

LORAIN CITY'S EARLIEST HISTORY;

A NEW LOOK
AT THE OLD MYTHS,
AND THE TRUTH.

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[The prior local-histories seem to have relied upon an abundance of "hearsay" and supposition (and inevitably worsened by each subsequent rendition).

This version is an attempt to finally put the honors where they truly belong --- with the hope that the citizens of the future, will care enough to do likewise.]

PLEASE DO NOT PRINT TO 'HARD-COPY'.
(the maps will no longer be "zoom-able"/ readable)

-- **MYTH: In 1787, the Moravians built a village "at the mouth of the Black River" --**

Many Lorain city-historians have attributed a direct connection to the city's history, and the '1787' *Moravian-Indian* settlement, which was very briefly located within the area of present-day Lorain County. However, that '1787' site was definitely never at the "mouth of the river" -- and was probably not even within the boundaries of the later City of Lorain.

In the year 1787, the Moravian missionary, Rev. David Zeisberger, led a group of Christian-converted Native-American "Indians" from their village on the Cuyahoga River, to an intended new settlement in this area. But after only twelve days of establishing a crude village near this river, they were prevented from settling here (due to the insistence of a Native-American tribe who believed that this area would be too dangerous for the Christian "Indians").

Rev. Zeisberger kept a daily account of his experiences here, and although he did not specifically record the name of this river (which he only describes as "*half way between*" the Cuyahoga River and the Huron River), but he mentioned another very important detail.

Zeisberger repeatedly stated that their village site was *about 5 miles upriver*, almost near the 'head' of the river's navigation (the farthest inland point accessible by larger boats) -- therefore not anywhere near the 'mouth' of the river. And other clues in his diary indicated that their attempted settlement was on the east side of the river.

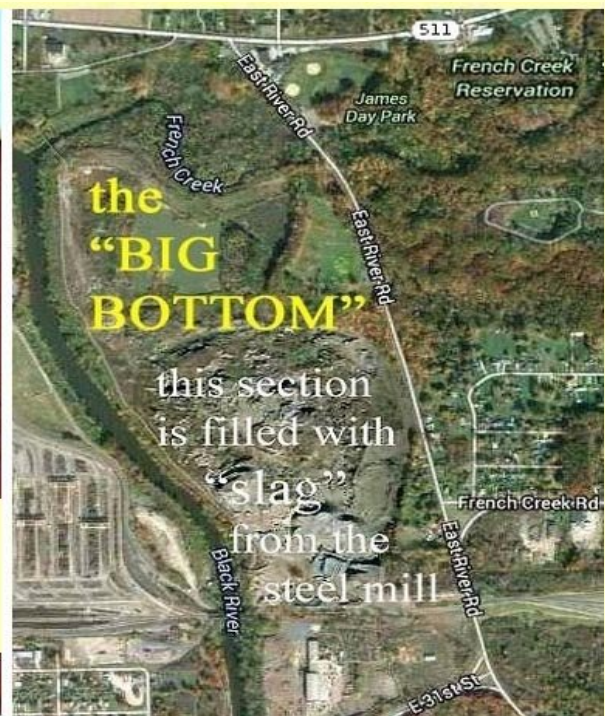
Therefore, *5 miles upriver*, and on the *east side*, would place the brief Moravian settlement in the same area which the later pioneer-settlers in Sheffield Twp. called the "*Big Bottom*", indeed on the river's east side, and immediately south of the 'mouth' of French Creek.

Rev. Zeisberger's diary additionally describes the location of the attempted '1787' Moravian settlement: (per the published translation from German into English) "*..we found ourselves on a high hill, from which, [looking] down into the plain [i.e., valley] we could overlook the whole country [i.e., entire area], as [if] it were a beautiful pleasant garden.*"

The later pioneer-settlers' description of the "*Big Bottom*" was very similar to that. In fact, those later settlers found very dilapidated primitive structures still existing there about 1816, and which they surmised were the remains of a long-ago abandoned "*French trader's trading-post*" -- but which, very possibly, were instead actually built by the Moravians during their brief attempted settlement there, 29 years prior to 1816.

The clues which Zeisberger wrote in his diary, clearly reveal that the first historians of Lorain had merely assumed that the '1787' site was "at the mouth of the river".

As a result, many later historians have unintentionally perpetuated that false assumption.



