

MIDDLEBROOKS FAMILY ASSOCIATION, INC.

Quarterly Newsletter

September 2013
Editor,
Jarrelyn Lang

Volume 12, Number 4
Founding Editor,
Dianne Middlebrooks, 1943-2012

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MIDDLEBROOKS FAMILY ASSOCIATION, INC.
2012-2013 OFFICERS
PRESIDENT – Joyce Arnold
VICE PRESIDENT – Sam Middlebrooks
SECRETARY/TREASURER – vacant

ANCESTOR TEAM LEADERS

Isaac b. 1753 –
Leonard Middlebrooks gambol@juno.com
and Jean Shroyer TXJean@aol.com

John b. 1755 –
Bob Middlebrooks mid293@earthlink.net

Micajah b. 1758 –
Sharon Bartlett sharonbartlett@att.net
and Mary Baker mmbaker65@hotmail.com

Sims b. 1762 –
Neal Middlebrook nealmidbroo1@frontier.com

Thomas b. 1763 –
Jarrelyn Lang thelangs@hotmail.com

Robert b. 1766 –
J.A. Middlebrooks middle3jam2012@gmail.com

Joseph b. 1610 –
Leonard Middlebrooks gambol@juno.com

Joseph b. 1770 –
Dave Clark cdave1000@gmail.com

Virginia Middlebrookes –
Neal Middlebrook nealmidbroo1@frontier.com

Unknown Ancestor –
Leonard Middlebrooks gambol@juno.com

England Research – Ian Middlebrook
and Neal Middlebrook

MFA Quarterly Editor –
Jarrelyn Lang MFAEditor@gmail.com

MAZE by Team Leaders, published by Joyce Arnold

BOARD OF DIRECTORS

Joyce Arnold, 2011-2014
joycenjim@bcglobal.net
Sam Middlebrooks, 2011-2013
semiddlebrooks@gmail.com

Secretary/Treasurer

Charles Swayne Middlebrooks Sr., 2010-2013
cmiddleb@bellsouth.net
Kerry Middlebrooks, 2010-2013
mbrooks@gci.net
Joan Miller, 2011-2013
jmill1912@hotmail.com
Bob Middlebrooks
mid293@earthlink.net
Joyce Luck, 2011-2014

ON-GOING PROJECTS

Cemetery...J.A. Middlebrooks
and William Sterling wgs10@embarqmail.com
DNA.....Bob Middlebrooks,
Dave Clark, and Henry Middlebrooks
MFA Website.....Dave Clark
and Leonard Middlebrooks
Family Repository...Michael Kerry Middlebrooks
Family *Register* Update.....Leonard Middlebrooks
Military *Register* Update...M. Kerry Middlebrooks

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MFA Web Site: <http://freepages.genealogy.rootsweb.com/~midregerrata>

Middlebrooks Family Association (MFA) was founded in 2001 for the purpose of assembling and preserving genealogical and historical material for future generations. MFA has two publications, as below:

THE MAZE, issued each February, May, August, and November, is sent to everyone on the MFA mailing list. It is free to both paid and unpaid members. If you want to be removed from this list, please contact Joyce Arnold: joycenjim@bcglobal.net.

MFA Quarterly Newsletter is published four times a year (December, March, June, and September) by the Middlebrooks Family Association, Inc., 274 Wilder Drive, Forsyth, GA 31029. Subscription to the Quarterly is included in membership dues. Articles for inclusion in the Quarterly, or suggestions for topics, may be sent to Jarrelyn Lang, Editor, at MFAEditor@gmail.com.

MFA membership is \$20.00 per year, September 01 thru August 31.
If you would like to become a member, please make your check payable to MFA and mail to MFA, c/o Joyce Arnold, 2904 Trinity Dr., Pearland, TX 77584.

From the President –

We are rapidly approaching our 12th annual MFA meeting/reunion, to be held October 10-12, 2013, in Dothan, Alabama. This year's presentation will be Dr. Elijah Middlebrook, son of Zere Middlebrook. The remaining time will be devoted to family socializing through record research and sharing, and just plain old family chit-chat.

Terms for some of the MFA officers ended August 31. Vice President Sam Middlebrooks is in charge of the Nominating Committee and will be looking to our membership for those who would like to run for the next two-year period.

Positions open for the year ending 2013 are:

Vice President 2013-2015

Secretary/Treasurer

And Three Board Members

If anyone would like to be considered for one of these posts, please contact Sam Middlebrooks – semiddlebrooks@gmail.com. At the end of the year 2014, the positions of President and two Board members will be open.

We are still looking for more family history and pictures for Dr. Elijah Middlebrook. If you know of the locations of the old homesteads, houses, cemeteries, etc., please contact Kerry Middlebrooks – mbrooks@gci.net.

