchange Bridge	PT	2-1 Sec. 19	Same As	
19 - 017		Brown Twp.	Canal Port	
Follmer	GT	1-1	Railroad	W/P File
19 - 018		Blue Creek Twp.	Town	
Ft. Brown	GT	3-1 Sec. 17	1812	W/P File
19 - 019		Brown Twp.	Fort	
Gilbert's Mill	GT	Sec. 35	Mill	W/P File
19 - 020		Latty Twp.	Town	
Goodwin	GT	2-2 Sec. 31	Railroad	1910, 1913,
19 - 021		Brown Twp.	Town	1917-A,M Maps
Hamer	GT	3-1 Sec. 36	Canal	W/P File
19 - 022		Washington Twp.	Town	
Hedges	GT	1-1 Sec. 33	Railroad	W/P File
19 - 023		Jackson Twp.	Town	

Name & Number	Category	Location	Description	Information
Hipp's Lock 19 - 024	GT	1-1 Sec. 10 Washington Twp.	Same As Murat	
Holcombville 19 - 025	GT	3-1 Sec. 11 Paulding Twp.	Timber Town	W/P File
Jamestown 19 - 026	GT			
Junction 19 - 027	SGT	1-1 Sec. 25 Emerald Twp.	Canal Town	W/P File
Knox(dale) 19 - 028	GT	1-4 Sec. 18 Crane Twp.	Railroad Town	W/P File
Link P.O. 19 - 029	GT	4-4 Sec. 6 Carryall Twp.	Crossroad Community	W/P File
(East) Mandale 19 - 030	SGT	2-2 Sec. 26 Washington Twp.	Canal & R.R. Town	W/P File
McGill P.O. 19 - 031	GT	1-2 Sec. 29 Benton Twp.	Railroad Town	W/P File
Morrison P.O. 19 - 032	OT	3-1 Sec. 11 Paulding Twp.	Same As Holcombville	
Murat 19 - 033	GT	2-1 Sec. 10 Washington Twp.	Also Timberville	W/P File
Newberg 19 - 034	GT	1-4 Sec. 33 Brown Twp.	Same As Royal Oak P.O.	W/P File
New Harrison 19 - 035	GT	2-1 Sec. 6 Harrison Twp.	River Town	1854 Map
New Rochester 19 - 036	GT	2-1 Sec. 11 Crane Twp.	River Town	W/P File
Nineville 19 - 037	GT	4-3 Sec. 32 Harrison Twp.	Family Town	W/P File
Oquanoxa's Reserve 19 - 038	OT	1-3 Sec. 18 Brown Twp.	Indian Village	W/P File
Pleasant Grove 19 - 039	GT	4-1 Sec. 12 Blue Creek twp	X-Road Community	1875 Map
Plumb's X-Road 19 - 040	GT	4-4 Sec. 27 Washington Twp.	Crossroad Community	W/P File
Point Pleasant 19 - 041	GT	Blue Creek Twp.	Post Office Community	W/P File
Reid(s) 19 - 042	GT	1-1 Sec. 30 Emerald Twp.	Also Tate's	W/P File
Renollet 19 - 043	GT	Sec. 2 Emerald Twp.	Railroad Town	W/P File
Roselms 19 - 044	SGT	4-4 Sec. 20 Washington Twp.	Railroad Town	W/P File
Royal Oak P.O. 19 - 045	GT	1-4 Sec. 33 Brown Twp.	Same as Newberg	1875, 1881 Map
Section 8 19 - 046	GT	Section 8 Paulding Twp.	Timber Town	W/P File
Smiley 19 - 047	GT	4-4 Sec. 32 Harrison Twp.	Timber Town	W/P File

Name & Number	Category	Location	Description	Information
Sophia	GT		Post Office	Ohio P.O.
19 - 047.5		Blue Creek Twp.	Community	Paulding Co.
Spencer	GT	Jennings Twp.	Canal	1854
19 - 048		(Washington Twp.	Town	Map
St. Andrews	GT	4-2 Sec. 33	Canal	W/P File
19 - 049		Brown Twp.	Town	
Sunnyside	GT	3-2 Sec. 2	Railroad	1888
19 - 050		Emerald Twp.	Town	Map
Tate's Landing	GT	1-1 Sec. 30	Same As	W/P File
19 - 051		Emerald Twp.	Reid(s)	
Timberville	GT	1-1 Sec. 15	Same As	W/P File
19 - 052		Washington Twp.	Hipp's Lock	
Tipton	GT	4-4 Sec. 19	Crossroad	W/P File
19 - 053		Blue Creek Twp.	Community	
Toronto	OT	3-2 Sec. 2	Also	Ohio P.O.
19 - 053.5		Emerald Twp.	Sunnyside	Paulding Co.
Werxham	OT	4-2 Sec. 36	Now	W/P File
19 - 054		Paulding Twp.	Latty	
Worstville	GT	4-3 Sec. 32	Railroad	W/P File
19 - 055		Paulding Twp.	Town	

BATSON (GT) c.1891 - c.1920 Benton Twp.
19 - 003



Batson was located in the Northeast one-quarter of the Northeast one-quarter of Section 2, Benton Township, Paulding County, Ohio, at the intersection of County Road T-33 and State Route 114. Batson can further be described as being on the Findlay, Ft. Wayne and Western Railroad. Like the railroad, Batson had a life of about 30 years from c. 1891 to c. 1920. It was named for Andrew Batson who first petitioned for a post office. A stave mill and sawmill were located there which employed about fifty people. Batson's best days were at the turn of the century when it had a store, post office, grain elevator, and the timber industries already mentioned.

Today the town has reverted to farm land, and only one farm house is at the site.

Resources Used: Paulding Progress (Bicentennial Section), October 24, 1976, p. 4.

Researched By Gladys Walters Donson.

CANAL PORT (Exchange Bridge) (PT) c. 1850 - c.1881

19 - 006 Brown Twp.

Canal Port was located in the Northwest one-quarter of the Northeast one-quarter of Section 19, Brown Township, Paulding County, Ohio. The location of Canal Port can further be described as being along the Miami and Erie Canal, a mile south of Charloe in Paulding, Ohio. It was also known as "Exchange Bridge", because the canal towpath changed sides there. A stone quarry was located nearby, which contained a beautiful buff colored magnesium limestone in four foot layers which was much desired for building blocks. A stone sawing mill was located at Canal Port from 1858-1868 and much stone was exported.

A timber dealer, Mr. J.A. Boyd, did a thriving mercantile business for a while at Canal Port. However, except for these two businesses, it was never more than a "paper town".

Nothing remains of Canal Port today. It existed from c. 1850 to c. 1881 when the Nickel Plate Railroad came to Melrose causing a small "boom" in the growth of the latter village.

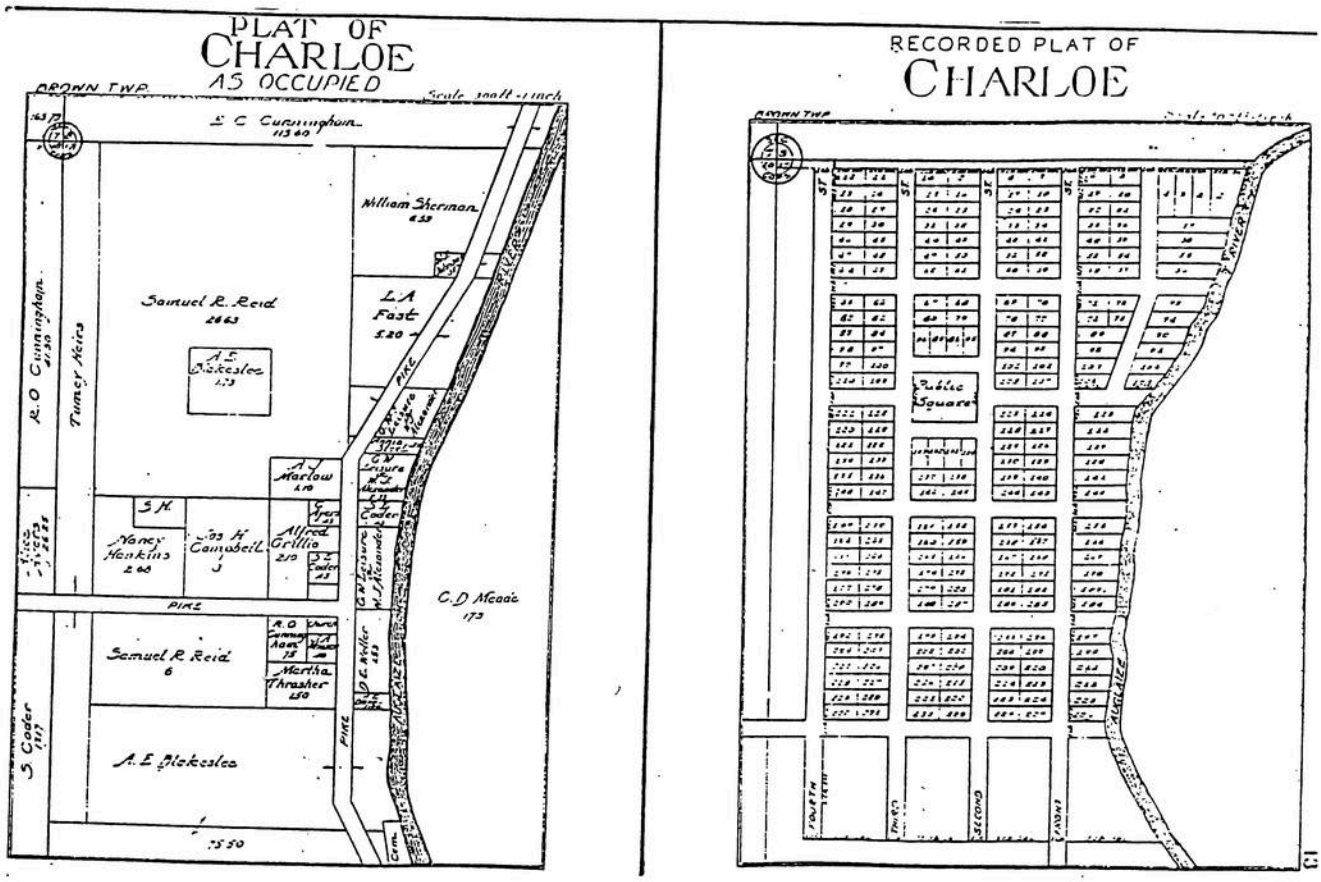
Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976, p. 4.

Representative Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, OH 1902.

Researched By: Gladys Walters Donson.

CHARLOE (Oquanoxa's Preserve) (OT) c.1840 -

19 - 008 Brown Twp.



Editor's Note: Throughout history, certain geographic locations have attracted settlers over long periods of time. Archaeologists excavating "tels" in the Holy Land have uncovered numerous cities, some built on the ruins of other earlier cities. The reasons for such attractions to certain geographic sites include: the site occupies a fortifiable position, the site is on or near a major artery of transportation, or the site is near the source of such basic human necessities as food, water, clothing, and shelter.

The Paulding County community of Charloe, has undergone at least three distinct character changes in its nearly 200 year history.

temporary home of the prehistoric mound builders. When the first white settlers came to the Charloe region, they found a large Indian town of nearly 60 Ottawas living there. The town was named for Charloe Petve. The reservation upon which the town was located was known as Oquanoxa's Preserve. This preserve was given to the Indians as a part of a treaty signed at the Rapids of the Maumee on September 29 1817.

An 1819 listing of Indians in Northwestern Ohio on reservations lists Meutioo Charloe along with 85 men, 88 women, and 54 children as all members of the Ottawa tribe. Around 1831, the Charloe Indians were moved West, thus bringing about Charloe's first character change.

As the Indians left, the first American settlers filled the void. The town of Charloe was laid out by Benjamin Hollister around 1840. At the time, the county seat of Paulding County was located at New Rochester. Court was held in settler's cabins since New Rochester had no real courthouse. Being a man of considerable means and resources, and realizing the inadequacies of New Rochester as a county seat, Hollister decided to promote his town of Charloe by offering to build Paulding County a $10,000 courthouse at Charloe.

Before the residents of New Rochester knew what had happened, Paulding County accepted Hollister's offer and the county seat was moved to Charloe. Soon, a handsome brick courthouse furnished in black walnut took shape on the Charloe landscape. In 1841, the county offices were moved into the new courthouse. Being the county seat and the coming of the Miami and Erie and the Wabash and Erie canals seemed to assure Charloe's future.

In its prime, the old town of Charloe had a population of between 400 and 500 people, It contained a large frame hotel, several stores, a post office (established in the 1840's), a log school (erected in 1835), a steam-powered saw mill (built in 1852), and the residences of the county officials.

In 1851, Charloe's bright future began to dim when some land speculators succeeded in getting the county seat removed to the present-day village of Paulding. Soon the use of the canal began to decline and its replacement mode of transportation, the railroad, did not pass through or near Charloe. By the turn of the century, Charloe seemed doomed to become a ghost town, Charloe's character had changed again.

For nearly 50 years, the town of Charloe was nearly engulfed by the reencroachment of the old Black Swamp. In recent years, the Auglaize

River has increasingly become a recreation facility as a river resort area. The nearby Auglaize River has prompted the establishment of a bait store, a gas station, and a carry out to meet the needs of weekend fishermen. Charloe has now entered into its third character change. Like the Phoenix of old, Charloe seems to keep reemerging from its own ashes.

Resources Used: Representative Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902, pp. 26-32.

Researched By: Gladys Walters Donson

CRANESVILLE (GT) c.1825 - 1840 Crane Twp.
19 - 010

Cranesville was located on the north side of the Maumee River, west of the Cecil bridge, in the Southwest one-quarter of the Northeast one-quarter of Section 10, Crane Township, Paulding County, Ohio. It was established as a trading post and post office c.1825 and named in honor of Oliver Crane, an early settler in the nearby area. The trading post was established by General Horatio N. Curtis in a log building on the north bank of the Maumee. He traded with the Indians, who brought him their furs in exchange for provisions. They came one day, spent the night at the trading post, and returned to the Indian settlement at Charloe the next day. Mr. Curtis established a post office at the site and was the first postmaster. Mail was brought upriver from Defiance from 1825 to c.1840.

Mr. Curtis built a large brick home with its front door facing the river. The bricks were made at Ft. Wayne and brought down the Maumee to Cranesville on a raft. The house was heated by six fireplaces. The basement contained a well, and some of the walls contained holes for watching to the west and north. The house was apparently equipped as a kind of "fortress" in case of an Indian attack. General H.N. Curtis abandoned Cranesville c. 1840 in favor of Antwerp when he learned that the Wabash and Erie Canal was to be built through the latter town.

Nothing is left of Cranesville but the stately brick home which still stands facing the Maumee. In its 152 years it has had many tenants, including the legendary "ghost" of a man said to have been hung in the attic by his two sons. A small cemetery was said to have been located west of the house, but the field has been plowed over, and all traces of the graves obliterated.