--- **MYTH: Nathan Perry, Junior, was the “very first pioneer” of Lorain City** ---

Another myth (but which was due to 20th-century historians *embellishing* the truth): A young man named Nathan Perry, Jr., lived “in a log-cabin” “at the very mouth of the Black River”, and he was the “very first pioneer” of the City of Lorain.

Although there is no doubt that he had briefly resided “*a short distance east*” of the Black River's mouth --- but his temporary occupancy there, would perhaps match the definition of '*transient*' (and even “*opportunistic*”), instead of a true “pioneer”.

And his brief “residency” contributed in no way, to establishing the later village, here.

Nathan Perry, Jr., was born about 1786 in Vermont, but shortly afterward his family moved to western New York State in the general area of the Niagara Falls, where his father became a fur-trader with several tribes of Native-American “Indians” on both sides of the Niagara River.

In his youth, Nathan Jr. became very familiar with the way-of-life of those American-Indian tribes, and he learned how to speak several of their native languages.

When he became old enough, he put that experience to use, by coming to the Black River area, about the year 1807, as a fur-trader with the “Indians” in this part of Ohio.

[Some references say that he first arrived here as early “1804 ”. However, this section of the “*Western Reserve*” was owned by the State of Connecticut until 1807; therefore Nathan Jr. might have merely accompanied his father, or other fur-traders, on brief excursions to this area, and various other locations on Lake Erie, before 1807. But most references say that '1807' was the first year that he actually set up his own “Indian trading-post” here -- about a half-mile east of the river's mouth (on land that his father, Nathan Sr., had probably contracted to purchase in 1807 --- and perhaps later resided, from 1810-1813).]

But the eye-witness documentation by Quintus F. Atkins, a young man who was employed here by Nathan Jr. in the year 1808, reveals another interesting detail about young Perry's enterprise, here. Atkins says that Nathan Jr.'s actual “house”, here, was nothing more than “*a small, board shanty*” (as per Atkins exact words). That detail alone, is a strong clue which indicates that young Nathan's original intention in 1807, was merely to utilize this area during fair-weather seasons, only -- and which he was again doing in Spring of 1808.

A “small board shanty” would have been meager shelter during the brutal Winter months here, and especially near the shore of Lake Erie. There was plentiful timber here to build a very sturdy log-cabin, instead. But apparently, Nathan Jr. built his “*small board shanty*” specifically for seasonal use, only; and with the intention to spend the Winter months at his family's much more comfortable house in Cleveland. Therefore he had not intended to actually remain here, year-round, in 1807, nor probably 1808, either. [Most of the 19th-century historians also seem to have understood that his residency, here, was very brief, and '*seasonal*'.]

But, regardless of young Perry's lack of noteworthy “pioneering” intentions here, an incident happened in April of 1808, which is said to have discouraged Perry from continuing to occupy his “Indian trading-post”, here. According to that same eye-witness (Q. F. Atkins):

In April of 1808, Nathan Jr. had asked his family's long-time housekeeper (Mary Billinger*) to come from Cleveland to work for him here, as his own servant and cook. However, while she was traveling by small open-boat from Cleveland to the Black River, the boat capsized in a sudden storm, and she was drowned. (Her body was shortly-later found by Perry and Atkins, and they buried her very near the east side of the mouth of the Black River.) [*- Ohio historian Henry Howe mistakenly reported that Mary Billinger was African-American; but that same eye-witness, (Judge Quintus F. Atkins), later corrected Howe's error.]

That tragedy might not have been the only reason, but by the end of the year 1808*, Nathan Jr. had settled permanently in Cleveland. (*- that “1808” year, is confirmed by most biographies about his later life, in Cleveland.)

There were thought to be earlier fur-traders here, and who probably spent much more time here, and over a period of many more years, than Nathan Perry, Jr., did. (One of the past names of the Black River -- “*La Riviere de la Culiere*” -- was possibly in reference to a Frenchman named Cuillerier who was a known fur-trader along Lake Erie, in the mid-1700s.)

[However, “*Canesadooharie*” was never a true name for the Black River, until historians had erroneously attributed it to be. { See the additional page, about the “*Canesadooharie*” .}]

-- **MYTH: "1807", the first year of settlement of Lorain City (and Azariah Beebe) --**

The story about Azariah Beebe has become more-and-more confusing, with each different version of the details of his residency, here near the mouth of the Black River.