Looking forward to seeing you in Dothan –

Joyce Arnold,

President

The 2013 Meeting/Reunion for The Middlebrooks Family Association, Inc. (MFA) is to be held in Dothan, Alabama, October 10-12, at the Holiday Inn Express Hotel. Please call 1-334-699-6868. Mention that you are attending the Middlebrooks Family Association Reunion to get the special group rate of \$92.00 (plus tax) per night. **This special rate is good only through September 25, 2013.**

*Highlights of the Middlebrooks Family Association Meeting
Dothan, Alabama, October 10-12, 2013*

Wednesday evening – Early Registration in Hotel Lobby area

Thursday, - Research Time

- 9:00 AM - Registration/Meet & Greet
- 9:30 AM - Opening – Welcome - Joyce
Treasurer's Report, Newsletter Report
- 9:45 AM - MFA Team Leaders' short reports (in person - Leonard, Jean, Bob, J.A.)
- 10:30 AM - Introduction of MKS to Alabama migration - Kerry
- History of Dr. Elijah Edmund MKS - Kerry/EE MKS family member
- Guest speaker-TBA
- Lunch – TBA
- EE MKS family member. continued
- MFA meeting in recess – open Saturday morning
- Social - Dinner, TBA

8:00 PM - Meeting of the MFA Board of Directors at the hotel

Friday - Field Trip to Landmark Park (no meeting room)

- Landmark Park Tour-not confirmed yet - Kerry
- Lunch - TBA
- Cemeteries - ?? - Kerry
- Churches of our ancestors - Kerry
- Dr. E.E. Middlebrooks Residence (Dothan) and Homestead
Dr. Middlebrooks also owned 240 acres near Dothan
- Social - Dinner, TBA
- Registration/Meet & Greet - (no meeting room)

Saturday - Reunion Day

- 9:00 AM - Registration/Meet & Greet
- 10:00 AM - England research-Neal/Leonard
- 11:30 AM - Open Fellowship
- Lunch: TBA (to be in meeting room)
- Sharing of photos and information
- 1:30 PM - Group pictures
- 3:00 PM - Business Meeting: election of officers, 2015 Year's Meeting Place,
Project reports: Cemetery, DNA, Military, Repository, DAR, Family *Register* Update
Short – no more than 15 minutes each
Highlights of the 2014 Year's MFA Meeting/Reunion in Columbus, Georgia – Harris County
- 4:30 PM - MFA - close-out
- Social-Dinner, TBA

**DANGERS OF INTERNET GENEALOGY -
5 TIPS TO AVOID CLIMBING THE WRONG TREE**

**Are you placing too much trust in information found online?
Here are 5 tips to help us all avoid climbing someone else's family
tree.**

- 1. RECOGNIZE THAT THE INTERNET IS ONLY A TOOL.** Used wisely, the Internet can be a great tool in helping us trace our family history. Using it unwisely can result in inaccurate information being passed on to future generations.
- 2. UNDERSTAND THE NEED FOR ACCURACY.** To be sure that the record you are compiling is reliable, don't accept any information posted online as accurate without verifying it yourself. There is so much information out there on the Internet that has not been accurately researched or interpreted.
- 3. SEARCH ORIGINAL RECORDS.** Be sure to verify any information you find online by searching the original record or a digitized/microfilmed version thereof. Online subscription sites can be useful, but we need to be aware that only a small percentage of reliable, original genealogical documents are currently available online.
- 4. EDUCATE YOURSELF.** Genealogical research is a skill that is acquired through education and practice. Viewing a genealogical document is one thing; accurately interpreting and using the information for maximum benefit is another. Attend conferences, and join a genealogical society or group in your local area and in areas where your ancestors lived. Take advantage of learning opportunities online. Education is the key.
- 5. OBTAIN PROFESSIONAL HELP.** There are many reputable companies and individuals who have expertise and access to records you don't have. When research becomes difficult, admit that you cannot do it alone and seek help from a professional genealogist.

(from ancestorseekers.com)

Good Deeds – Gold-Star Variety

Holiday Mail for Heroes Program

The holiday season is just around the corner, and it's time to start thinking about being part of the 2013 American Red Cross Holiday Mail for Heroes. The American Red Cross and Pitney Bowes are again partnering to ensure all Americans have an opportunity to send a touch of home this holiday season to members of our U.S. military, veterans, and their families, many of whom will be far away from home this holiday season.

Starting this fall and throughout the holiday season, the Red Cross is working with Pitney Bowes, a mail stream technology company, to collect and distribute holiday cards to American service members, veterans, and their families in the United States and around the world.

The process is very simple and takes no time at all. All you need is a pen and piece of paper to share your appreciation for the sacrifices members of the U.S. Armed Forces make to protect our freedom. The Holiday Mail for Heroes mail box is open and ready to receive your cards. Please send all mail to:

Holiday Mail for Heroes

P.O. Box 5456

Capitol Heights, MD 20791-5456

To see guidelines for sending the cards, [go to redcross.org//support/get-involved-holiday-mail-for-heroes](http://redcross.org//support/get-involved-holiday-mail-for-heroes), and scroll down to **card guidelines**. Sending a “touch of home” to American men and women who serve our country is the perfect way to express your appreciation and support during this holiday season. The deadline for mailing cards is December 9, 2013.