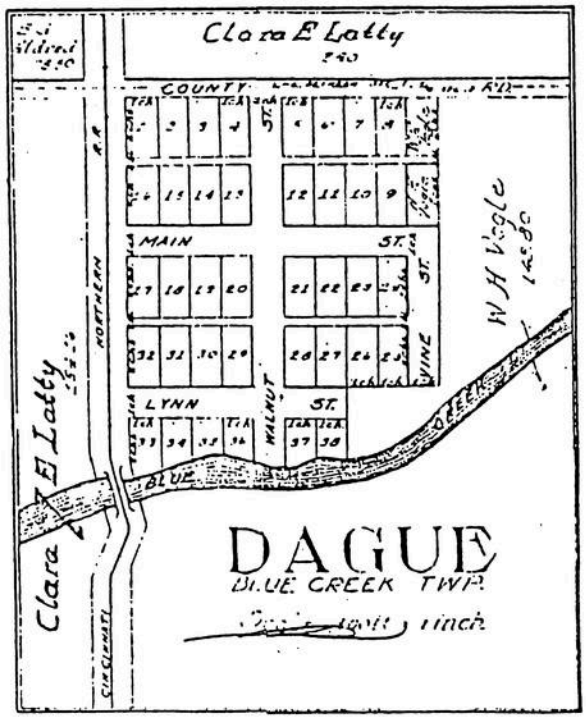
Resources Used: Paulding Progress, Tuesday, December 21, 1976. p.9, article by Dorothy Schaefer.

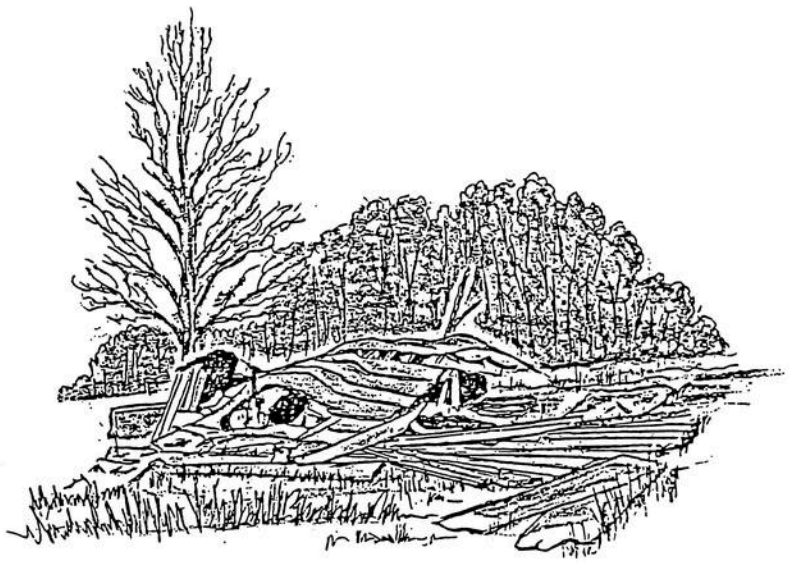
Historic Antwerp, Sandra K. Temple, Antwerp Bee-Argus Publishers, 1966. p.5.

Representative Citizens of Paulding County Ohio, W.S. Hardesty, Toledo, OH, 1902, pp.36-37.

Researched By: Gladys Walters Donson.

DAGUE (GT) c.1880 - Blue Creek Twp.
11 - 011





Ruins of the Dague Sawmill

Dague was plotted with thirty eight lots along the Mackinaw Railroad in the early 1880's. It was located along the railroad at the intersection of sections one and twelve, Blue Creek Township, Paulding County, Ohio. It was a post office village and shipping point on the railroad. Its decline followed the decline of the railroad.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902 p. 34.

Historical Atlas of Paulding County Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

DOYLESTOWN (GT) c.1851 - 1851 Washington Twp.
19 - 012

Doylestown seems to have had a very short life. It was located on the Miami and Erie Canal, in the Southeast one-quarter of the Northeast one-quarter of Section 23 of Washington Township, Paulding County, Ohio, about a mile north of the present village of Mandale.

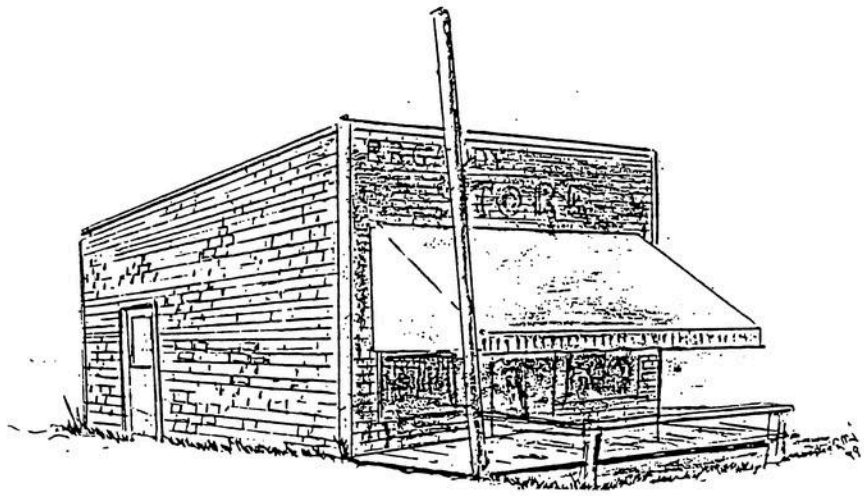
The town was name for Captain Samuel Doyle, operator of a packet boat on the canal. A post office was operating at Doylestown only from February 5, 1851 to December 27 of the same year. Like many of the Paulding County canal "towns", it was probably used as a banking place for ship timber, which was to be sent out on the canal, during the heyday of the timber industry, but little record remains of Doylestown.

Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976. p. 4.

Researched By: Gladys Walters Donson

EMERALD STATION (Emmett) (GT) Emerald Twp.

19 - 014



E.E. GAUDY GENERAL STORE

Originally named Emerald, it was located in sections 7 and 8 of Emerald Township, Paulding County, Ohio on the old Toledo, Wabash, and Western Railroad, at the junction of the present day Emerald Roads 228 and 115.

It acquired the name of Emerald from Ireland, the Emerald Isle, from which many Emerald Township settlers originated. Emerald was established as a station on the Wabash in the 1850's. It was one the nearest railroad stations to Paulding. Much freight and many passengers transferred here. Emerald once had a telegraph and express office, a hotel, and two general stores. There was also a post office, and mail was carried daily between Emerald and Reid (Tate's Landing), 3 miles south on the Wabash and Erie Canal. Alex Scott, an Emerald Township farmer carried the mail between the two locations for many years, on foot or horseback, depending on road conditions. Emerald still had two stores shortly after the turn of the century, but started to decline with the coming of the railroad to Paulding. The Goudy family ran a small general store until about 1930's. This building has been moved about a quarter mile north and is used as a house. Two families still live at Emerald, now called Emmett, and except for the store building all trace of the town are gone.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio 1902.

Historical Atlas of Paulding County Ohio, Western Publishing Co., Madison, Wisconsin.

Personal reminiscences of Mrs. Carrie (Polter) Walters, Bryan, Ohio and Mrs. Lois (Scott) Glick, Cecil, Ohio.

Ettiesburg (PT) 1860 - Brown Twp.
19 - 016

This town was plotted in 1860 by Samuel Shisler and was named for his daughter Etta. It was located a mile east and a quarter mile north of the village of Oakwood in Brown Township, Paulding County, Ohio. It was laid out near the railroad later known as the Nickel Plate. The town never developed partly because the proposed railroad was slow in coming. The town site was abandoned.

Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976. p. 4.

Researched By: Gladys Walters Donson

FOLMER (GT) 1884 - Blue Creek Twp.
19 - 018

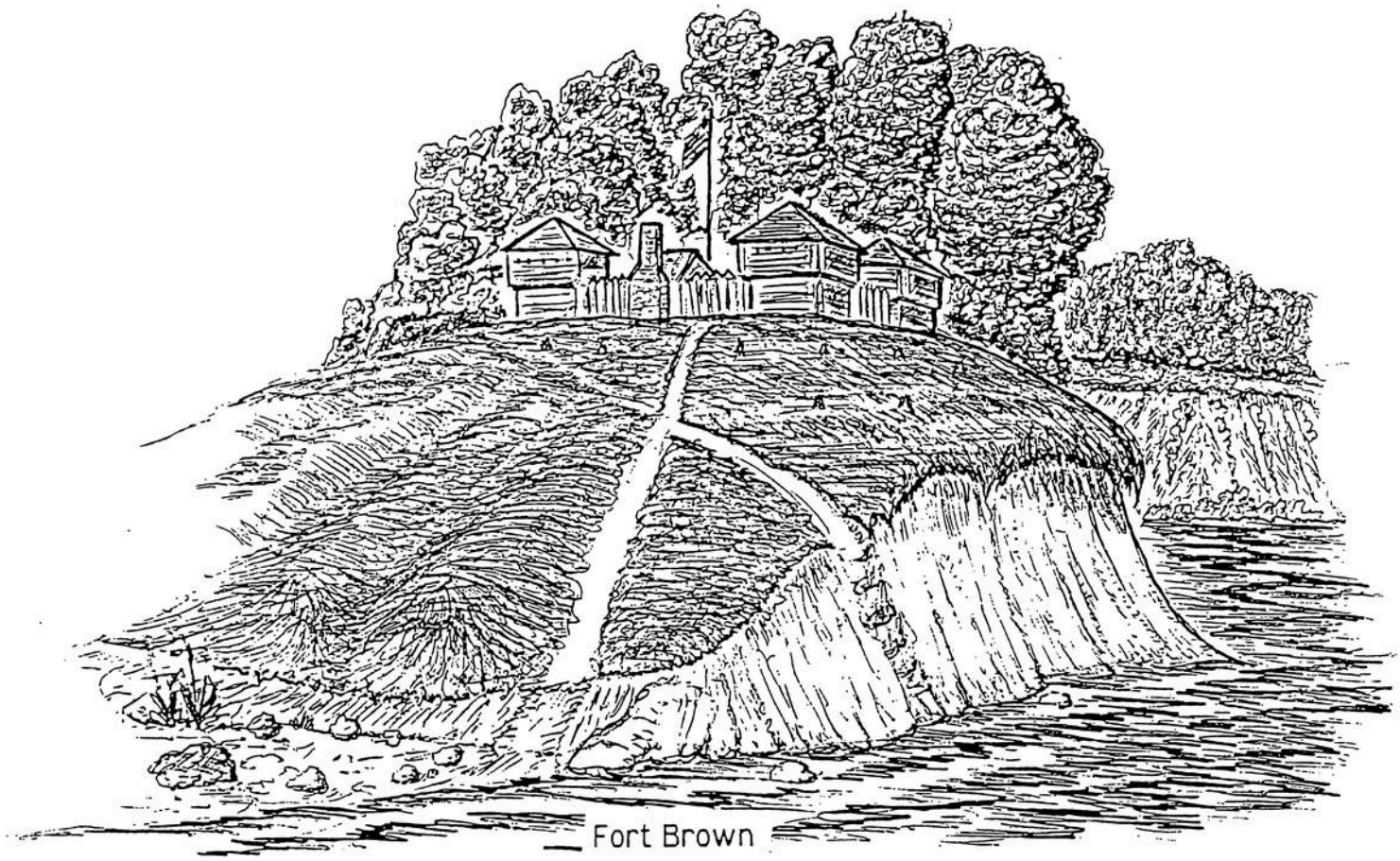
Folmer was located on the Cincinnati Northern Railroad, halfway between Dague and Haviland, in sections 13 and 24, Blue Creek Township, Paulding County, Ohio. It was established with the coming of the railroad about 1884 and declined along with the railroad.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio 1902 p. 34.

Historical Atlas of Paulding County Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

FORT BROWN (GT) c.1812 - Brown Twp.
19 - 019



Fort Brown

During the War of 1812, the Maumee River was the rough boundary line between the Americans in the Ohio country and the British in Canada. A network of forts were erected by the Americans in the old Black Swamp to prevent a British invasion of Ohio. Some of these forts were obscure outposts built to protect William Henry Harrison's supply routes.

The site of Fort Brown was located on the high bluff overlooking the confluence of the Big and Little Auglaize Rivers. It was here, during the War of 1812, that Col. Brown built a small stockade fort. As you may surmise, the fort, and later the Township in which the site is located were named after Col. Brown.

Following General Hull's surrender of Detroit to the British, the American commander, William Henry Harrison, established several routes of march for his troops in the Black Swamp. Harrison ordered the erection of three forts on the Auglaize River route: Fort Amanda in Allen County; Fort Jennings in Putnam County; and Fort Brown in Paulding County. An additional fortress, Fort Winchester in Defiance County was erected at the confluence of the Maumee and Auglaize Rivers. These forts were designed and strategically spaced to protect Harrison's supply lines into the Maumee Valley.

On April 1, 1820, Paulding County was established -- named for the Revolutionary War hero, John Paulding, who with Peter Williams and Isaac Van Wert were the captors of the famed British spy, Major Andre.

Brown Township, Paulding County, named for Fort Brown was organized in 1825. The first settlers in the new Township were Shadrock Hudson, Isaac Cory, John Kingery, and Christopher Srouge. Also in 1825, the Maumee Valley historian, Knapp, observed in a journey up the Auglaize that some of the remains of old Fort Brown were still standing.

In 1835, Miller Arrowsmith and Foreman Evans laid out and plotted a settlement at the confluence of the Big and Little Auglaize Rivers. It was appropriately named Fort Brown. Sixty lots were marked. Each lot measured four rods (64 feet) by eight rods (128 feet). The new settlement fronted mainly on the Big Auglaize with a small frontage, and a "commons," on the Little Auglaize. Streets in the settlement were designated with such colorful names as Front, First, Second, Third, Fifth, Washington, and Jefferson. The first post office in Brown Township was established at Fort Brown. After the opening of the Miami & Erie Canal in the 1840's, the post office was changed to Charloe.

A grist mill was established near Fort Brown by Pierce Evans in 1834. It soon washed away. A sawmill was also established at the same site. It met with the same fate as the grist mill.

For many years, the only monument to Fort Brown was a wooden marker. However, with the coming of the Ohio sesquicentennial in 1953, a group of civic minded individuals of Paulding County, headed by Harley Shisler, decided to erect a permanent marker at the site of old Fort Brown.

On August 16, 1953, the Fort Brown memorial, furnished by the Monument Builders of Ohio, was officially dedicated. On hand to make the dedication address was Ohio Governor, Frank J. Lausche.

The inscription on the Fort Brown memorial reads: "Site of Fort Brown, one of a chain of posts built along the Auglaize River by General William Henry Harrison in his campaigns against the British and the Indians in the War of 1812."

While the Black Swamp has long reclaimed the physical remains of Fort Brown, it is said, according to the 1929 official roster of the Soldiers of the American Revolution, that Col. Brown, beyond a reasonable doubt, lies buried at the confluence of the Big and Little Auglaize Rivers. Thus, Col. Brown, and two other Revolutionary War soldiers, stand a silent vigil at the site of the first post office in Brown Township.

Resources Used: Souvenir Program, Fort Brown Dedications, August 16, 1953.

Representative Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902, pp. 26-32.

Paulding Progress, (Paulding Bicentennial Section), Oct. 27, 1976, p. 3.

Researched By: Gladys Walters Donson

GILBERT'S MILLS (GT) 1872 - Latty Twp.
19 - 020

A sawmill was established here by Philander Gilbert in 1872. By 1873 the first post office in Latty Township, Paulding County, was established here. It was located a mile and a half south of Grover Hill in section 35. When the railroad went through just North of Gilberts Mills, the town of Grover Hill was established, and the post office moved there. The sawmill went out of business as the timber was used up.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio 1902, p. 54.