The Williams Brothers' book (published in 1879), simply says that Azariah Beebe's family was "*the first family that settled in the township*" (no 'year'); and Azariah was "*in the employ*" of Nathan Perry Jr., and they "*occupied*" the "*house*" which Perry had *previously* built in "*1807*".

But when the story was re-told in G.F. Wright's book (1916), those details were altered to indicate that the Beebe family arrived here first, and they built their own "*log cabin*" in "*1807*", and, afterward, "*they were soon joined by Nathan Perry*".

[That version in the 1916 book, later prompted other historians to further embellish the facts, by proclaiming that the young Beebe family were "*advance scouts*" for Perry; and etc.]

So, what was the truth? Did later historians intentionally modify the story, merely to conceal historical inconsistencies which arose due to their own additional findings --- and because they were unwilling to abandon the "1807" date which had become the very standard for this local area's "*pioneer-settlement*"?

The real story about the Beebe family's residency near the Black River, seems to be found in the book, '*Twentieth Century History of Sandusky County, Ohio*' (published in 1909).

Sandusky County is where Azariah Beebe and his family had truly finally settled, after their somewhat brief residences at several Ohio locations near Lake Erie.

That '1909' '*Sandusky County*' book tells this information about the Azariah Beebe family: "*They came to Ohio between 1808 and 1810 and settled at Black River, now Lorain, [but shortly later] moving from there to Vermilion, Erie County, about 1813. They [afterward] then moved to Huron County, and finally located in Sandusky County*".

[That statement seems to have been supplied directly by Azariah's youngest daughter, Harriet, who was still alive (age 90) and residing on the Beebe homestead in Sandusky County, in 1909.]

That information would place this Beebe family in this area, no earlier than the year 1808. And that would also correspond to the later writings of Q.F. Atkins, about his own experiences while working near the mouth of the Black River in April of 1808 -- but who mentions nothing about the Beebe family -- and especially not as being additional occupants of Perry's "*shanty*".

Therefore, it is much more likely that the Perry family employed Azariah to run the trading-post (etc.), sometime after Nathan Jr. had decided (in 1808) to permanently reside in Cleveland.

However, there is an additional statement in that '1909' '*Sandusky County*' book (but in a different section, and apparently according to Azariah's youngest son, Ethan):

" *Azariah Beebe, a native of Ontario County, NY, came to Cleveland Ohio, about 1810...*"

So, even if the correct year might have been 1808 or 1809 --- but that additional specific reference to "*Cleveland*" seems to suggest that while Azariah began working here near the Black River, his wife simply stayed in Cleveland, with their first baby. (They had been married only two years prior to coming to Ohio, per that '1909' bio.) Azariah's employment here -- at least initially -- also may have been merely 'seasonal' -- beginning in 1808 (or later).

The exact circumstances may never be known for certain, about the few brief years of their "*pioneer residency*", perhaps starting in 1808 or 1809, here near the Black River, "*a short distance east*", or, "*about a half-mile east*" of the Black River's mouth. Azariah apparently never purchased any land here, before permanently moving farther westward, about 1813. But based upon the information as probably supplied by two of Azariah's own children (etc.) --- '1808' was the earliest that the young Beebe family was residing anywhere in Ohio --- and therefore, one thing indeed seems certain: '*1807*' was never actually the first year of "*pioneer settlement*" in this locality (at least not by the Azariah Beebe family, nor Nathan Perry Jr.).

But more importantly, **their short-term residency was never integral to the story of the founding of the City of Lorain** -- which first began on the opposite (west) side of the river's 'mouth'.

That honor goes entirely to **John S. Reid**.

--- **MYTH: the '1810' "Mouth of Black River Settlement"** ---

Many histories of the City of Lorain, often refer to a "Mouth of Black River Settlement" of 1810, suggesting that there was a significant community of pioneers living very near the mouth of the Black River, beginning in the year 1810.

But that was not the truth.

In late-Summer and Fall of 1810, several pioneer families from the general vicinity of Beaver Falls, Pennsylvania, arrived into this "*Town* Number 7 in the 18th Range*" (which was not yet named '*Black River Township*', until several years later).