OCTOBER IS BREAST CANCER AWARENESS MONTH.

You can make an easy, free contribution that will help fund mammograms for women who can't afford them by going to thebreastcancersite.com and clicking on the pink rectangle. The site accepts only one click per computer per day, so if you have access to more than one computer, either at home or at work, click daily on each one. Please continue to click daily, even after October is past. (Don't wait until October – start today!) This is a way to help scores of women, and it costs you absolutely nothing except a few seconds of your time.

CYNTHIA ANN PARKER, CAPTIVE

By Jarrelyn Lang

Cynthia Ann Parker, or Naduah (also spelled “Nadua” or “Nauta,” and meaning “Someone Found” or “Keeps Warm With Us”) was born to Lucy (Duty) and Silas M. Parker in Crawford County, Illinois. According to the 1870 census of Anderson County, Texas, her birth would have occurred between June 2, 1824, and May 13, 1825.

When Cynthia was nine or ten years old, her grandfather, Elder John Parker, was recruited to settle his family in Texas and build a fortified settlement against Comanche raids, which had been a dire hindrance to the colonization of Texas and northern New Mexico.

When the family arrived in Texas, they settled in the north central part of the state and built a log fort, which soon became known as Fort Parker, on the headwaters of the Navasota River in what is now Grimes County.

Cynthia’s brother James was killed on the way from Illinois to Texas when the wagon lost a wheel and he was struck through the chest with a piece of splintered wood.

Elder John Parker had extensive experience in negotiating with various Indian nations, going back to the 18th century, when he was a noted Ranger, Scout, Indian fighter, and United States soldier. Consequently, when he negotiated treaties with the local non-Comanche Indians, it was supposed – by him and higher authorities – that a substantial bulwark had been created to protect the rest of Texas, and that at least the local Indians would be useful allies against the Comanche.

Unfortunately, this was a fatal error; the Comanche did not recognize treaties signed by subject Indian nations and had such a fearsome reputation that no subject Indians would dare help the white man.

Ignoring that fact, the Parker family, its extended members, and other families trusted that they would be safe inside the fort.

On May 19, 1836, an estimated 100 warriors of the Comanche, Kiowa, and Kichai tribes attacked the community. Elder John Parker and his men were caught in the open. They managed to fight a rearguard action for some of the escaping women and children then escaped into the fort, where they were quickly outnumbered by their foes.

The Indians tortured Elder John Parker to death then took his grandchildren, Cynthia Ann Parker and her brother John, as well as some of the other settlers. After watching the horrible tortures, Cynthia Ann, her brother, and four other captives were led away into Comanche territory. A rescue force was quickly mounted. During their pursuit of the Indians, one of the captives, a young teenage

girl, escaped. All of the other captives were released over the years as the typical ransom was paid, but Cynthia Ann remained with the Indians for nearly twenty-five years.

Cynthia Ann was soon made a part of the tribe. She was given to a Tenowish Comanche couple, who adopted her and raised her as their own daughter. Although she was abused and beaten at first, she was soon made a part of the tribe, forgot her white ways, and became Comanche in every sense. The memories of her white life quickly faded, and every attempt to ransom her was refused by the tribal council at her request.

She married Peta Nocona, a chieftain. They enjoyed a happy marriage. As a tribute to Peta Nocona's great affection for Cynthia Ann, he never took another wife, although it was traditional for chieftains to do so. Peta and Cynthia Ann had three children: famed Comanche chief Quanah Parker; another son, named Pecos (Pecan); and a daughter, Topsannah (Prairie Flower).

In December 1860, after years of searching, at the request of her father and others, Texas Rangers, led by Lawrence Sullivan "Sul" Ross, discovered a band of Comanche that were rumored to be holding American captives. A small group of Texas Rangers surprised a force of Comanche in the Battle of Pease River, although it was not much of a battle. The majority of the Comanche band were not present in the camp. In the absence of most of the Comanche warriors, the Rangers massacred the helpless women and children.

Knowing they were losing, the Comanche attempted to flee. Ranger Ross and several of his men realized that the chief was riding alongside a woman rider. As the Rangers got nearer, the woman held a child above her head. Instead of shooting her, the men surrounded and stopped her. Ross continued to follow the chief, shooting him three times in the back. Although the chief fell from his horse, he was still alive and refused to surrender.

Ross's cook, Antonio Martinez, who had been captured and tortured in Mexico after Nocona killed his family, identified the chief as Nocona. With Captain Ross's permission, Martinez finished off the wounded Comanche.