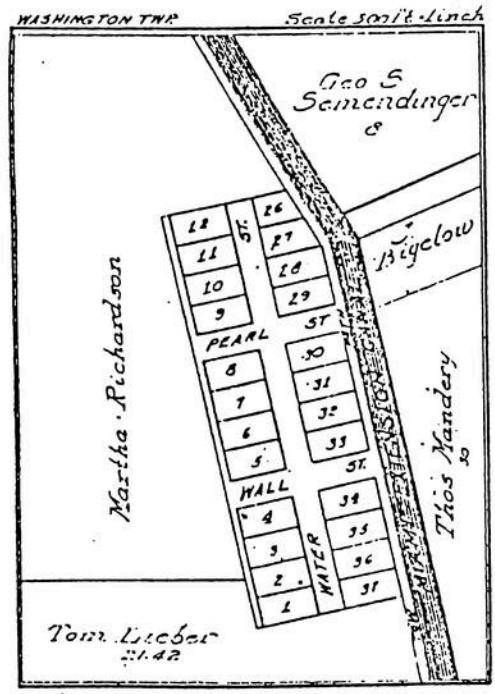
Historical Atlas of Paulding County Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

HAMER (GT) 1848 - Washington Twp.
19 - 022

HAMER

LOCATED IN N.E. QUARTER SEC. 36



Hamer was located in the southwest one-quarter of the northeast one-quarter of Section 36 Washington Township, Paulding County, Ohio. It was along the Miami and Erie Canal and its plat was filed at the courthouse in Charloe, then the county seat of Paulding County, on August 29, 1848.

It is thought that the village was named for General Thomas L. Hamer, who was an officer in the Mexican War from Ohio. The post office was established at Hamer, September 30, 1857 and discontinued July 8, 1893.

A high bridge crossed the canal at Hamer, allowing the boats to go underneath. In its best days, Hamer contained a store, blacksmith shop, a school, a church, canal freight warehouses, and a sawmill.

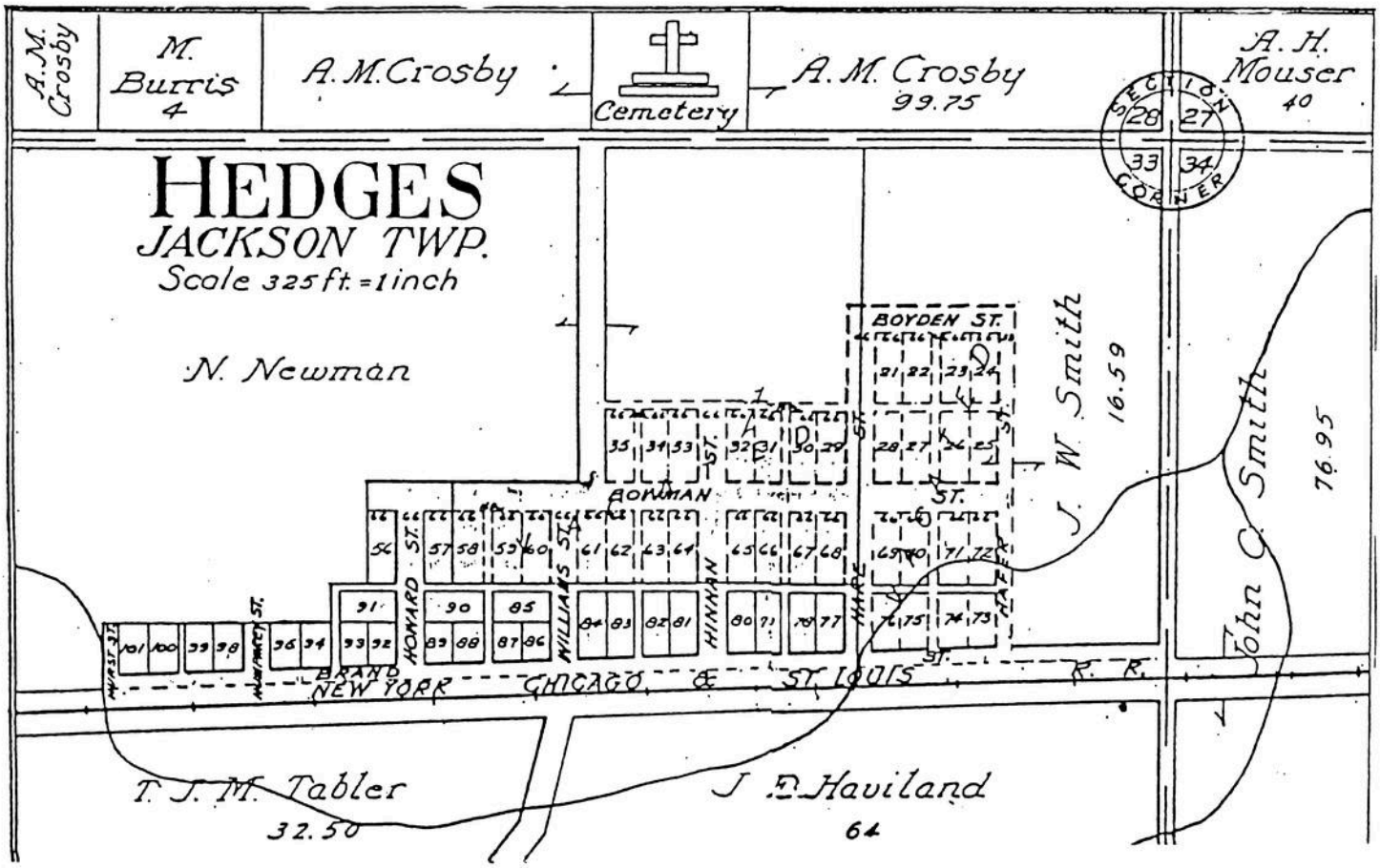
Hamer had a life of about fifty years and died out when the Miami and Erie Canal ceased operations. Its business moved to Mandale when the railroad came through that nearby town.

Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976. p. 4.

Researched By: Gladys Walters Donson

HEDGES (GT) 1872 - c.1900 Jackson Twp.

19 - 023



W.C. Hedges laid out the town that was named for him on the north side of the railroad that was to be later called the Nickel Plate in the northeast one-quarter of the northeast section 34, Jackson Township, Paulding County, Ohio. Its present day location is 3 3/4 miles east of Route 127 on State Route 113, then 1/4 mile south to the railroad tracks. The town was platted in 1872 and consisted of 102 lots, along the route of the coming railroad. The first train did not arrive, however, until nine years later in 1881.

After this time the village grew rapidly due to the timber industry. In its better days Hedges boasted a good hotel known as the Parrish House, three or four businesses, a church, depot, hoop factory, and a sawmill. About 1890, Hedges was fourth in population among Paulding County towns, being exceeded only by Paulding, Antwerp, and Payne. The decline in the timber industry and use of the railroad brought an end to growth in Hedges. Nothing remains today but a few scattered houses with their backs to the railroad. Most of the lots have been returned to farmland. The Hedges Cemetery is just north of the town site along State Route 113.

Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976, p. 4.

Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio 1902, p. 57.

Researched By: Gladys Walters Donson

HOLCOMBVILLE (Morrison Post Office) (GT)

19 - 025 Paulding Twp.

This was a "timber" town located at a bend in the Cincinnati Northern Railroad, in the Southwest one-quarter of the northeast one-quarter of section 11, Paulding Township, Paulding County, about a mile northwest of Paulding. It was located on land owned by D.N. Trowbridge and A.B. Holcombe, timber dealers.

The post office at Holcombeville was called Morrison in honor of Chief Justice Morrison R. Waite. There were several stave and lumber industries located in the town in the late 1880's until after the turn of the century. When the timber was gone, the town died.

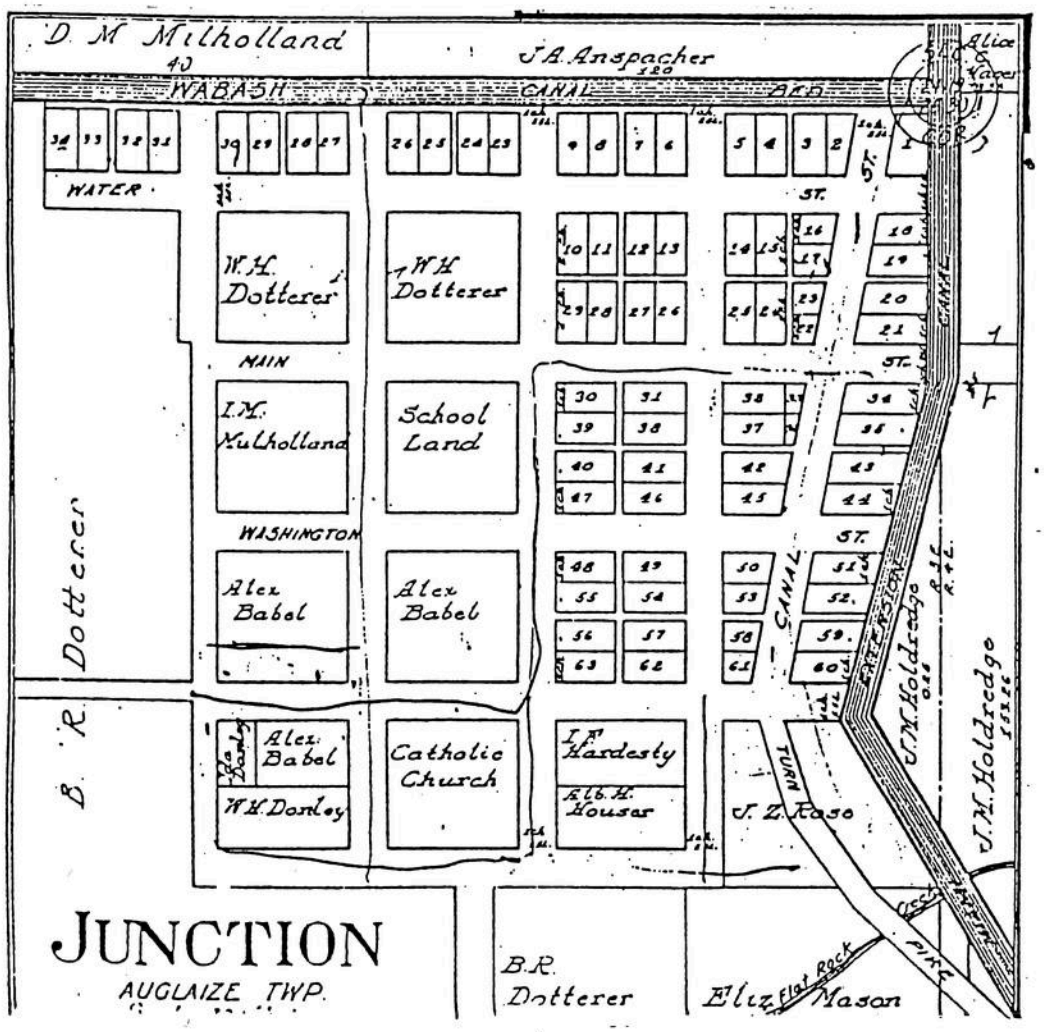
Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, pp. 56-57.

Historical Atlas of Paulding County, Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

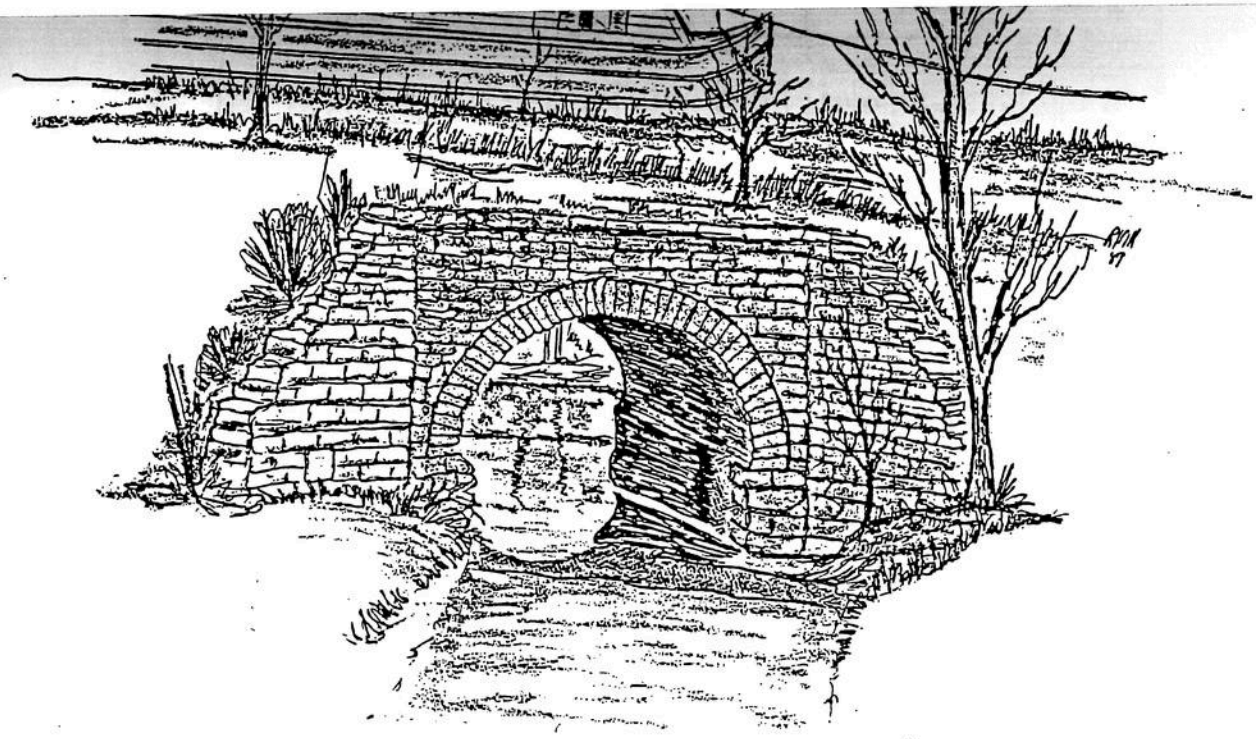
JUNCTION (SGT) 1842 - Auglaize Twp.

19 - 027



Located in the northeast one-quarter of the northeast one-quarter of Section 25, Auglaize Township, Paulding County, at the intersection of State Route 111 and the Canal Road.

Junction was plotted in 1842, by John Mason Sr. and Nathan Shirley. Since it was at the junction of the Miami and Erie and the Wabash and Erie Canals, the village seemed at the time to have a great future, and many thought it would become a great metropolis. The Wabash Canal was completed in 1843 and the Miami in 1845. The first post office in Auglaize Township was established at Junction in 1842. John Mason was the first postmaster. The first church was the Christian Church which was organized in 1849. The oldest Methodist Church in the county was built there in 1857. Later the United Brethren, German Reformed, and Roman Catholic churches were built, making a total of five churches. The first public school in the township was built in Junction in 1854. It was purchased by the United Brethrens and used as a church after a two story brick



AQUADUCT AT JUNCTION

school building was completed in 1876 at a cost of $2500. In the early 1900's, a one story frame school building was constructed and used until 1951, when the pupils were transferred to the school in Oakwood.

The village of Junction grew until the coming of the railroad. The Toledo, Wabash, and Western Railroad almost followed the canal route and service began in 1855. This was the beginning of the end for Junction. In its heyday, Junction had a population of around 300 people. It had five groceries and between five and 40 saloons which sold whiskey at 65 cents a gallon. One of the saloons was owned by Michael V. Bennett. There was a distillery and a brewery, a saw mill, a flour mill, and two blacksmith shops. A hoop shop was owned and operated by William H. Dotterer and ten men were employed there. There were two or three hotels, and three large warehouses for grain storage. The wharves were lined with canal boats. There was a canal collector's office in Junction. A daily line of packets for passengers and mail went through Junction. Doyle and Dickey were the proprietors of the best line of packets. These packets were pulled by three horses driven at a brisk trot and changed every ten miles. They travelled about six miles an hour.