However, their final destination was not at the mouth of the Black River, but was instead the western part of this '*Town*'. (*- that word "*Town*" meant '*Township*', not '*village*', at that early time.)

Those pioneers consisted of the following families: {alphabetically}

--- George Kelso --- John Laylin, Sr. --- Ralph Lyon --- William Martin --- Joseph Quigley

--- Jonathan Seelye ("*Seeley*"); --- Jacob Shupe --- Joab (not "Jacob") Woodruff.

Most of those men were skilled builders, and some of them had previously constructed or operated their own grist-mills and saw-mills in Pennsylvania. Their obvious intention was to do the same, here --- and several of them purchased land in the vicinity* of Beaver Creek.

They subsequently determined that the best site for a mill was on a portion of land that Shupe additionally purchased within '*Town Number 6 in the 18th Range*' (which eventually became named "*Amherst Township*"). Therefore, so that Shupe could live adjacent to the newly built grist-mill, he moved off of his land north of that township line, and moved onto his other land just across that line, in the Summer of 1812 (or "1811", according to later historians).

[This creek's name, '*Beaver*', is said to have been selected by several of those pioneers, in honor of their former location in Pennsylvania. But this "*creek*" was previously known by a different name (by the French: "*Riviere en Grys*"?), and was often regarded to be more like a river than a 'creek'.]

During the first decade of their residency here, **the nearest post-office was at the mouth of the Black River --- and in fact, that was the precise name of that post-office: "*Mouth of Black River*". However, the obvious duality of that postal address, caused later confusion for historians, who misconstrued "*Mouth of Black River*", as being the exact physical location of many of the earliest pioneer settlers. But the only family who truly (and permanently) settled near the very mouth of the Black River, during the first decade of this area's "pioneer-settlement", was the family of **John S. Reid**.**

* -- Kelso settled north of Shupe, and about a mile south of Lake Erie. (And, also assisting to establish this more-appropriately-called "**Beaver Creek settlement**", was Andrew Kelso.) [Those two men were probably interrelated to the Andrew Kelso of Summit County, who operated his own mill, there.]

--- Seelye also purchased land on Beaver Creek, near Shupe and Kelso. (However, Seelye sold his land here a few years afterward, and he and his young family moved back to Beaver County, PA.)

--- Lyon initially resided about a mile from them, near "*Wine Creek*" (now '*Martins Run*'), but shortly later he bought a large property near the very mouth of Beaver Creek, and he relocated there. [Perhaps Lyon had hoped that the Beaver Creek's mouth (being at Lake Erie, and also downstream from the newly-built mill) would be a good potential site to establish a new village. But instead, an area about a mile upstream from the Beaver Creek mill, ultimately became the preferred site for a later village (*Amherst Village*, officially 'founded' by Josiah Harris -- he acquired the land for that future village in 1814).]

--- Martin (who brought his family here in 1811) purchased land near the mouth of "*Wine Creek*", and permanently settled there. ["*Wine Creek*" was later renamed '*Martins Run*', in honor of the Martin family.]

--- Quigley also initially settled just east of Martin (but moved to Amherst Twp. about a decade later).

--- Laylin and Woodruff resided near the Beaver Creek settlement for only about one year, and then they relocated about 20 miles westerly, near the Huron River. [They helped to build other mills in their new area, with their father-in-law, Abraham Powers, a master-millwright, also formerly from Beaver Co., Pa.]

[Additional note: In 1817, a new judicial-district was created by combining "*Town(ship) Number 7*", and "*Town(ship) Number 6*" (and etc.) --- that new judicial-district was named "*Black River township*". (At that early time, their word '*township*' usually only meant "*judicial-district*".) However, for land-ownership purposes, both of those two "*Towns*" have always remained geographically separated (the same as they were originally designed by the planners of the entire *Connecticut Western-Reserve*).]

-- (half -)TRUTH: **John S. Reid “had considerable local influence”** --

Despite the many myths which evolved about the earliest settlement-years in this locality --- but most of the historians were accurate at least in regard to John S. Reid's very prominent '*political*' involvement, here. However, they failed to mention his full role as the true founder of the original village, here at the mouth of the Black River.

[The historians were instead more fascinated by a trivial little joke about one of Reid's business-dealings, which they later embellished into a judgmental (and false?) characterization of Reid.]