Ida Lasater Huckabay, in her book *Ninety-Four Years in Jack County (Texas)*, wrote that Quanah Parker, son of Nocona, and a good friend of Colonel Charles Goodnight, stated positively to Goodnight that his father was not killed in this raid but died many years afterward near the Antelope Hills while hunting for wild plums (p. 68).

A Lieutenant Kelleheir, one of Ross's men, was chasing what he thought was an Indian and was about to shoot when he saw what appeared to be a squaw with a papoose strapped on her back. Coming alongside her horse, he caught the reins and

led his captive to Captain Ross, who realized that Kelleheir had captured a white woman, because she had blue eyes.

Huckabay goes on to say, "The poor woman was in great distress and the frightened child on its mother's back wrapped its little arms around its mother's neck like a squirrel on a limb. She, by signs, let it be known that she feared her two small sons had been killed, but Captain Ross assured her no boys were killed and instructed a Lieutenant Spangler to take the woman and child to Camp Cooper to await further orders. The wives of the officers at the Camp furnished some clothing for her and the child.

Word was sent to the different settlements that a white woman had been captured among the Indians, who, in all possibility, judging from age and appearance, might be the long lost Parker girl who was carried away by the Indians on May 19, 1836.

Albert Sidney Johnson, commanding officer at Camp Cooper, with the aid of an interpreter, interviewed the woman, who first refused to talk, but at last told them as best she could remember details of the massacre of the Parker family and her capture by the Indians twenty-five years before." (66-67)

Realizing that Cynthia Ann had forgotten most of her English and would be unhappy if separated from the life she knew, some Rangers urged Ross to let her return to the Comanche. However, he felt it best to try to return her to her American family, so he sent Cynthia Ann and her daughter to Camp Cooper. He then notified Colonel Isaac Parker, uncle of the girl kidnapped by the Comanche. When Parker mentioned his niece's name, the woman slapped her chest and said, "Me Cincee Ann." Her uncle then took her to his home near Birdville, Texas (now a suburb of Fort Worth).

Cynthia Ann's rescue captured the country's imagination. Thousands of Texas families and many more throughout the nation had suffered the loss of family members, especially children, in Indian raids. In 1861, the Texas Legislature granted Cynthia Ann a league (about 4,400 acres) of land, an annual pension of \$100 for the next five years, and made her cousins, Isaac Duke Parker and Benjamin F. Parker, her legal guardians.

However, children held so long among the Indians did not successfully re-adapt to their original lives. Cynthia Ann never adjusted, and although white and physically integrated into the community, she was uncomfortable with the attention she got. Her brother, Silas Jr., was appointed her guardian in 1862 and took her to live at his home in Van Zandt County. When Silas entered the Confederate army, Cynthia Ann went to live with her sister Orlena.

In 1864, Cynthia Ann's daughter, Prairie Flower, caught influenza and died of pneumonia. Losing the only child she had contact with since her rescue caused her

Roads to the Ohio Country, Part II

By Jarrelyn Lang, from *American Migration Routes, 1735-1815*, by William Dollarhide
#4 in a series, Part II

Appeal of the Ohio Country

For twenty-five years after the Revolutionary War, the Ohio River was the primary destination of virtually all western migrations in the United States. This is where the first public land sales were opened, unlike the South, where Georgia did not cede its western lands until 1802. These new public lands were encompassed into a new Mississippi Territory. Extensive Indian control of western Georgia delayed settlements there. Migrations from the Atlantic regions into the southwest did not happen until well after the Northwest Territory had opened for settlement. For example, most land sales in Mississippi Territory did not begin until after 1800. Before that, the only real settlements in the South were located near the gulf seaports and the Mississippi River towns.

As the first area opened for settlement, the appeal of the Ohio Country was for fresh farm land. The Ohio River was the main highway leading to settlements on the principal tributaries, such as the Muskingum, Scioto, Miami, or Wabash Rivers. The Ohio River provided access to fresh lands to be cleared for crop farming, and where corn would grow so fast you could almost watch it grow – all this just by floating downstream on a flatboat. In addition, the soils between the Great Lakes and the Ohio River were well suited for wheat and other grains besides corn.

With the exception of some open areas within the interior parts of the Northwest Territory, the river areas were densely covered with huge trees, some more than a hundred feet high. Due to the wide branches and closeness of the trees, very little sunlight reached the ground below, making visibility limited to about two hundred feet in any direction. There was an aura of darkness everywhere. However, with very little underbrush below those lofty trees, trails were not as difficult to follow as you might think.

The improvement of older roads would have an impact on migrations to the Ohio Country. Travel on the Great Valley Road through the interior of Virginia continued the migration pattern established before the Revolutionary War. A wagon could head west through the Cumberland Gap into Kentucky, or continue south to Knoxville, Tennessee, at Sapling Grove, Virginia, (now Bristol).