There is a story that a driver on one of the packets left his horses hitched to the boat while he dined in one of the hotels. Upon his return to the boat, he found that the fine team of horses had been stolen. Another team was promptly purchased, with only a short interruption of the service to the passengers. The packets travelled from Toledo to Lafayette, Indiana, a distance of 242 miles in 56 hours. From Toledo to Cincinnati took four days and five nights, including time needed to pass through locks, and handle express freight. Fare on the packets was 3 cents a mile, with meals and lodgings furnished on through trips. Fare on the freight boats was said to be 2 and a half cents per mile.

Apparently the first service to be removed from the canal were the through packets which were discontinued in 1852. By 1870, the Wabash and Erie Canal was almost unused in Indiana and Junction's best days were over.

In the early 1840's an engineer, Captain Dana Columbia, of Fort Wayne, Indiana, sold out his business and moved to Junction because he thought it promised to become a greater city than Fort Wayne due to its location at the junction of the two canals. He went into the grocery business in Junction, but his dream of a great city never materialized.

There was some canal traffic through the junction on the Miami and Erie through the 1890's. The last boat through Paulding County was said to have been 1909. Except for rafting wood and timber, the Wabash and Erie was abandoned after the "Reservoir War" of 1887, when the locks were blown up at Antwerp and Tate's Landing.

During the canal days, Junction is said to have experienced an "oil boom". Some fast operator, while drilling for oil, brought in several barrels of crude oil and poured it into the hole. It created quite a sensation until the trickery was discovered, and Junction was soon out of the oil business.

As the canal days drew to a close, many workers and contractors on the canal settled on farms in the area of Junction.

The grain warehouses and flour mill burned, the timber industries closed down. The last blacksmith, Harding Anderson, died in 1967. The last doctor, David Milholland, died in 1939 after 57 years in Junction. The stores and hotels either burned down or slowly crumbled away. Most of the houses are gone and those that remain are in a sad state of disrepair for the most part. The vacant lots are filled with junk cars, and Junction is a far cry from the city it promised to be 130 years ago. Traces of the two canals can be seen between the junk and the battered buildings. However, Junction is not quite dead. Close to 100 people live there, and in 1967, a new church, the Pleasant View Missionary Baptist Church was built which is a neat little oasis in a desert of junk and decay. A stone quarry is in operation near Junction at the present.

KNOXDALE (Knox) (GT) c.1855 - c.1920 Crane Twp.
19 - 028

Knoxdale was a post office and station the Toledo, Wabash and Western Railroad, five miles west of Cecil. Knoxdale was located in the northeast one-quarter of the southeast one-quarter of section 19 Crane Township, Paulding County, Ohio. It was located where Crane Township Road 69 crosses the railroad, about one-half mile north of the Canal Road. Knoxdale, also known as Knox, was established after the Wabash Railroad was completed from Fort Wayne to Defiance, c.1855.

The station consisted of a post office, store, blacksmith shop, school, and it is thought, a small elevator. Only a few houses were there, a couple of which remain. The business places have been gone since c. 1920. Improved rural roads, rural mail delivery, and the decline in the railroads brought about the end of Knoxdale.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 56-57.

Historical Hand Atlas, H.H. Hardesty Co. Pub., Chicago and Toledo, 1882.

Historical Atlas of Paulding County, Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

LINK POST OFFICE (GT) c.1893 - c.1920 Carryall Twp.
19 - 029

Link was a small post office and community center located in the Southeast one-quarter of the Southeast one-quarter of section 6, Carryall Township, Paulding County, Ohio. It was in existence around the turn of the century, and came to its end with improved roads and rural delivery of mail.

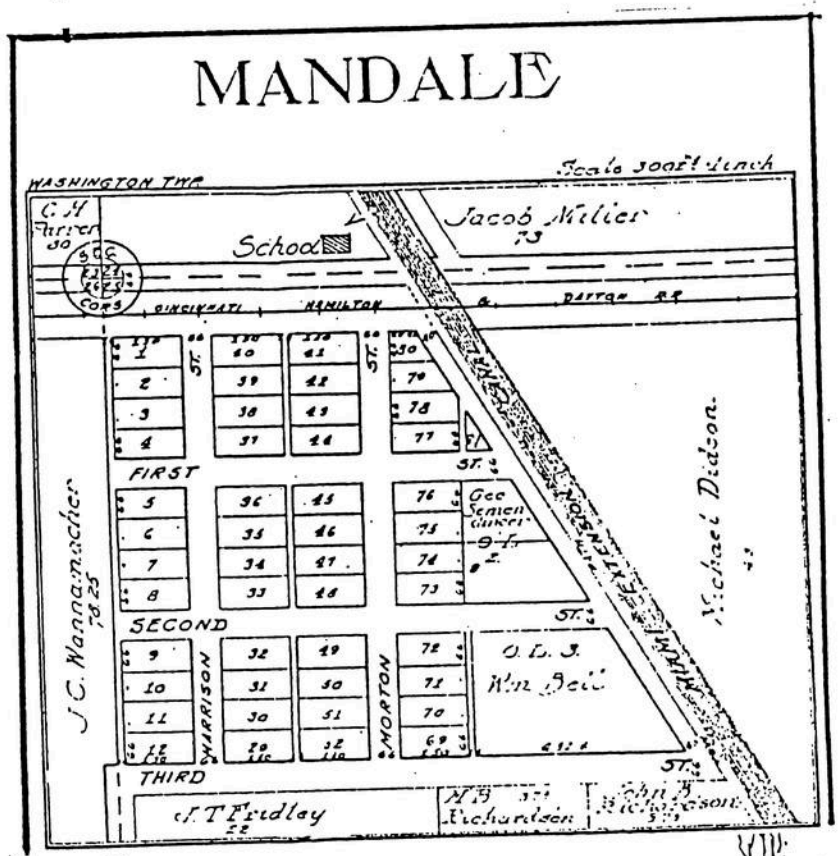
Resources Used: Historical Atlas of Paulding County, Ohio, Western Publishing Co., Madison, Wisconsin.

Researched By: Gladys Walters Donson

MANDALE (SGT)

Washington Twp.

19 - 030





Main Street Mandale

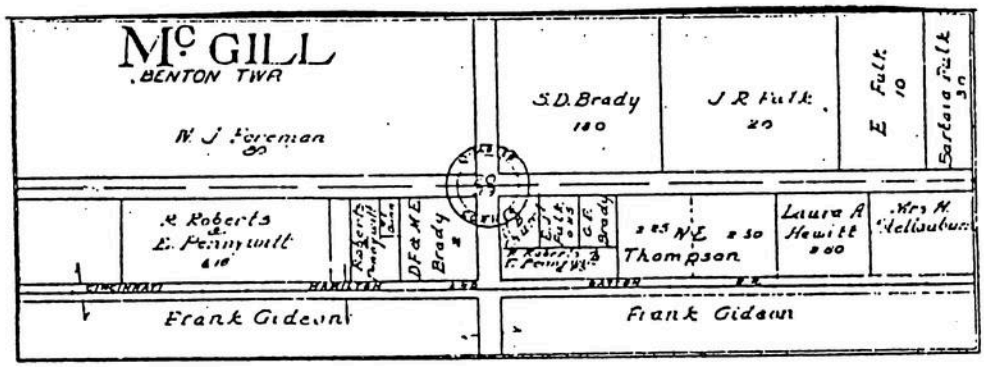
Mandale is located in the Northwest one-quarter of the Northwest one-quarter of section 26, Washington Township, Paulding County, Ohio. Mandale was laid out along the Miami Extension Canal. When the railroads came through Paulding County, the Cincinnati, Hamilton, and Dayton Railroad passed through Mandale. Mandale was laid out in 81 lots with three east/west streets and two north/south streets. Businesses in Mandale included a school and a general store.

Today (1989) Mandale consists of a half-dozen houses and an ice cream store.

Resources Used: 1917 Atlas of Paulding County

Researched By: Richard N. Helwig

McGILL (P.O.) (GT) c.1893 - c.1920 Benton Twp.
19 - 031



McGill was located along the Findlay, Ft. Wayne, and Western Railroad where it crosses present day State Route 114. Geographically, McGill was located in the northeast one-quarter of the northwest one-quarter of section 29, Benton Township, Paulding County, Ohio. Its life was from about 1893 to the 1920's, coinciding with life of the railroad. In its best days, it had a tile mill and grain elevator.

McGill declined when the railroad ceased operations in 1920. Nothing remains but a church and about a half dozen houses.

Resources Used: Paulding Progress (Paulding Bicentennial Section), October 27, 1976, p. 4.

Researched By: Gladys Walters Donson

MURAT (Timberville) (Hipp's Lock) (GT)

19 - 033 1853 - c.1900 Washington Twp.

Murat was located in the Northwest one-quarter of the Northeast one-quarter of Section 10, Washington Township, Paulding County, Ohio. Plotted on May 4, 1853, Murat consisted of 44 lots on both sides of the Miami and Erie Canal.

Prior to the official filing of the town plot, Murat had a post office, which was officially established on November 5, 1852. Murat was named for Joachin Murat, a French statesman and military leader. Murat was plotted by Jesse Harrell. The principal reason for Murat's existence was the canal boat turnaround at the site. There was also a high bridge at Murat which allowed canal boats to pass under it having to open the bridge.

In its prime, Murat contained a store, a sawmill, a grist mill, and a school (known as Knox School). In 1864, the Murat post office was moved to Royal Oak and later to Melrose. The decline in the use of the canal and the coming of the railroads to nearby communities doomed Murat.

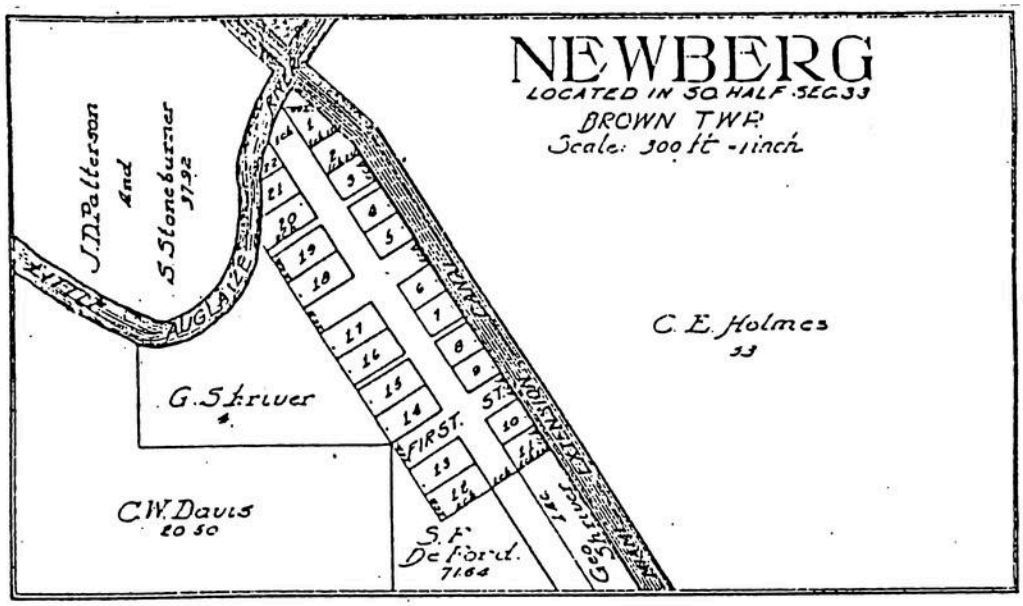
Resources Used: Representatives Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902, p. 58-59.

Paulding Progress, (Paulding Bicentennial Section), October 27, 1976, p. 4.

Researched By: Gladys Walters Donson

NEWBERG (Royal Oak P.O.) (GT) 1851 - c.1880

19 - 034 Brown Twp.



Newberg or Royal Oak Post Office was another town which owed its existence to the Miami and Erie Canal. Newberg was located in the northeast one-quarter of the southeast one-quarter of Section 36, Brown Township, Paulding County, Ohio. The town was laid out in May of 1851 by David Skiver and Leonard Kimmel at the north edge of the present day village of Melrose in Paulding County.

Even before the town was plotted, a man named Darling opened a small grocery in the front room of his cabin at the site. Darling fashioned a sign from a store packing box and wrote on it with charcoal the words "Royal Oak Grocery." He then nailed this sign to a stately old white oak tree. It was from this grocery and sign that Newberg got its other name "Royal Oak." Newberg was a "banking place" where timbers were brought to the canal bank for ship timbers until the 1880's when Newberg became a ghost town, due to the coming of the railroad to nearby Melrose.

Resources Used: Representatives Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902, p. 29.

Paulding Progress, (Paulding Bicentennial Section), October 27, 1976, pp. 3-4.

Researched By: Gladys Walters Donson

NEW ROCHESTER (GT) 1835 - c.1890 Crane Twp.
19 - 036

The site of New Rochester is located in the northwest one-quarter of the northeast one-quarter of Section 11, Crane Township, Paulding County,Ohio. New Rochester existed on the South bank of the Maumee River, just off U.S. 24, one mile north of the present day village of Cecil. New Rochester was laid out in 1835 by Dr. John Evans, Robert Clemmer, Reverend N.L. Thomas, and Reverend Joseph Miller. The first homes in New Rochester were constructed by Reverend Thomas and Isaac Savage.

For a brief time in 1839, New Rochester had several distinguished visitors. Mr. Joseph Slocum was the younger brother of the long time Indian captive, Francis Slocum or Ma-con-aquah, as she was known to the Miami's of the Black Swamp. Francis was kidnapped at the age of four, by three Delaware Indians on November 2, 1778, from her home in Wyoming Valley, Pennsylvania. Her brother, Joseph, had narrowly escaped the same fate as his sister. Francis was taken by the Delawares to Detroit, where according to her, she remained for two or three years. She was adopted by Miami parents and taken up the Maumee River to Ft. Wayne where she lived for twenty-five or thirty years. She married a Miami Chief, She-po-co-nah, gave birth to four children, and moved to the present day site of Peru, Indiana.

Throughout her long captivity, the family of Francis Slocum never gave up hope of finding her. There were many, many disappointments and dead ends in the never ending search for Francis. In 1835, a weary traveler across northern Indiana, Colonel Ewing, came upon a small remote Indian village, where he sought accommodations. While resting in the village, Ewing discovered an elderly woman whose physical features were not those of an Indian, but rather those of a white woman. Ewing spoke with Ma-con-aquah (Francis) who told him her life's story. Later, the Colonel wrote the Lancaster Intelligence (Pennsylvania) and told them of his encounter with Francis. In 1837, a Lancaster clergyman who knew the Slocums, read the newspaper account and forwarded it to Joseph Slocum. Through correspondence with Colonel Ewing, a meeting was set up with the surviving Slocums and Francis in 1838. Once again, in 1839, Joseph and his daughter journeyed West to see his sister, thus the stop in New Rochester on September 10, 1839. Joseph's daughter, Hannah, writes in her diary of this stop on their journey. "We arrived in safety at Fort Defiance at 8 o'clock in the evening. It was too late to see the fortifications. We started again at 2 o'clock in the morning; stopped at New Rochester for breakfast, and miserable was the fare. We could scarcely make out the breakfast. The

roads were bad, and it was very dangerous travelling."

Despite Hannah Slocum Bennett's somewhat unfavorable comments about New Rochester, the town was considered to be the most flourishing place in Paulding County in 1839-40. At that time, it contained nearly forty families, three hotels, three storerooms, two blacksmith shops, and most importantly, it was a daily stage stop between Fort Wayne and Toledo. At this period of the 1800's, the county seat was also located at New Rochester. In the spring of 1840, the first court session was held, however, that same year Benjamin Hollister of Charloe offered the residents of Paulding County a two-story court house if the county seat would be transferred to Charloe. This offer was accepted and New Rochester's fate was cast, thus, slowly but surely, the Black Swamp retrieved what it had offered to the platters in 1835.