Although Reid was never credited (by prior historians) for personally establishing the first village here --- but, by examining clues from various original records, the truth becomes clear that John S. Reid had precisely chosen his land on the west side of the river's mouth, knowing that it would soon become a very important location, and therefore a good site for a future village. And he aggressively went into action, to make that village a reality.

Some sources indicate that Reid had purchased his land here, directly from the *Connecticut Land Company* (or, technically, from one of the original investors of it).

[Therefore, Reid's '*contract*' for his purchase was apparently arranged in the year 1807 (or 1808) -- but not finalized ('*deeded*') until he had finished paying for that land, several years later.]

And, by the year 1809 -- although he had not yet permanently relocated here -- he was involved with clearing the first “wagon road” through the dense forest along the Lake shore between the Black River and the Huron River. --- Also in 1809, he had requested official authorization (from the State of Ohio) to construct a “toll bridge” across the Black River.

That authorization, granted to him in 1810, apparently also allowed him to instead operate a ferry service over the Black River -- which he began to do that year (with the frequent help of one of his young daughters*), while he was building his large multi-purpose "*double block-house*" for his family's future residence here, and also for public-lodging and as a tavern.

(*- John's family was temporarily residing near the village of Cleveland, while he was busily establishing their new home, here.) --- In 1811, he permanently moved his family here.

(And about 1812, Reid's block-house was chosen to be the U.S. post-office for this whole area.)

But the rumors of another potential war with Great Britain (which, at that time, had full military control of Lake Erie), had caused this entire area to become undesirable for any new settlers. (Therefore, Reid's plans for his new village, were obviously delayed, for a while).

And another setback occurred a few years after the War-of-1812 had ended, when his oldest son, Cornelius, drowned as a result of a shipwreck in a storm on Lake Erie, in 1818.

But by 1822, the creation of a new, separate 'county' was being contemplated by the State of Ohio --- and that new county would of course require a "county-seat village" for a new county-courthouse. **John S. Reid actively pursued the appointing of that "county-seat" at the mouth of the Black River; and he divided that specific section of his farm, into potential village lots.**

[All new villages required an official "*plat-map*" survey, to enable the legal identification of village-lots (for their future sale). And although that circa-1822 "*plat-map*" no longer seems to exist in local-government records -- however, the resulting property-deeds for several of its original village-lots, still exist in the official Lorain County Recorder's "*Deed Books*", but not starting until 1824. (Prior to the creation of *Lorain County*, the area west of the Black River was a geographical part of *Huron County*; and the local records of 1815-1824 were kept in Norwalk, O.)]

Unfortunately for John S. Reid, the new 'county-seat' was instead established at the existing little village of Elyria, centrally located within this newly created *County of Lorain*. But, even though Reid's proposed village at the mouth of the Black River wasn't selected to be the new county-seat --- but at least his initial 'dream' had become a 'legal' reality (although merely “on paper”). All it needed afterward, was residents (additional to 'Reid', alone).

-- TRUTH: THE VILLAGE (ALMOST) NAMED 'MOUTH-OF-BLACK-RIVER' --

John S. Reid seems to have originally intended to name his village "Mouth of Black River", (the same as the first local postal-name, here). [Reid, himself, may have chosen this local post-office's name, when he was appointed as the first official postmaster here, about 1812.]

However, the duality of that name, also now makes it nearly impossible to verify his first intentions, in the existing records. But the officially-recorded property-deeds for the actual village-lots, refer to this circa-1822 village as being named '*Black River*' village -- and also, technically, as the "*town plat of Black River*". ["town plat" was the legal designation for a 'village'.]

But John S. Reid's new village was not attracting very many new occupants, because most of the new settlers to this area, were instead locating at the "county-seat" village of Elyria, or at the nearby village of (later-named) Amherst (which had a very pure fresh-water spring; but '*Black River*' village was even said to be an "*unhealthy location*", at that early time).

So --- other than a few business-enterprises which built warehouses near the very mouth of the river --- Reid's "village" remained mostly vacant.

But his own children were starting to have families of their own -- and each one of them acquired the best and biggest village-lots; and with direct views of Lake Erie.