In 1788, the Nashville Road had been built by the Militia, linking Knoxville to Nashville, a distance of about 180 miles west. (Tennessee, not yet a state, was still part of North Carolina.) The Nashville Road quickly became the primary route for east-west traffic through the interior of Tennessee. Earlier travelers had used the Cumberland and Tennessee Rivers as their main highways. With this link from Virginia to Knoxville, then on to Nashville, an important circle was completed. Nashville was the northern end of the Natchez Trace, an old Indian trail.

By 1796, a road leading from Nashville connected settlements farther north, all the way to Lexington, Kentucky. From there, a wagon road to the Ohio River linked overland travelers to Zane's Trace, making it possible to take a wagon from Natchez to Philadelphia, a trip that had previously been almost exclusively for the opposite direction, and mostly with the help of rivers. The Natchez Trace was first used as a return route for boatmen who had floated down the Ohio and Mississippi Rivers on flatboats to the ports of Natchez or New Orleans. (New Orleans was controlled by the French until 1803, making Natchez the southernmost U.S. river port.)

Children of the first settlers of Kentucky and Tennessee became attracted to the lands of the Ohio River as well. Settled well before the Revolutionary War, the green valleys of Kentucky and Tennessee were very rewarding for farmers. For the first few years, a farmer could watch his corn stalks rise out of the ground in great abundance, but the soil began to lose its potency within seven or eight seasons. Crops began to decrease in size and consistency.

Crop rotation and contour plowing for soil retention were techniques not yet used. The application of fertilizer to the soil was only practiced by a few German farmers in eastern Pennsylvania before 1790. Those with large tracts of land learned they had to consistently clear and plant new fields and leave older fields fallow for a number of years before the soil would be suitable for a good crop again.

Many farmers gave up on their depleting soil. It was easier for some of the next generation to relocate and find virgin land and start over. A young man with only a small farm and a growing family to support believed he had everything to gain by moving to the Ohio River Country. The opening of roads to the Ohio River from several different starting points was also an incentive. The lure of the Ohio River settlements was for cheap land, and once the land was cleared, farming could be easy again. There were only a couple of "minor" problems: a few Indians resented the white invasion into their hunting grounds, and it was not necessarily easy traveling to the Ohio River from anywhere.

Enter the Turnpike

The wagon roads to the Ohio River from Georgia, the Carolinas, and Virginia all converged on the Wilderness Road through the Cumberland Gap into Kentucky, then up to the Ohio River. The new state of Kentucky in 1796 upgraded the road to twelve feet wide through the Cumberland Gap, using state money. Other states were taking a different interest in their roads as well, particularly those roads that were being used for inter-state travel. The concept of a state-owned "turnpike" came during this period, because the building and maintenance of a heavily-traveled roadway was an expensive undertaking. To pay for the roads, the states decided that "user fees" were in order.

In the 1790s, the direct route across Pennsylvania via Forbes's Road saw many easterners moving west to Pittsburgh or Wheeling to reach the Ohio River. As the beginning of the main route to the west from Philadelphia, the Lancaster Pike was the name given to the first road built using some "high-tech" road-building techniques, borrowed from England. The route was virtually the same as that of the old Lancaster Road that dated back to the 1720s, but the Lancaster Pike was significant for the quality of construction, not for the route. Completed in 1796, the new roadway was financed under a right-of-way franchise by the State of Pennsylvania to a private company.

For a distance of about 70 miles, a three-foot-deep trench was dug, which was then filled with several layers of crushed rock. The workers crushed the rock with sledge hammers in several layers of progressively smaller sizes that were then tamped and packed solid. Crushing the rock was done on-site. The inventor of this road-grading process was a Scotsman named Macadam, thus the term "macadamized road." The process was first used in England in the early 1790s. The Lancaster Pike was the first macadamized road in America.

This process is still in use today. A macadamized roadway has a final application of melted tar mixed with gravel to provide a paved surface that is still used on farm roads all over the United States. The final hot oil treatment gives the finely crushed rock a hard, smooth surface,

once traffic has solidly packed the top layer of finely crushed rock with the tar. Water can actually run off of a macadamized roadway, something unheard of before this treatment was invented.

The Lancaster Pike was a huge success and became a profitable enterprise for the operators. Comfortable wayside inns soon catered to travelers all along the Pike, and regularly scheduled stagecoach service ran from Philadelphia to points west.

Travelers had to pay a toll for passage across the roadway, which they resented. Tolls were collected "per head," including cows, sheep, horses, and humans. The speed and comfort one could travel with on the Lancaster Pike by stagecoach or wagon was amazing. The all-weather road surface was the showplace highway in America. Stagecoaches pulled by six draft horses could maintain a consistent speed of ten to twelve miles per hour. This was a giant step forward in transportation. Before macadamized roads were built, the best travel time possible was about 20 miles per day (walking speed).