Today, the site of New Rochester is an Ohio roadside park, with a log cabin shelterhouse, a stone "New Rochester" marker, a steep trail to the Maumee River, and the old cemetery. Travelers today can, just as the Slocums did 140 years ago, pause and refresh themselves at New Rochester.

Resources Used: Forest Papers (Hannah Slocum Bennetts Diary)

Representatives Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902.

Paulding County, Fair Centennial Book, Heffner Printing Co., Columbus Grove, OH, 1972, pp. 8, 15.

Paulding Progress "Paulding County, Originally Indian Territory", Louie Levy, March 31, 1976, p. 15.

Researched By: Gladys Walters Donson and Richard M. Helwig

NINEVILLE (GT) c.1900 - Harrison Twp.
19 - 037

Located in the southeast one-quarter of the southwest one-quarter of section 32, Harrison Township, Paulding County, Ohio. Nineville was a mile east of the Indiana line. Nineville was built around a tile mill. It was named for the Nine family who owned the tile mill. In its best days, it had a hotel, blacksmith shop, and a dozen or more houses. Only the hotel now remains and is a private residence. The town existed at about the turn of the century.

Resources Used: Paulding Progress (Bicentennial Section), October 27, 1976, p. 4.

Researched By: Gladys Walter Donson.

OQUANOXA'S RESERVE (Charloe) (GT) 1817 - 1831

19 - 038 Brown Twp.

Originally, the site of Charloe was the home of a number of Indian tribes. Archaeological evidence indicates that Charloe may have been the temporary home of the prehistoric mound builders. When the first white settlers came to the Charloe region, they found a large Indian town of nearly 60 Ottawas living there. The town was named for Charloe Petve.

The reservation upon which the town was located was known as Oquanoxa's Reserve. Oquanoxa's Reserve was located in the northeast one-quarter of the southwest one-quarter of section 17, Brown Township, Paulding County, Ohio. This preserve was given to the Indians as a part of a treaty signed at the Rapids of the Maumee on September 29 1817.

An 1819 listing of Indians in Northwestern Ohio on reservations lists Meutioo Charloe along with 85 men, 88 women, and 54 children as all members of the Ottawa tribe. Around 1831, the Charloe Indians were moved West, thus ending the life of the town of Oquanoxa's Reserve.

Resources Used: Representatives Citizens of Paulding County, Ohio, W.S. Hardesty, Toledo, Ohio, 1902, 26-32.

Researched By: Gladys Walters Donson

PLUMB'S X ROAD (GT) c.1890 - Washington Twp.

19 - 040

Plumb's X Road was located in the southeast one-quarter of the southeast one-quarter of section 27, Washington Township, Paulding County, Ohio. Plumb's X Road was located two miles west of Hamer. Plumb's X Road got its name from Plumb's store which was marked with a large X sign. The town basically consisted of a store and post office. The town existed in the late 1800's.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 59.

Historical Atlas of Paulding County, Ohio, Western Publishing Co., Madison, Wisconsin, 1892.

Researched By: Gladys Walters Donson

POINT PLEASANT (GT) 1872 - Blue Creek Twp.
19 - 041

Point Pleasant was a post office settlement established in 1872 on the Paulding and Van Wert pike in Blue Creek Township, Paulding County. When the Mackinaw Railroad, later called the Cincinnati Northern, reached Paulding about 1884, the post office was moved to nearby Dague, which was located along the railroad, and this brought an end to Point Pleasent.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 34.

Researched By: Gladys Walters Donson.

RENOLLET (GT) c.1900 - 1920 Emerald Twp.

19 - 043

Renollet was a station on the Wabash Railroad in Section 2, Emerald Township, Paulding County, three miles northeast of Emmett. Named for the Renollet family who had large land holdings at the site, Renollet was not really a town, never plotted, but was a shipping place for farmers of the area since the railroad maintained a "siding" there during the early 1900's. The site was heavily damaged in the killer tornado of 1920. This and the decline in the use of the railroad put Renollet off the map.

Resources Used: Atlas of Paulding County, compiled and published R.H. Shultz and R.L. Armstrong, Paulding, OH, 1922.

Reminiscences of: Mrs. Carrie (Polter) Walters, Bryan, Ohio, Mrs. Lois (Scott) Glick, Cecil, Ohio.

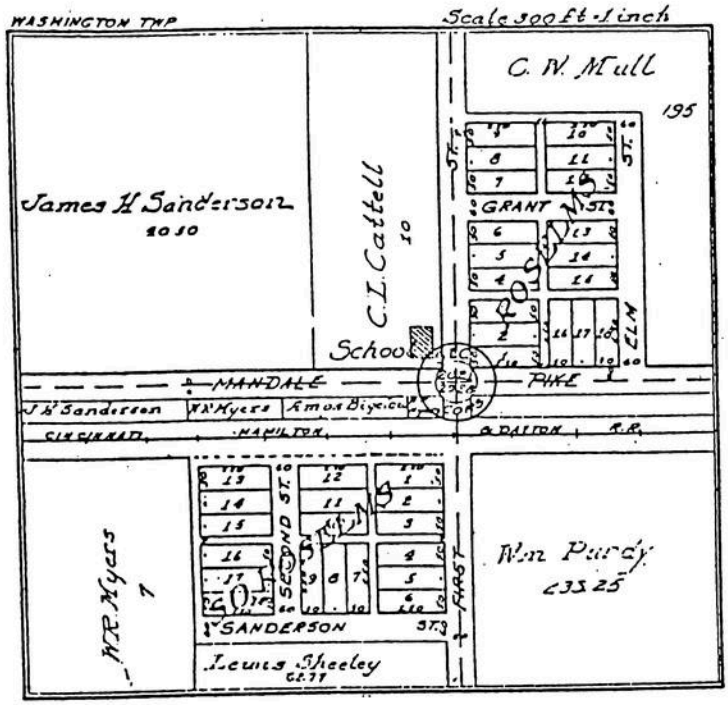
Researched By: Gladys Walters Donson

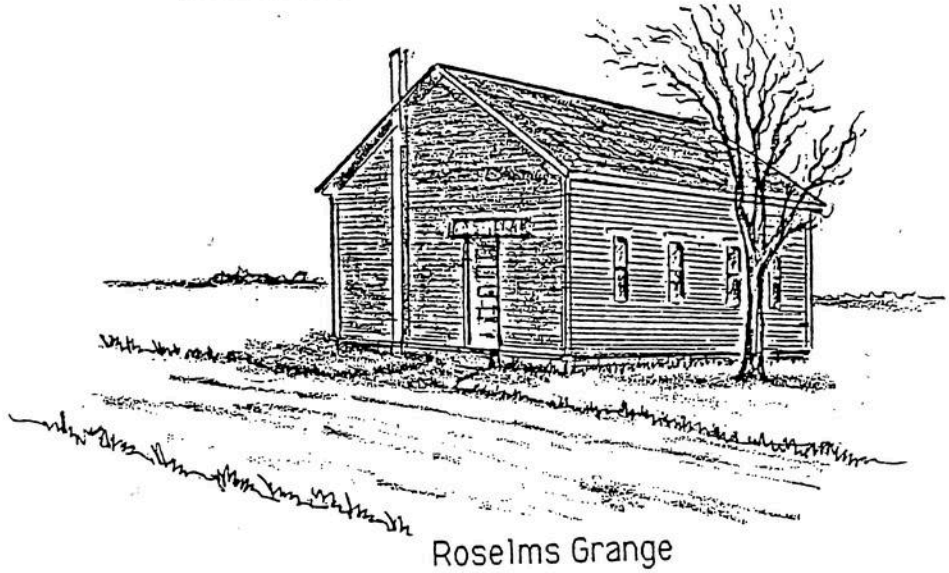
ROSELMS (SGT)

Washington Twp.

19 - 044

ROSELMS





Roselms Grange

The village of Roselms was located in the Southeast one-quarter of the Southeast one-quarter of Section 20, Paulding County, Ohio. The town was laid out on northwest (Roselms) and southeast (South Roselms) corners of the intersection First Street and the Mandale Pike. Roselms consisted of 18 lots and South Roselms consisted of 18 lots. The Cincinnati Hamilton and Dayton Railroad also ran through Roselms.

Resources Used: 1917 Atlas of Paulding County

Researched By: Richard N. Helwig

SECTION 8 (GT) c.1900 - Paulding Twp.
19 - 046

A village located four miles west of Paulding, in section 8 of Paulding Township, Paulding County Ohio. Section 8 was a "timber town" around the turn of the century. It came to an end with the end of the timber.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 57.

Researched By: Gladys Walters Donson

SMILEY (GT) 1883 - 1902 Harrison Twp.
19 - 047

Smiley was located in the southeast one-quarter of the southeast one-quarter of section 31 Harrison Township, Paulding County, Ohio. Smiley was situated along the Nickel Plate Railroad about three miles west of Payne. It was a timber town like many old Paulding County towns. J.E. Smiley operated a mill and a shingle and basket bottom factory. Mr. Smiley was also the post master and ran a general store in his home. There was a school southeast of Smiley which was reached by a plank walk laid end to end contributed by the Smiley sawmill. The post office was established in 1883 and discontinued in 1902. In its best days the town never had more than about ten houses. The end of the timber industry was also the end of Smiley.

Resources Used: Paulding Progress (Bicentennial Section), October 27, 1976, p. 4.

Researched By: Gladys Walters Donson

ST. ANDREWS (GT) 1850 - c.1881 Brown Twp.
19 - 049

The village of St. Andrews was laid out May 31, 1850 by James and Alexander Mather of Scottish descent, both were from New Brunswick, Canada. They named their village for the patron saint of Scotland. St. Andrews was located southeast of Melrose at the intersection of the Miami and Erie Canal and the Little Auglaize River in the southeast one-quarter of the northwest one-quarter of Section 33, Brown Township, Paulding County, Ohio. It never became more than a landing on the canal and was doomed for extinction when the railroad came to nearby Melrose in 1881.

Resources Used: Paulding Progress (Bicentennial Section), October 27, 1976, p.4.

Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 34.

Researched By: Gladys Walters Donson

TATE'S LANDING (Reid) (GT)

Emerald Twp.

19 - 051

There are many stories surrounding the canal days of Northwestern Ohio, but few can surpass the legacy of Tate's Landing. Some historians refer to the Miami and Erie and the Wabash and Erie canals as "The Irish Cemetery" because, according to the records, one Irishman died for every mile of canal constructed. So, with the large number of Irishmen working on the canals across the old Black Swamp, it's not surprising that many of these sons of the "Emerald Isles" established roots in Northwestern Ohio. Lyle Tate was such a person and his saga is here revealed.

Tate's Landing was located on the old Wabash and Erie Canal between the towns of Junction and Antwerp in Paulding County. Specifically, Tate's Landing was located in the northeast one-quarter of the Northeast one-quarter of section 30, Emerald Township, Paulding County, Ohio. At this site, where Emerald Road 228 now meets the canal road, a Wabash and Erie canal lock was constructed.

Because of the Wabash and Erie lock location, canal contractor Lyle Tate, a native of Ireland, purchased a parcel of land along th canal. Tate knew that canal traffic on its way to Fort Wayne and points west would be slowed by the Wabash and Erie Lock. In addition, a hack line served passengers traveling between this lock and Paulding. Soon the bustling settlement established with a post office, a couple of general stores and at least two taverns.

For a period of time, Tate's Landing was officially known as Reid, because the post office had been named for Captain Robert Reid, who was instrumental in locating the post office at this site. Some of the early businessmen of Tate's Landing were Francis Reinicke, who established the first sawmill in Emerald Township in 1850 and a stave mill in 1880, and Joseph Reinicke who with Conrad Kinkle was a co-proprietor of several general stores and restaurants in the area.

The lock just to the east of Tate's Landing was the scene of a murder in the 1840's. It seems that the locktender and another man had an altercation which ended in the death of the other man. The locktender was tried for murder and his plea of innocence by reason of self defense was denied because the body of the deceased was found outside the fence which surrounded the canal lock. The outcome of this trial, unfortunately, has been lost to antiquity.

The canal, which had been lightly used for the shipping of wood and timber to Defiance since the 1870's, experienced a very traumatic event on April, 25 1887 at Tate's Landing. On this day a group of 100 anti-canal men converged on the lock at Tate's Landing and blew it up. These men were active "soldiers" in Reservoir War of nearby Antwerp. The canal above the lock was soon rendered impassable due to the destruction of the Tate's Landing lock.

Ship timber men were still cutting trees on the Judge Latty farm, which bordered the canal near Tate's Landing as late as 1900. In conjunction with this, Henry Polter operated a steam-powered sawmill at Tate's Landing where ship lumber was sawed. These timbers were rafted down the canal to Defiance and Toledo.

Violence seemed to plague the Tate's Landing area. In 1900, the last saloon in town was mysteriously dynamited. Rumor had it that some self-rightous townspeople hired the demolition squad to rid the community of this den of iniquity. Tate's Landing could be called a typical canal town; rowdy, boisterous and violent. Its life was the canal. When the canal ceased to flow, the days of Tate's Landing were numbered. Today all that remains of Lyle Tate's dream is a little old barn and a pile of broken rocks along the weed choked canal.

Resources Used: Defiance Cresent News "Rural Community Recalls Canal Days," August 31, 1968, p. 12.

Representative Citizens of Paulding County, W.S. Hardesty, Publisher, Toledo, OH, 1902.

Historical Hand Atlas, H.H. Hardesty & Co.,Publishers, Chicago & Toledo, 1882.

Historical Atlas of Paulding County, Ohio,O. Morrow and F.W. Bashore Compilers, Western Publishing Co., Madison, Wisc., 1892.

Reminesences: Mrs. Lois (Scott) Glick, Cecil, Ohio, Mrs. Carrie (Polter) Walters, Bryan, Ohio.

Researched By: Gladys Walters Donson

TIMBERVILLE (Hipps's Lock) (Murat) (GT)

19 - 052 c.1863 - c.1895 Washington Twp.

Often the name of a town gives a clue as to the towns initial reason for coming into being. For example, a town with the suffix -burg or -burgh often indicates that the town was once a fort (i.e. Pittsburg was once Fort Pitt). Towns with the suffix -port were often lake, river, or canal ports (i.e. Evansport was once a Tiffin River port). Prefixes often named the founder or developer of the town site. Sometimes town name prefixes named a local product specialty or unique natural resource. Both the prefixes and suffixes of these names give valuable clues as to the reason for the towns existence.

Timberville was located at Lock 31 on the Miami and Erie Canal. Timberville was located in the northeast one-quarter of the northeast one-quarter of section 14, Washington Township, Paulding County, Ohio. In 1863, John J. Hipp settled at the site of the lock and erected a store and grist mill. The mill was a flour mill not a small mill for grinding corn of which there were several scattered over the county. A post office was established April 3, 1868 with Mr. Hipp as the first postmaster.

In its best days, Timberville had two stores, a blacksmith shop, a hotel, a tavern, and, of course, the mill and post office. Lots of logs and barrel stave materials were shipped from Timberville on the canal. Grover Hipp reports that when a child, he saw miles of logs and cord wood and bolts piled along the canal, besides large squared pieces of timber to be used for ship timber. Some of the timber from the area was used by the North in the construction of ships used in the Civil War. The timber was cut for the most part by French Canadian woodsmen.

Timberville once boasted a band known as the Timberville Cornet Band. The town also had its tragedy. On a Christmas Day, probably in the 1880's, two small daughters of William Kohart, a German immigrant who had settled nearby, started to Murat on the ice of the canal. The ice gave way and both little girls drowned.