John's oldest daughter, **Sophia Baldwin** (wife of **Daniel T. Baldwin**, and later the wife of Uriah Hawley) had received the 'deed' to her village-lot in 1823. John's daughters **Elizabeth Gillmore** (widow of Wm. Smith, and wife of **Quartus Gillmore**), and **Ann Meeker** (wife of **Barna Meeker**, and later the wife of John Kline) each received 'deeds' to their own one-acre lots, in 1828. **Conrad Reid** (John's only surviving son) acquired land near there, also.

Several events during that same time, enabled the little village's harbor to become commercially viable for (seasonal) lake-port trade:

In 1828, a project was begun to eliminate a huge sandbar (which had often blocked larger boats from entering into the river), with the construction of two long wooden piers extending into Lake Erie. And after that harbor project was completed, the village's '*port*' was fully ready for business. The influx of new settlers to this area was also greatly increasing, and many of them arrived here by boats on Lake Erie, to this port.

And many other new pioneer villages began to be established in Lorain County, which required more than the old "Indian trails" to interconnect them all --- so the Ohio Legislature was busy designating new official "State" roadways --- and the citizens were busy creating those dirt-roads through the dense forests and thickets. And as those primitive roadways were opened -- more commerce funneled into the village of Black River.

But in the year 1831, there were still probably only about a dozen "residential" dwellings, total, within the village-limits (including those several homes of John S. Reid's extended-family).

However, within the first few months of that year (1831), John S. Reid had already sold at least 4 more 'lots' in his little village.

But unfortunately, just when his 'dream' was finally becoming a reality, John S. Reid died.

And that same year (1831), the residents of the local area must have realized that the duality of the official U.S. Postal name, '*Mouth of Black River*', was much too confusing, (especially because the village's '*legal*', local-government, name was simply '*Black River*').

So they successfully petitioned the U.S. Post-Office Dept. to shorten the postal name* from '*Mouth of Black River*', to only '*Black River*'. [* -- Previously, from about 1825 to 1829, the name "*Black River p.o.*" had been in use by another local post-office near present-day South Amherst village --- but by 1830, that other post-office's name was changed to "*Amherst p.o.*". Therefore, the postal-name "*Black River p.o.*" had become available for use by 1831, for the village of '*Black River*'.]

As a result of that postal name-change, the full name which John S. Reid had apparently first chosen for the village ("Mouth of Black River"), went almost completely out of use --- and the village's '*legal*' name, and its *post-office* name, were finally both the same: '**BLACK RIVER**'. But that was not to remain the case, for very long.

--- **MYTH: THE "VILLAGE WITHOUT ANY NAME"** ---

In January of 1834, the Ohio Legislature was considering a proposal for the construction of a new transportation canal from Zanesville to the mouth of the Black River.

In anticipation of that canal project, John S. Reid's heirs divided another portion of the original John S. Reid farm, into additional future village-lots. The result of their plan, was the (so-called) "*Durand survey*", of May of 1834. That '1834' plan was an expansion of the existing (but still tiny) village named '*Black River*' village. And although the village's name was not specifically denoted directly upon the Lorain County Recorder's official copy of that 1834 "*Durand map*"; however, many other local-government documents from 1834-1836, clearly indicate that the '1834' village continued to have the same prior, official name: the village ("*town plat*") of '*Black River*' (or, occasionally recorded as '*Blackriver*').

[But unfortunately --- apparently due to the lack of any inscribed *village-name* directly upon that 1834 plat-map --- several later historians oddly asserted that the village "had no name". And other historians insisted that the shortly-later name, "Charleston", had already been chosen by the year 1834. But those claims were completely contrary to the fact that the village's official name ('*Black River*') was clearly designated on all of its village-lot ownership 'deeds' from 1824-1836 in the Lorain County Recorder's "Deed Books". And the other obvious clues were, that the name "Black River Village" had again become its exact same '*public*' name, a few years later (until 1873) -- and also: its official postal name was '*Black River*' from about 1831 until 1874.]

Just prior to that '1834' expansion of little '*Black River*' village, its population still mainly consisted of the Reid family (John S. Reid's three daughters, and his son; and their spouses and their children); and several other dwellings (mostly ship-captains' homes) and a few businesses.

But the commerce at the little village's port was increasing rapidly by that year.

The farmers from many miles away, finally began bringing their wagon-loads of grain, into the port, via the many new "State roads", even as far away as Ashland and Medina Counties. (This port was their only major sales-outlet within a day's travel of those areas --- and for all practical purposes, the port of '*Black River*' had a virtual monopoly for that entire area's grain-trade, during the mid-1830s.)