Farther north, the route of the old Genesee Trail was to become the Mchawk Turnpike, the most important road for migrations across the state of New York. Following the valley formed by the Mohawk River, this road was continually improved due to the heavy demand of western migrations. By 1796, tolls were collected at several points along the way from Albany to Utica and later all the way to Buffalo. This is the same path which in 1825 became the route of the famous Erie Canal. By 1850, the route of the New York Central Railroad followed that same path, also.

Below the route of the Genesee Trail, the Finger Lakes of western New York became water-borne transportation links. South of the Finger Lakes was another east-west road called the Catskill Turnpike, which eventually linked the Hudson River to the Allegheny River.

A real-life journey to the Ohio River by a New York family might give an idea of how difficult travel was in those days. The family of Lot and Chloe (Ross) Hull was living near one of the Finger Lakes, Lake Canandaigua, New York, in the early 1800s. The Hull family decided to migrate to the Ohio Country where the land was fair and cheap, and the corn was said to grow to unbelievable heights. The route they traveled was outlined years later in a history of Pike County, Illinois, where children of the family later settled.

From Canandaigua, the Hull family made their way west to the frontier town of Geneseo and then south to the Allegheny River, near the present-day city of Olean, New York. There they built a flatboat, on which they loaded all of their household goods and provisions. A son tells the story:

They floated towards Pittsburgh, but en route hit a snag in the river that capsized the boat. They saved only a few of their possessions, which they afterwards sold to the Indians for two canoes. They had enough clothing to last them for two years and provisions enough for one year, but when the boat was sunk, all was lost. After securing the canoes, they lashed these together and floated down the river to Pittsburgh. There Mr. Hull secured lumber and built a cabin on the canoes, after which he proceeded with his family in that manner to Marietta, Ohio. He there sold the boats, which netted him seven dollars and a half. He had a family of six children for whom to provide and, as indicated, was almost penniless when he located in Washington County, Ohio. By trade he was a carpenter, but he had lost his tools when his boat was sunk in the Allegheny River. The people of that locality, however, gave him work to do and he was able to buy tools on credit. After working for some time, he was able to make an investment in land and purchased a hundred and fifty acres, building a barn to pay for this property.

Federal Land Offices

After the experiment with Rufus Putman and a few other land developers, some not nearly as successful as Putman, Congress determined that the Federal Government should establish its own land offices and sell the land directly to the public, and forget about using middle men.

The first Government Land Office (GLO), in the Public Domain did not open for business until 1800, but thousands had already migrated into the Northwest Territory before then. The earliest settlers bought their lands from land developers like Rufus Putnam at his land office in Marietta, or they settled in the military reserves that had been set aside. For example, the Virginia Military District was an area set aside for bounty land warrants from Virginia soldiers of the Revolution (or their assignees). Since Virginia had reserved these lands prior to the creation of the Northwest Territory, the United States honored that reserve. A United States Military District in the Northwest Territory was also reserved. Both of these military reserves were outside of the Public Domain; that is, land grants were restricted to those holding Military Bounty Land Warrants. Another large tract of land in the Northwest Territory was the Western Reserve of Connecticut, which was also exempted from the Public Domain. The areas outside of these reserves were to be opened for sale to the general public through Government Land Offices established by the Federal Government.

Identifying the locations of Government Land Offices is a good way to visualize the American population moving west. Once established, the GLO system was never changed, and dozens of offices were opened over the next 100 years. A land office was established after treaties with the Indians were complete and the regions had been surveyed, at which time sales of land could commence.

The physical location of a new land office was as close as possible to the land being sold, and on the leading edge of the western frontier. Locating the land offices is also a good way to understand when the development of roads first took place. For example, in 1800 the first four federal land offices were established in the Northwest Territory. They were at Chillicothe, Cincinnati, Marietta, and Steubenville, the only places land could be purchased in the Public Domain at that time. The first wagon roads did not extend far beyond the location of these land offices.

Ohio was the first state created from the Northwest Territory, in 1803. As migrations into the Northwest Territory increased, and following plans set down in the Ordinance of 1787, Congress divided the Northwest Territory, creating Indiana Territory in 1800, Michigan Territory in 1805, and Illinois Territory in 1809.

By 1810, there were a total of eleven land offices in the Public Domain: Canton, Chillicothe, Cincinnati, Marietta, Steubenville, and Zanesville in Ohio; Jefferson and Vincennes in Indiana Territory, and Huntsville, St. Stephens, and Washington in Mississippi Territory. If you connect the dots between these towns, you will be defining the western frontier of the United States for 1810.

The National Road

In the enabling act of 1803, Congress decided to set aside five percent of the receipts from land sales in public domain areas of the new state of Ohio for the purpose of constructing roads. Enough money was collected by 1806 to begin planning for the National Road, the first interstate highway financed by the Federal Government. Some surveying and clearing of the right-of-way began as early as 1808, but the War of 1812 delayed construction, and the work was not fully underway until 1815.