By the late 1890's, the good quality timber for which Timberville was famous was nearly harvested and the use of the Miami and Erie Canal had declined to practically nothing. These two factors spelled the demise of Timberville and Hipps Lock. The post office was discontinued on January 3, 1895. All that remains of Timberville today is the old mill pond.

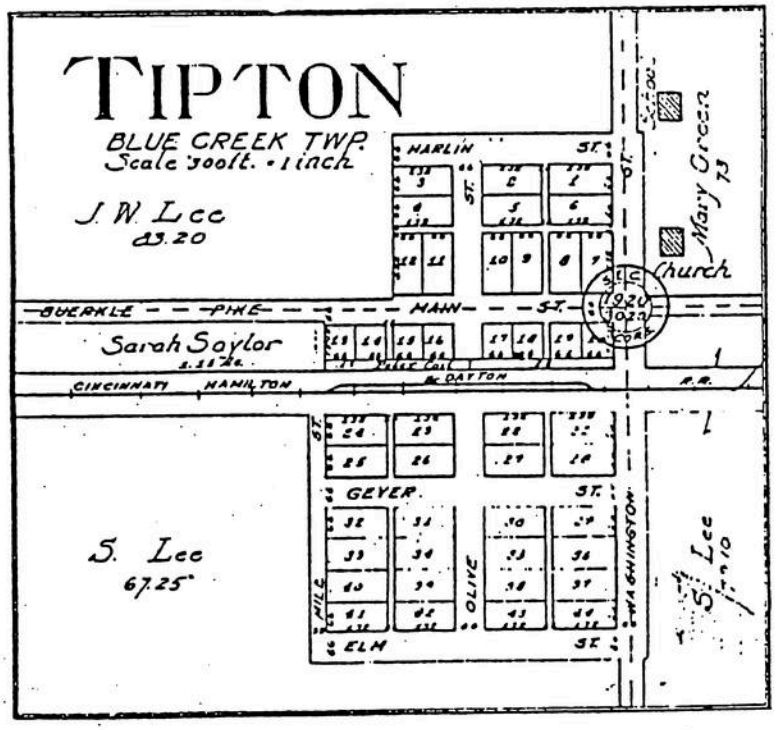
Resources Used: Paulding Progress (Bicentennial Section), October 27, 1976, p. 4.

Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, page 34.

Defiance Cresent News, "History of the Miami and Erie Canal", by Grover Hipp, February 25, 1968.

Researched By: Gladys Walters Donson

TIPTON (GT) c.1891 - c.1920 Blue Creek Twp.
19 - 053



Tipton was a crossroad town along the short lived Findlay, Ft. Wayne, and Western Railroad which was built c. 1891. The railroad arrived at the near end of the timber industry, but Tipton served the surrounding farming community until the railroad went out of business c. 1920. Tipton was located in the southeast one-quarter of the southeast one-quarter of Section 19, Blue Creek Township, Paulding County, Ohio.

Forty four lots were originally plotted for the town. What is now Route 114 was then Main Street. At its peak the town had a stave mill, tile mill and grain elevator, along with a school, church, two stores, barbershop, and three saloons. Except for the few remaining houses, the town has reverted to farmland.

Tipton today consists of a cluster of six or seven houses at the intersection of Road C 71 and State Route 114.

Resources Used: Paulding Progress (Bicentennial Section), October 27, 1976, p. 4.

Researched By: Gladys Walters Donson

WREXHAM (Latty) (OT)

Paulding Twp.

19 - 054

In 1882, Judge A.S. Latty and Wrexham Lewis laid out a town on land they owned in the southeast one-quarter of the northwest one-quarter of Section 36, Paulding Township, Paulding County, Ohio. Judge Latty called his portion of the town Latty, Mr. Lewis called his town Wrexham. When the towns were incorporated they were put together under one name, Latty. The part that was called Wrexham is now part of the village of Latty.

Resources Used: Representative Citizens of Paulding County, W.S. Hardesty, Toledo, Ohio, 1902, p. 57.

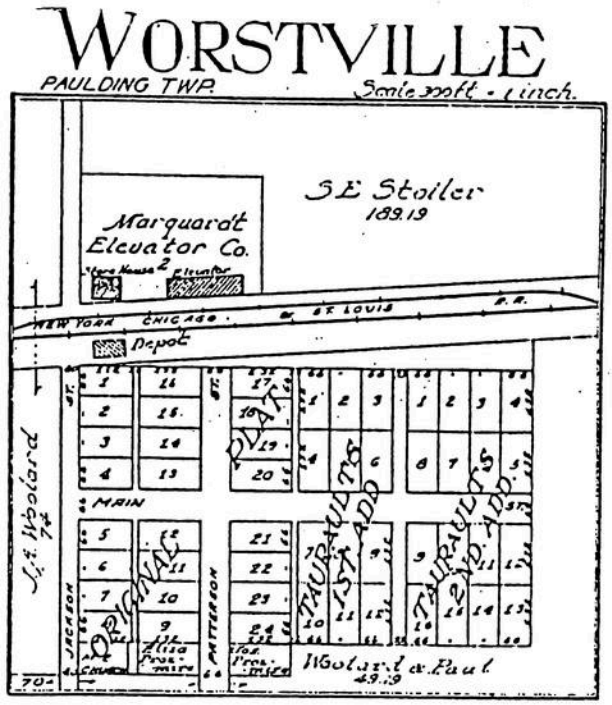
Historical Atlas of Paulding County, Ohio, Western Publishing Co. Madison, Wisconsin, 1892.

Researched By: Gladys Walters Donson

WORSTVILLE (GT)

Paulding Twp.

19 - 055



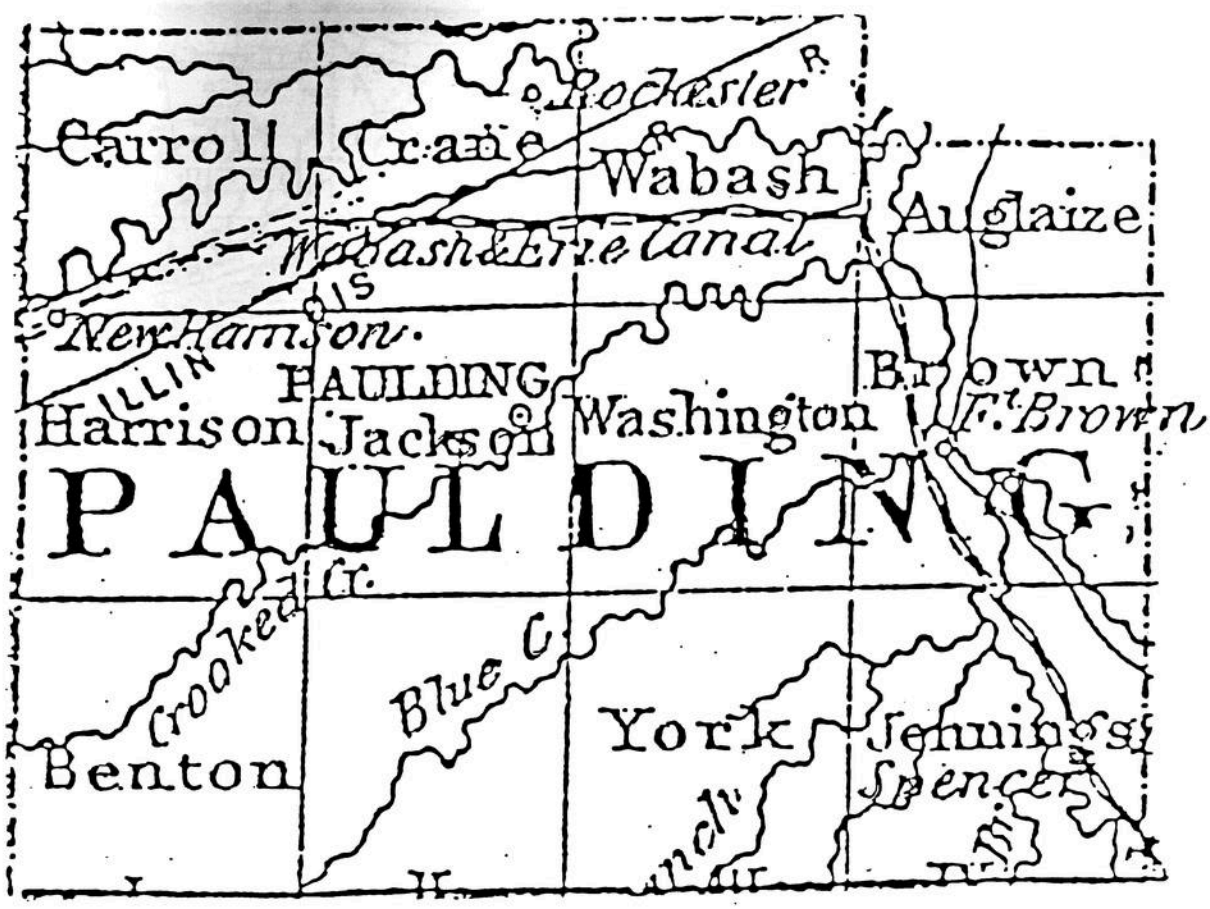
The village of Worstville was located in the Southeast one-quarter of the Southwest one-quarter of Section 32, Paulding Township, Paulding County, Ohio. The town was laid out along the New York, Chicago, and St. Louis Railroad. Worstville consisted of an original plat of 24 lots plus two additions which added an additional 25 lots.

Businesses in Worstville included the railroad depot, and a store house and elevator owned by the Marquardt Elevator Company. There was also a Methodist Episcopal Church.

Resources Used: 1917 Atlas of Paulding County.

Researched By: Richard N. Helwig

AN 1854 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS

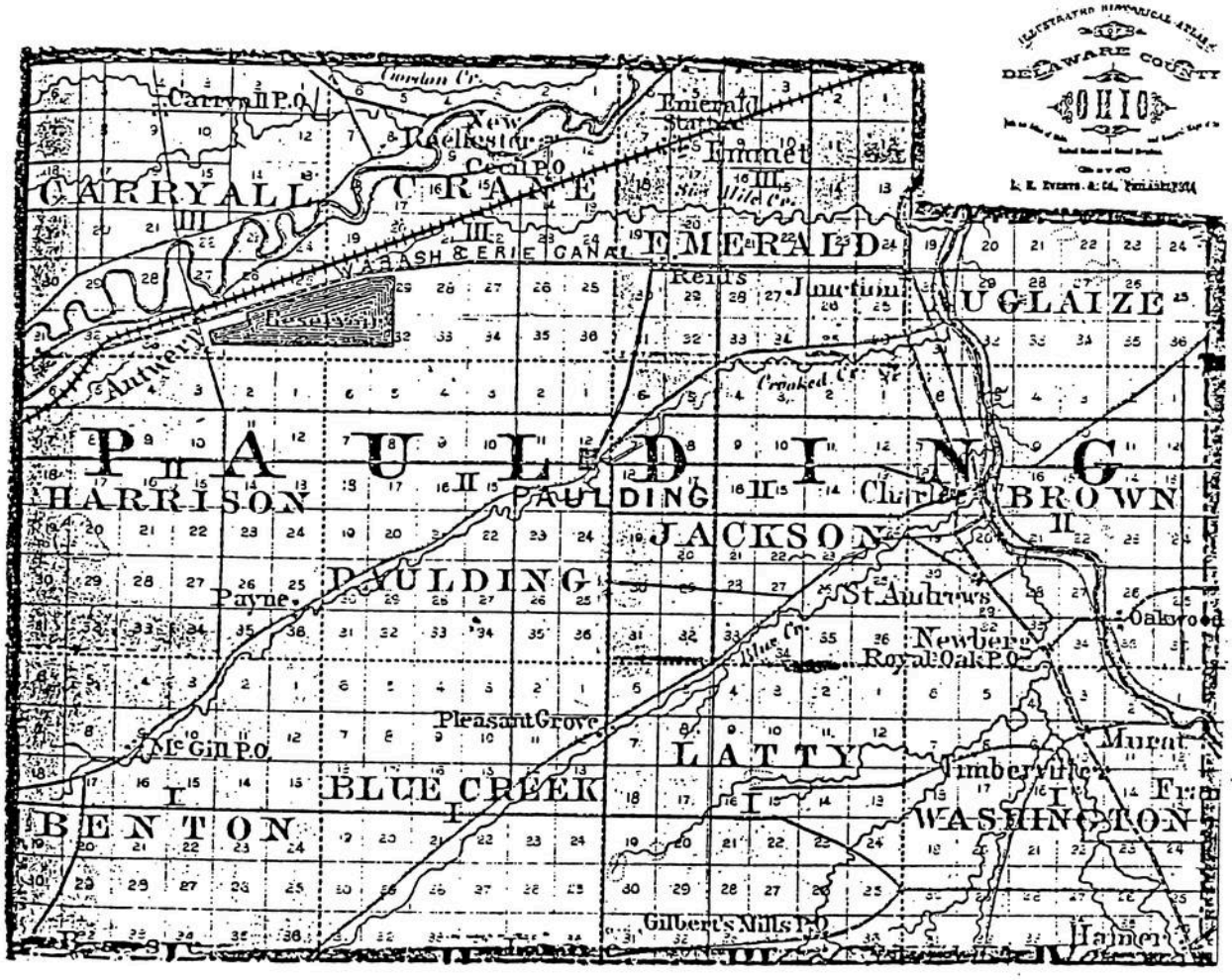


Paulding County Ghost Towns Shown On This Map

1. Ft. Brown
2. New Harrison
3. Rochester
4. Spencer



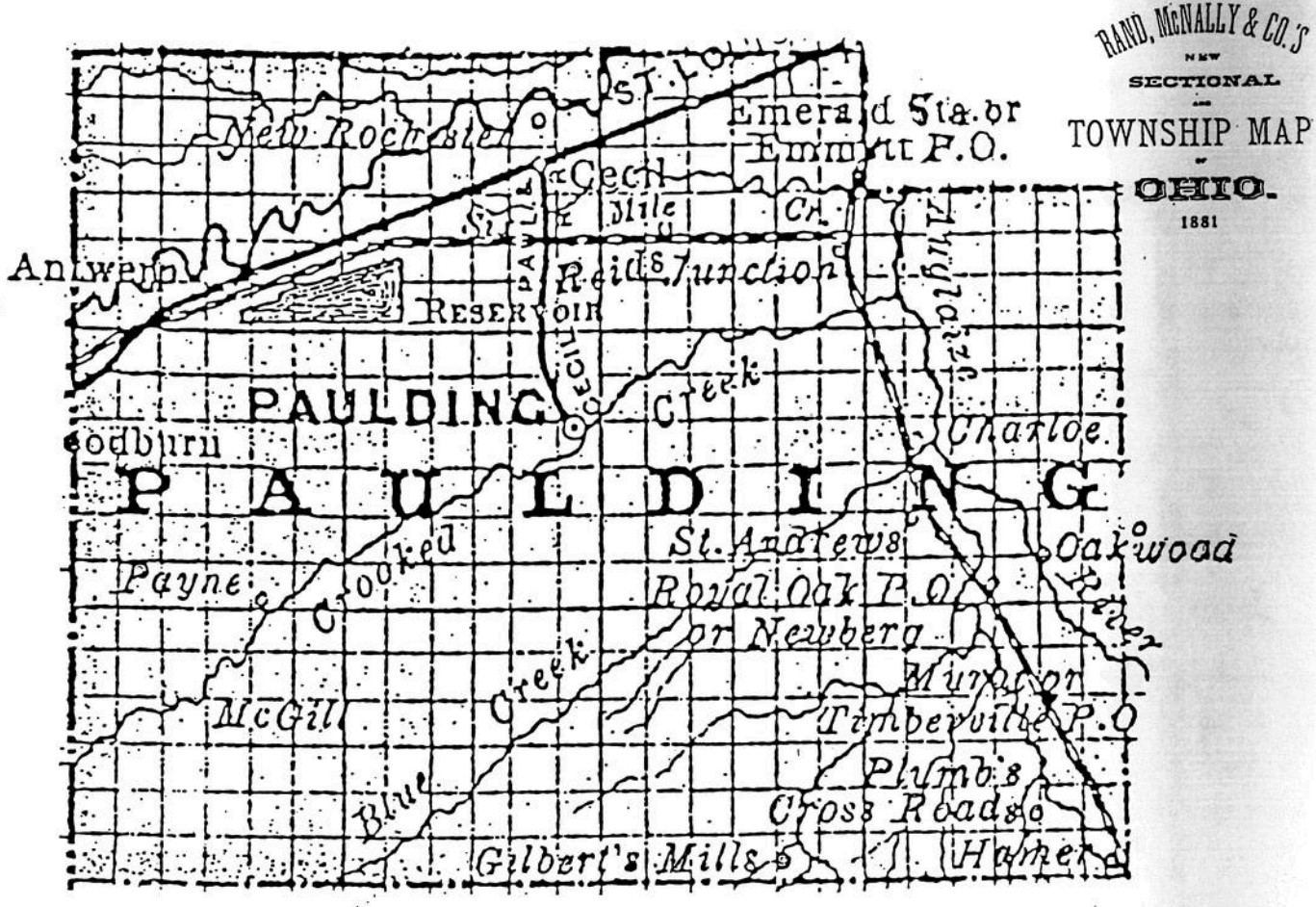
AN 1875 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS



Paulding County Ghost Towns Shown On This Map

1. Carryall P.O.
2. Emerald
3. Emmet
4. Gilbert's Mills P.O.
5. Hamer
6. Junction
7. McGill P.O.
8. Murat
9. Newberg
10. New Rochester
11. Pleasant Grove
12. Reids
13. Royal Oak P.O.
14. Timberville
15. St. Andrews

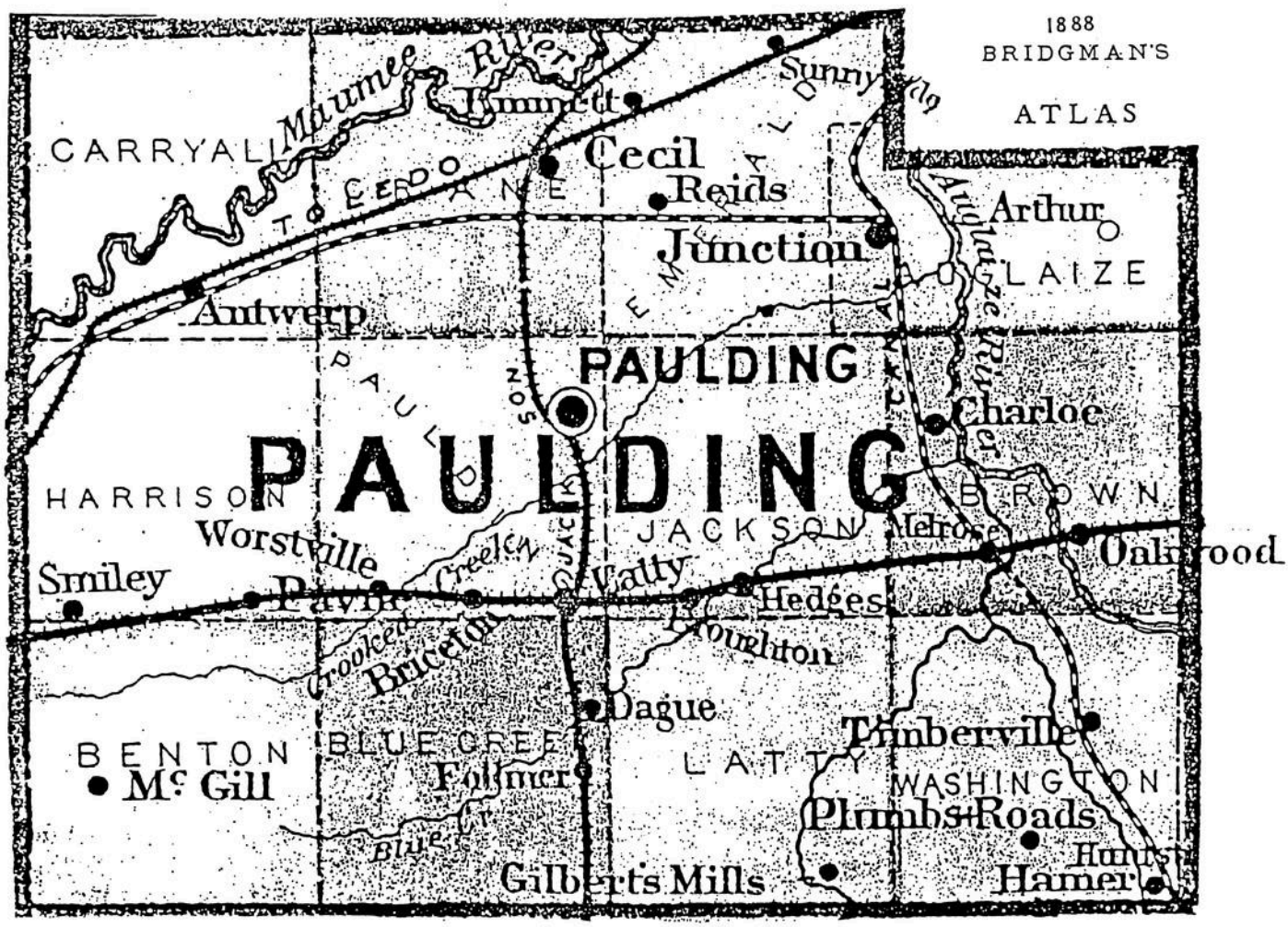
AN 1881 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS



Paulding County Ghost Towns Shown On This Map

1. Charloe
2. Emerald Sta.
3. Emmitt P.O.
4. Gilbert's Mills
5. Hamer
6. Junction
7. McGill
8. Murat
9. Neberg
10. New Rochester
11. Plumb's Cross Roads
12. Reids
13. Royal Oak P.O.
14. St. Andrews
15. Timberville

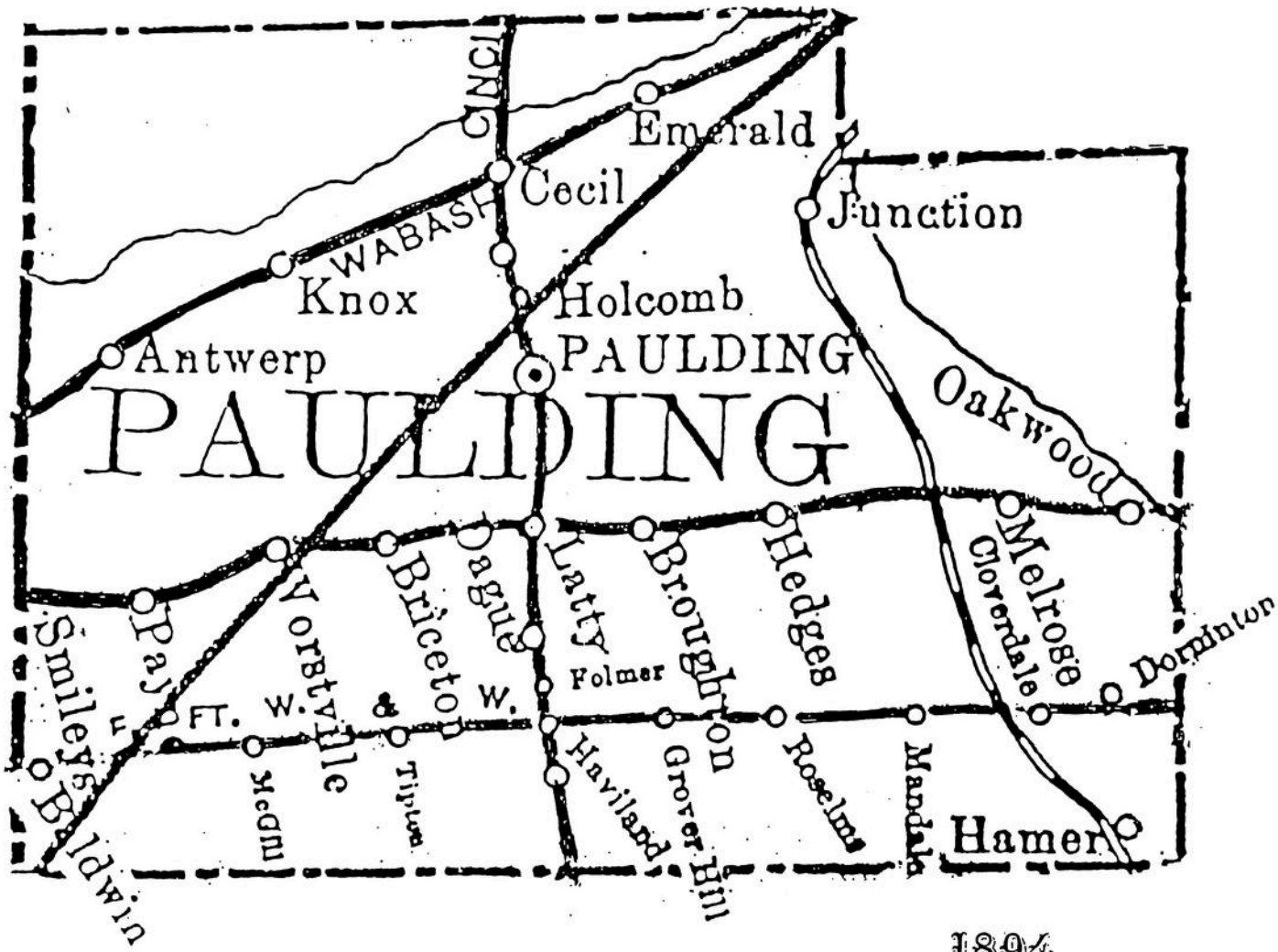
AN 1888 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS



PAULDING County Ghost Towns Shown On This Map

1. Charloe
2. Dague
3. Emmett
4. Follmer
5. Gilbert's Mills
6. Hamer
7. Hedges
8. Junction
9. McGill
10. Plumb's X-Road
11. Reids
12. Smiley
13. Sunnyside
14. Worstville

AN 1894 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS

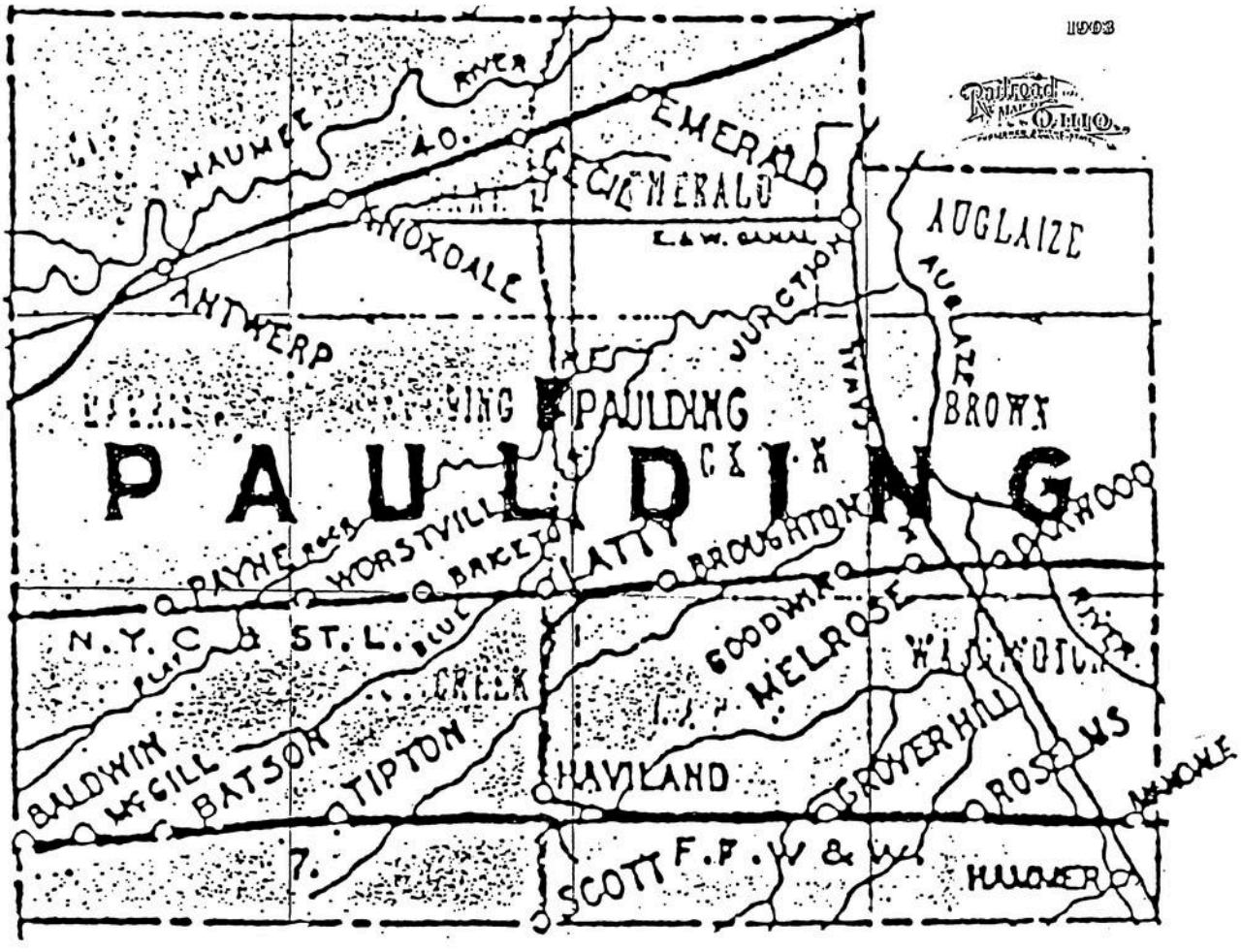


Paulding County Ghost Towns Shown On This Map

1. Baldwin
2. Dague
3. Emerald
4. Hamer
5. Hedges
6. Holcomb
7 Junction
8. Knox
9. Mandale
10. McGill
11. Roselms
12. Smileys
13. Tipton

NOTE: Cloverdale and Dominton shown on this map are actually in Putnam County.