Many of the village-lots in the newly-expanded '*Black River*' village, began to be quickly sold and occupied in 1834 and 1835 (even though the proposed canal project was still only in the planning phase). And by the end of the year 1835, the total number of dwellings within '*Black River*' village had already grown to "between 30 and 40 dwelling houses", and also "4 stores, 4 warehouses, 2 taverns, and about 300* inhabitants".

In '1835', the "*principal business men*" of the village named '*Black River*', were:

Daniel T. Baldwin ("*farmer*" and statesman); **Quartus Gillmore** ("*farmer and justice-of-the-peace*"); **Barna Meeker** ("*proprietor of the old Reid House*" tavern/inn); **Conrad Reid** ("*postmaster*", and soon the owner of a new '*Reid House*' tavern & inn); and **Thomas Brown** ("*tailor*") [Brown's wife was the grand-daughter of John S. Reid]. Therefore, in 1835, the little village still consisted of those members of the John S. Reid family, plus these additional "*principal business men*": Augustus Jones ("*blacksmith*" and shipbuilder); William A. Jones ("*merchant*" and shipbuilder); N. B. Gates & Mr. Green ("*general merchandise*" store); D. Phelon & O. Root ("*forwarding and commission merchants*"); E. Miller ("*shoemaker*"); W. E. Fitch (*lumber dealer*); and possibly Emory Cherry (*cabinetmaker*). [*--"300", including children.]

The occupants of rest of the total "30 to 40" dwellings can be presumed to mostly have been the families of ship-captains and sailors and a few seasonal port dock workers.

Posthumously, John S. Reid's dream had finally come true --- his *insignificant hamlet* at the mouth of the river, was finally looking like a true village.

And by 1836, it had become so very successful, that it attracted the attention of several outside-investors. (But, those "outside-investors" apparently didn't approve of the established name, '*Black River*' Village.)

--- **MYTH: the City of Lorain was originally called 'Charleston'** ---
(**TRUTH: 'CHARLESTON' WAS MOSTLY "IMAGINARY".**)

In the year 1836, a new plan to additionally expand the little village, became even more ambitious --- however, the entire scheme quickly became a prime example of the high risks of land speculation. The culmination of that '1836' speculation, was the "paper-village" (or, perhaps more appropriately described as the "imaginary" village) of 'Charleston'. Here are the main details about that "paper-village" (as later remembered by one local-resident):

In the Spring of 1836, the canal-engineers finally arrived to the mouth of the Black River to do a survey-study for the proposed canal; and as soon as they arrived here, the local real-estate prices immediately escalated. A real-estate investor also arrived, and he purchased about five acres of land from Conrad Reid's farm (adjacent to the village-plot of 'Black-River'). That land was quickly mapped onto paper, with the creation of proposed streets and village-lots. All of those newly-proposed "village lots" within that five acres were soon "sold out", so the investor "bought" six more acres from Conrad Reid's farm, to make dozens of additional proposed village lots within it, and which again "sold out". Other outside-investors also arrived and contracted to purchase all other available land that was for-sale nearby.

And the village's old name, 'Black River', was "officially" changed --- to 'Charleston'.

During that brief speculation, those outside-investors were said to have "sold" over a half-million* dollars worth of their proposed village-lots here. (*- an enormous amount of money, for that time.) And the local-residents also made a "fortune" from that frantic land-speculation.

But unfortunately, that "fortune" was merely written upon the paper contracts (and even in verbal agreements) --- but most of the actual money never seems to have changed hands --- and the entire investment-scheme quickly collapsed when the canal project was finally canceled in 1837. And those hundreds of newly-added (proposed) village lots of 1836, **remained drawn on paper, only -- but were not physically developed** (until decades later). Therefore the terminology: a "**paper-village**" (or "*paper-city*"). {see the attached maps}

As a result of the rapid failure of the whole scheme, the village's '*incorporation*' (as granted by the State of Ohio in January of 1837), became null-and-void by 1838, due to non-performance of the stipulations of its charter, which also required annual '*elections*'. But that (according to some sources) occurred only once, in 1837, (or maybe never, per other sources).