The section from Baltimore to Wheeling was also called the "Cumberland Road," closely following the earlier Braddock's Road. The enthusiastic legislators called for a roadway clearing sixty-four feet wide, a grand thoroughfare that would run from Baltimore to St. Louis. The road was to be a modern macadamized surface from end to end, following the previous methods used so successfully on the Lancaster Pike. Good "down-to-earth" engineers prevailed, however, and a more conservative project ensued, with thirty-foot widths on flat open stretches, and down to one-lane passages through mountainous areas. The final hot oil treatment of a true macadamized surface was never completed on the National Road, so basically it ended up as a gravel road.

If the engineers had built the road the way Congress specified, it would have rivaled any superhighway of today. One early decision in the building of the road, however, proved to be a wise one. All the bridges were built of stone rather than wood, and many of those bridges are still in use today.

When the National Road was completed from Baltimore, Maryland, to Wheeling, Virginia, in 1818, it became America's most heavily traveled road. As it turned out, however, the construction methods were not perfect. The trench dug to hold the gravel in place ended up collecting water instead of draining it. As a result, the trapped water froze in the winter, expanding and loosening the rock base. This created potholes "the size of Rhode Island," as one traveler put it. The gravel surfaces of the Maryland sections were already in a terrible state of disrepair by the time the later Pennsylvania and Virginia sections were completed. Over the next twenty years, however, the road was completely reconstructed on its entire length. The engineering problems and squabbles with Congress were endless. The states, the Federal Government, and the private contractors building the road eventually settled on a way of building roads that has continued to this very day. It was the National Road where these lessons were learned the hard way.

For example, Congress and the states of Maryland, Pennsylvania, and Virginia got into a heated debate about who was responsible for maintaining the road. Congress believed that the legislation authorizing the construction of the road said nothing about repairs later. The states felt that, since they didn't own the land, they shouldn't have to fix it. And, if toll gates were to be installed, who collected the tolls for maintaining the turnpike? The issue was not settled for several years, but eventually the Supreme Court ruled that the U.S. Government could certainly finance the construction of roads, but that the finished roads should belong to the states through which they passed, and that the states could then charge tolls for maintaining the highway. This is pretty much the same relationship that exists today between the states and the Federal Government as pertaining to Interstate and U.S. Highways in America.

Enter Steamboats, then Canals

In 1808, Robert Fulton demonstrated to the world that his steamboat could travel up the Hudson River from New York to Albany, against the current of the river, and still maintain a

speed of five miles an hour. Fulton was not the first to use a steam engine to power a boat, but his *Claremont* was the first steamboat to show the economic benefits of such a craft. Within another ten years, steamboats were to appear on virtually every navigable river in America.

The flatboat era ended with the introduction of steam-powered boats on the Ohio and Mississippi, but the real "riverboat" did not appear until 1816, when the first steamboat was built that placed the steam engine above the water line and added a second deck. Before that, Fulton's steamboat and later boats built on the Ohio River by 1812 were built like ocean-going vessels, which had too much draft to negotiate low water depths encountered on the rivers. By 1820, the familiar flat-bottomed riverboats powered by steam became the predominant mode of transportation on the Ohio and Mississippi Rivers.

Travel to the Ohio Country was to change significantly after the development of canals through New York and Pennsylvania. The Erie Canal was completed in 1825, and Lake Erie settlements in Ohio and Michigan boomed as a result. Only eight years later, a family could travel from Philadelphia to Pittsburgh without ever leaving a canal boat. A canal from Philadelphia to Reading, then west to Pittsburgh, was completed in 1833. The trip from Hollidaysburg to Johnstown was an exciting ride where the canal boats were towed over 2,000 feet in elevation up a series of inclined water raceways. By 1830, there were canals in the interior of Ohio and Indiana, and by 1850, railroads had made the old wagon roads to Ohio nearly obsolete.

Those who went to the Ohio Country before the riverboats or canals during the opening of the Northwest Territory negotiated rugged trails and suffered great hardships to reach a river where they had to build their own flatboats and find their new homes. That era lasted only about thirty years.

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**The 2013 Jarrell Family Reunion** will be held at the home of Philip and Amelia Haynes, next to Jarrell Plantation Historic Site, in Jones County, Georgia. A meal will be served at 1:00 p.m. At 2:30 p.m., we will be treated to a **tour of Jarrell Plantation by Bretta Perkins**, the interpretive ranger who works at Jarrell Plantation, who knows more Jarrell history than anyone else alive. Prior to our meal, we'll hear from the Plantation staff about what happened in 2013 and plans for 2014.