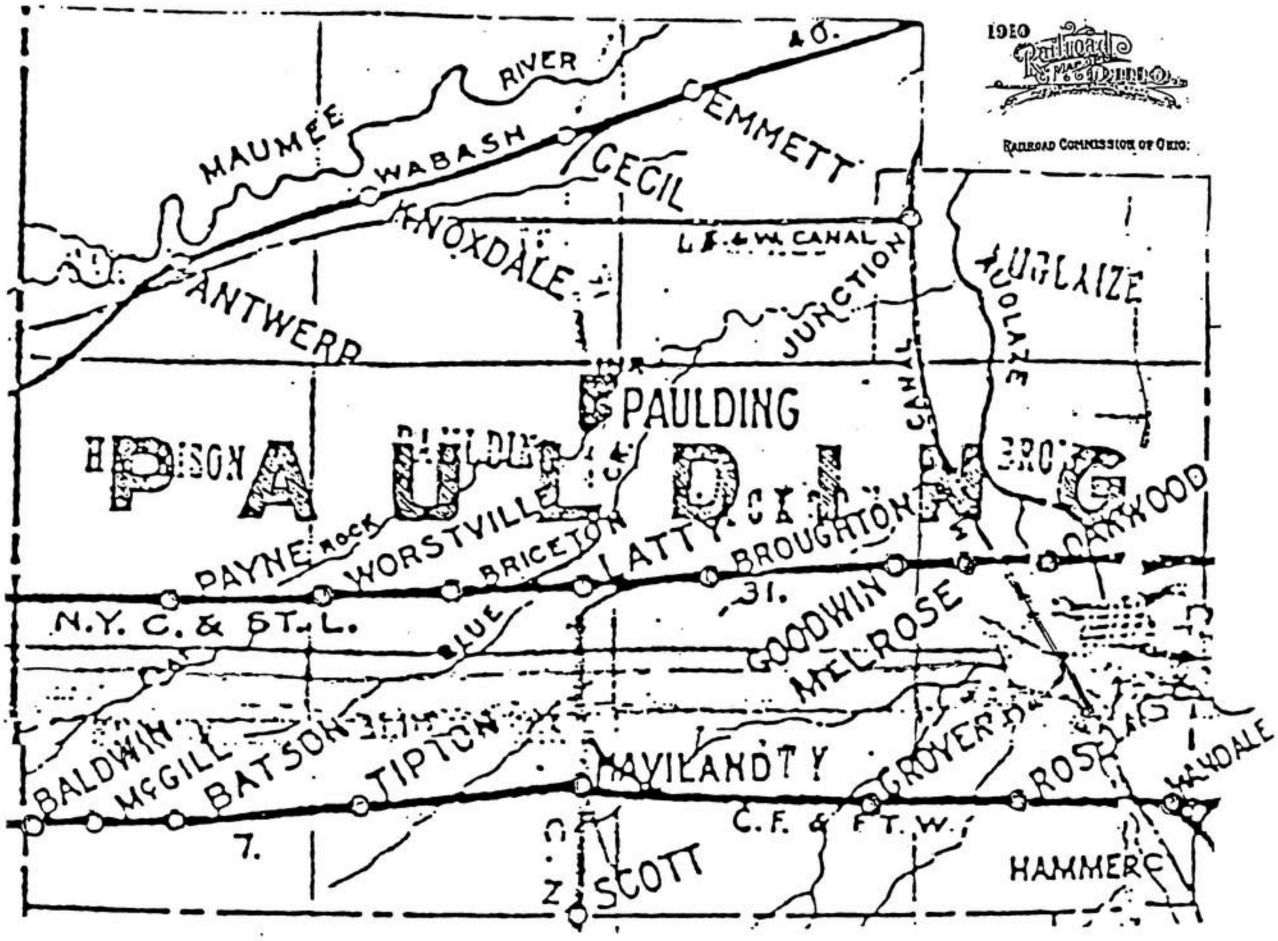
A 1903 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS



Paulding County Ghost Towns Shown On This Map

1. Baldwin
2. Batson
3. Emerald
4. Goodwin
5. Hammer
6. Junction
7. Knoxdale
8. Mandale
9. McGill
10. Roselms
11. Tipton
12. Worsville

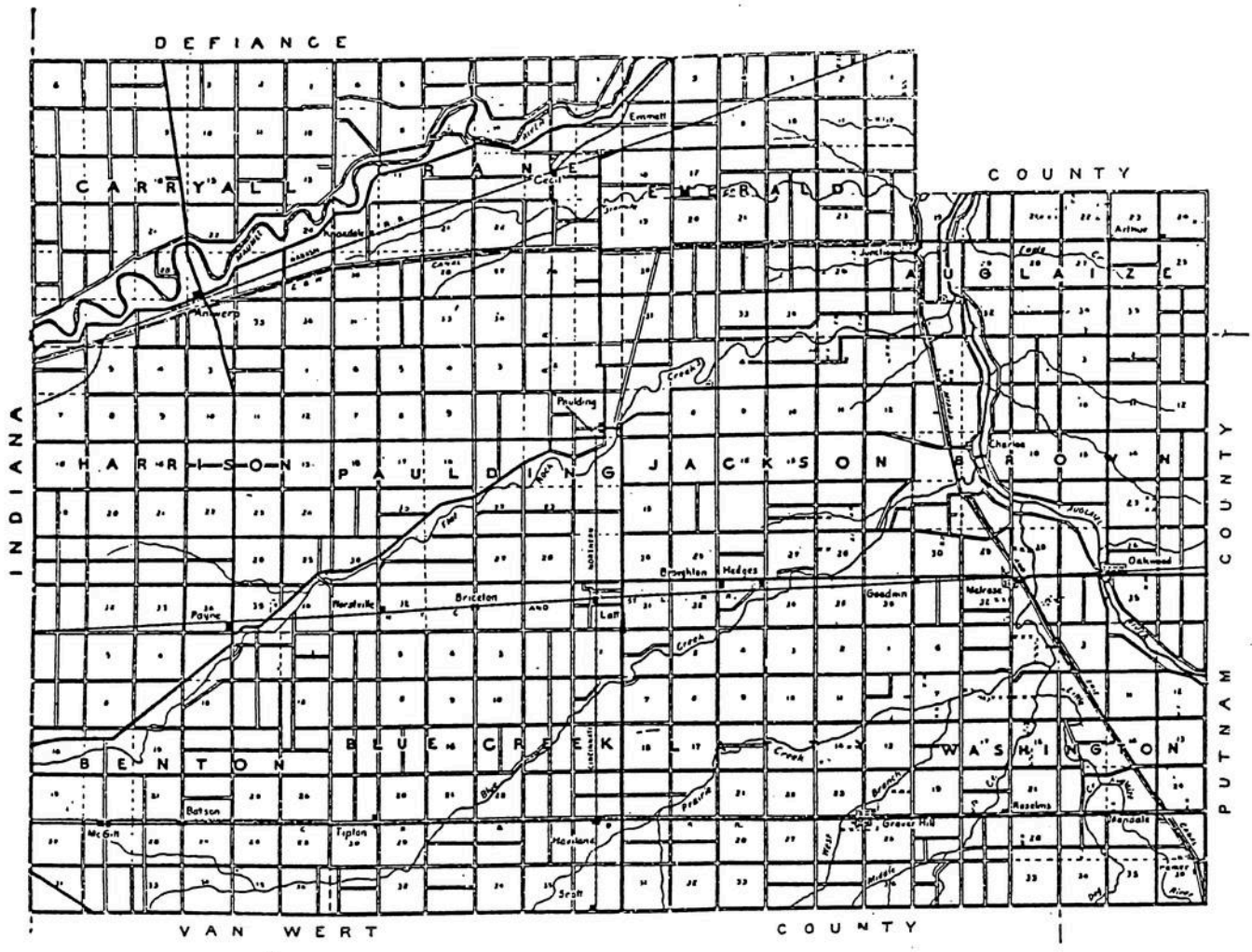
A 1910 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS



Paulding County Ghost Towns Shown On This Map

1. Baldwin
2. Batson
3. Emmett
4. Goodwin
5. Hammer
6. Junction
7. Knoxdale
8. Mandale
9. McGill
10. Roselms
11. Tipton
12. Worstville

A c.1913 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS

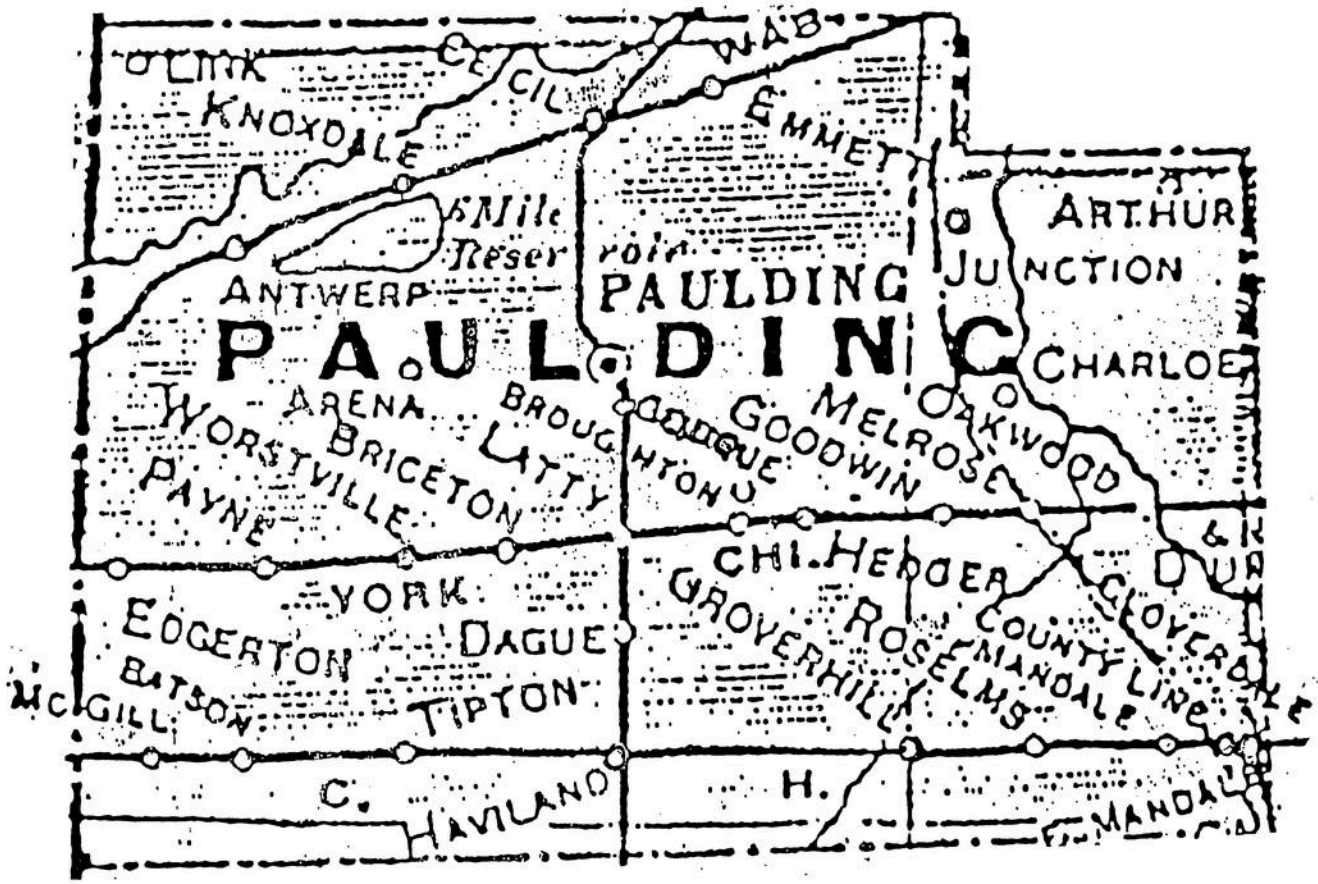


Paulding County Ghost Towns Shown On This Map

1. Arthur
2. Batson
3. Briceton
4. Charloe
5. Emmett
6. Goodwin
7. Hamer
8. Hedges
9. Junction
10. Knoxdale
11. Mandale
12. McGill
13. Roselms
14. Tipton
15. Worstville



A 1917 MAP OF PAULDING COUNTY, OHIO TOWNS AND GHOST TOWNS





Paulding County Ghost Towns Shown On This Map

1. Arena
2. Arthur
3. Batson
4. Briceton
5. Charloe
6. County Line
7. Dague
8. Emmett
9. Goodwin
10. Hedges
11. Junction
12. Knoxdale
13. Link
14. Mandale
15. McGill
16. Roselms
17. Worstville

www.pdpnewspaper.org WEDNESDAY, FEBRUARY 3, 2010 ONE DOLLAR USPS 423620

Historic round barn up for sale

By DENISE GEBERS
Staff Reporter

Paulding County is home to an unusual farm building which has been a landmark in Emerald Township for nearly 100 years – a round barn.

It is one of six such structures in the former Black Swamp area which comprised a thematic grouping considered for national registry in 1979. The others are two in Allen County and one each in Auglaize, Putnam and Van Wert counties.

Since 1980, the local barn has been identified on the National Register of Historic Places and the Ohio Historical Inventory as a result of the study mounted by the Ohio Historic Preservation Office.

It is one of only four county sites on the national listing. The others are the courthouse, the library in Paulding and Antwerp's Norfolk and Western depot.

For the 20th time in its history, the structure plus the nearly 2-acre site on which it and a 100-year old house sits are up for sale.

A current owner, Doug Marihugh, is planning to move to Arizona where he intends to further his education at DeVry University. The Defiance native has co-owned the property since 2005 and has made several improvements.



Melinda Krick/Paulding County Progress

One of only four county sites listed on the National Register of Historic Places, this round barn in Emerald Township and the adjacent farmhouse are being offered for sale.

He has replaced a door on the front, added corrugated steel to the roof where the original material blew off, plus did some minor reinforcements to supports on the inside.

Marihugh said it could use the work of a four- or five-man Amish crew for a couple days to get it in good shape.

The barn is currently used for storage.

According to research conducted in the late 1970s to determine the barn's eligibility for listing, the structure arrived on Dotterer Road in 1911. Marihugh's theory is that it was an "Already Cut" and fitted kit from Sears, Roebuck and Company, because the square house built the year before came from Sears.

The Sears barn layout showed space for a silo in the center of the 60 feet diameter barn with stalls, storage and a free range area radiating out from there, which is how the local barn is structured. Hinged windows surround the building which had vertical siding of cypress wood.

Its gambrel-domed roof frames a 1-1/2 story hayloft that could hold 120 tons of hay and/or straw. The barn was outfitted with a Louden hay track system designed so one man could transfer a load of hay into the mow by himself.

The original price of the

See **BARN,** page 2A

■ BARN

Continued from Page 1A

Sears model barn was less than $1,700.

At the time of the barn's listing with the historical organizations, state officials suggested its construction "...coincided with a flurry of barrel-and-stave manufacturing in the area between 1910-1912 and with the era of agricultural experimentation.

"Round barns were thought to improve silage distribution, livestock feeding efficiency, and building strength and to reduce construction costs," they continued.

The barn and surrounding property have passed through several hands over the course of time. In 1911, John C. Shaw and his wife, Metta, sold a 120-acre plot to the trustees of the Ohio Wesleyan University from Delaware, Ohio.

It is thought the school put the barn up, but so far no documentation has been found to confirm this.

Since that time, the acreage has been pieced off to its current 1.917-acre size, but the round barn and square house have been owned by Calvin Ross and W. Lyman Case of Columbus beginning in 1925; Edward Holz, as of 1927; Case again with his wife Margaret, in 1932; The Northwestern Mutual Life Insurance Company of Milwaukee in 1935; Frank W. Coplin of Antwerp, in 1937; Leone Royer and others, in 1961; Mr. and Mrs. Wayne Egger of Haviland, later in 1961 then to just Lucy with Wayne's passing in 1976; the Egger's sons-in-law, Harlan Schultz, William Sinn and Keaton Endsley as trustees beginning in 1976; Jennifer Hunt, for a bit, in 1985; the Egger Acres Trust (for Katherine Sinn, Miriam Endsley and Helen Schultz - the Egger sisters), in 1985; Charles and Alice Good, in 1985 and Alice individually at Charles' passing in 1988; their son Jim Good with former wife Carmen in 1991 and individually, in 1995; then Christale Brinkman in 2003, who has owned it with Marihugh since 2005.