Please reserve your meal (\$10/plate) by Tuesday, October 13, with Amelia Haynes, **715 Jarrell Plantation Road, Juliette, GA 31046**. Contact her at **478-986-3972** or **[Amelia@haynesmarketing.com](mailto:Amelia@haynesmarketing.com)**. Please give the name of each person for whom you are making a reservation. The person contacting Amelia is responsible for the meal cost of each person for whom he/she makes a reservation. Hope to see you all! We need your e-mail address if you wish to receive future invitations. If you do not have your own e-mail address, you may give us a relative's or friend's through which we can reach you. **Please send us that address too**, and adjust your spam blocker to accept e-mail from **[phil@haynesmarketing.com](mailto:phil@haynesmarketing.com)**. *Thanks!*



## **TRACING YOUR FAMILY MEDICAL HISTORY**

By Kimberly Powell, About.com genealogy

### **Are you at risk?**

You know you got your curly hair from your grandmother and your prominent nose from your dad. These aren't the only traits you may have inherited from your family, however. Many medical conditions, including heart disease, breast cancer, prostate cancer, diabetes, alcoholism, and Alzheimer's disease have also been shown to be passed down through families.

### **What is a Family Medical History?**

A family medical history or medical family tree is a record of important medical information about your relatives, including illnesses and diseases, along with the relationships among the members of your family. A family health or medical history is begun with your immediate family members – parents, grandparents, and siblings – as they provide the most important links to genetic risk.

### **Why is a Family Medical History Important?**

Some studies say that over 40 percent of the population is at increased genetic risk for a common disease such as cancer, diabetes, or heart disease. Understanding your risk for developing such diseases is an important reason to learn more about your family history. By knowing your risk, you can make informed decisions about prevention and screening, and even participate in genetic-based research aimed at understanding, preventing, and curing diseases. For example, if your father had colon cancer at age 45, you should probably be screened at an earlier age for colon cancer at age 50, the average age for first-time colon-cancer screening.

### **How is a Family Medical History Used?**

How is a family medical history used? A family medical history helps document familial patterns which may impact your health, such as trends toward specific types of cancer, early heart disease, or even something simple such as skin problems. Compiling a family medical history can help you and your doctor spot these family patterns and use the information to assist with the following: Diagnosing a medical condition; Determining whether you may benefit from preventive measures to lower your risk of a specific disease; Deciding what medical tests to run; Identifying other members of your family who are at risk of

developing certain diseases; Calculating your risk of certain diseases; and Calculating your risk of passing certain conditions to your children

### **What Should Be Included in a Family Medical History?**

Going back about three generations (to your grandparents or great-grandparents), try to collect details on every direct family member who has died and the cause of death. Also, document the medical conditions of all family members, including the age at which they were first diagnosed, their treatment, and if they ever had surgery. Important medical conditions to document include: Cancer; Heart disease; Diabetes; Asthma; Mental illness; High blood pressure; Stroke; Kidney disease; Alcoholism; Birth defects; Learning disabilities; and Vision or hearing loss. For family members with known medical problems, make notes on their overall health, including if they smoked, were overweight, and their exercise habits. If a family member had cancer, be sure to learn the primary type and not just where it metastasized. If your family members came from a different country, make note of that as well, as some medical conditions have possible ethnic roots.

### **How Should I Document My Family Medical History?**

Family medical history can be recorded in a manner similar to a traditional family tree, just using standard medical symbols in a pedigree format – squares for men and circles for women. You can either use a standard key or create your own, which specifies what your symbols mean. See [about.com's Tools for Recording Your Family Medical History](#) for more information, examples, forms, and questionnaires. If you find the forms too complicated, just collect the information. Your doctor will still be able to use what you find. Remove any personal names from your work before giving it to your doctor or anyone outside the family. They don't need to know the names, only the relationship among individuals, and you never know where your medical tree might end up!

### **My Family Can't Help Me, Now What?**

If your parents are deceased or relatives are uncooperative, it may take some real detective work to learn more about your family's medical past. If you can't get access to medical records, try death certificates, obituaries, and old family letters. Even old family photos can provide visual clues to diseases such as obesity, skin conditions, and osteoporosis. If you're adopted or otherwise can't

learn more about your family’s health history, be sure to follow standard screening recommendations and see your doctor for a physical on a regular basis.

Keep in mind that the format and questions don’t have to be perfect. The more information you gather, in whatever format is easiest for you, the more informed you’ll be about your medical heritage. What you learn could literally save your life!

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## Hurrah for Sliced Bread

From “In Praise of Sliced Bread,” by John A. Harrington, *The Progressive Farmer*, September 2013.

Eighty-five years ago, on July 7, 1928, Otto Frederick Rohwedder, a jeweler from Davenport, Iowa, and Frank Bench, a baker from Chillicothe, Missouri, made history selling sliced bread for the first time. Rohwedder had invented a bread slicer years before but could not find any commercial baker brave enough to use it. Most of them scoffed and told him that pre-sliced bread would get stale and dry long before it could be eaten.

Rohwedder finally proposed a workable solution to Bench – wrapping the bread in waxed paper after it was sliced. A trial balloon was launched that, literally, changed the way the world ate. This moment of improvement became so iconic that every subsequent good idea has been called “the best idea since sliced bread.”

**Happy Fall, Y’all!**