However, those land-speculators were not yet ready to accept total loss, because a new railroad was being planned which would come through their re-named village. Subsequently, the route for the "*Ohio Railroad*" was surveyed in the year 1838; and its construction eventually reached the village. But this railroad project also resulted in failure. The limited funds of that railroad company ran out, just before its construction was completed here.

And --- apparently due to non-payment from the outside-investors --- **the ownership of almost all of those new "paper" village-lots, reverted back to the heirs of John S. Reid.**

That second failure also prompted most of the village's own residents to reject the name "Charleston", because that name had become a sad reminder of the two failed ventures. (In fact, by the year 1840, the name "Charleston" was already absent from common-usage by many of its own citizens --- although that 'Charleston' name continued to be promoted by the 'investors' for a few years longer.) And afterward, the village was again publicly known as 'Black River'. However, the name "Charleston" had been officially filed with the Lorain County government records, in 1837. And which unfortunately caused most of the later official '*legal*' documents, etc., to perpetually reflect that (citizen-rejected) name, 'Charleston'. [That also caused some local maps to reflect those many proposed ("paper") village-lots; instead of the actual village as it truly physically existed --- and which most of its own residents themselves almost continuously and exclusively called "Black River" village.] {see attached maps}

Luckily, the local grain-trade had remained fairly consistent throughout those failures of the canal and railroad enterprises --- and there was also the local shipbuilding, to help sustain the little village of "Black River" (its original official name, as unofficially restored by its own residents).

And although that 'Charleston' name wasn't canceled legislatively --- but, by the late-1840s, the name "Charleston" had already become a fading memory to many of its own citizens.

--- TRUTH: THE REAL VILLAGE, 'BLACK RIVER' VILLAGE ---

In the year 1838, the village had a total of only "50 dwelling houses"* , and still had only about "300"* inhabitants -- therefore its growth had virtually stalled, during those years of the proposed canal fiasco (and also the failed railroad project). [* - as reported by Conrad Reid.]

However, the steady grain-trade (plus the local shipbuilding) enabled the little village to grow slightly during the 1840s. But even by the year 1850, there were still only about 60 dwellings within the village limits -- and those dwellings had been constructed almost entirely upon the original 'lots' within the old 'Black River' "town-plats" (of circa-1822, and 1834).

But the proposed village-lots of the "Charleston addition" (of 1836) still remained almost completely undeveloped by 1850. [Which explains why most of the residents themselves had continued to utilize the original name, 'Black River' village --- it had truly remained the 'real' physical village, despite the failed speculative "Charleston village" interlude.]

Unfortunately, beginning about 1851, the village's grain trade was reduced by the completion of the "Cleveland, Columbus and Cincinnati Railroad". And shortly later, the remaining grain-trade was significantly impeded by the "Cleveland and Toledo Railroad", when the villages of Elyria and Amherst were instead chosen for that route.

The Black River port had finally lost its "monopoly" on that grain-trade.

A 19th-century local-historian made the following statement about the impact of the loss of the port's grain-trade (although that historian seems to have compounded two decades of the village's history, into one jumbled paragraph):

"It died without a struggle. Its hotels were practically ["practically"] closed.... its merchants departed.... its warehouses were almost ["almost"] given away and even its corporate organization was abandoned its name was blotted out by common consent, and its memory placed in the category of western paper-city ["paper-city"] failures."

But in truth, the '1837' incorporation 'charter' was already invalidated by about 1838 (or perhaps even "dead on arrival" in 1837). And its citizens had already "blotted out" the name 'Charleston', "by common consent", by the mid-1840s, precisely because the failed "Charleston", was already the defunct "paper-village" before 1845.

Another myth which seems to have stemmed from that historian's dramatic statement, was that the village's residency also diminished drastically after the loss of the grain-trade in the 1850s. But in reality, the perpetually meager permanent-residency remained about the same (and in fact, the 1860 U.S. census lists only five "unoccupied" dwellings in the village, out of about 60 total dwellings). [The prior U.S. census of 1850, had also recorded about 60 village dwellings, total.] And, after that loss of grain-trade, the residents made moderately successful attempts at other business enterprises in their little "Black River village". As a result, by 1865, a few of those non-developed village-lots in that proposed "Charleston addition", were finally (although very slowly and very sparsely) being truly sold, and built upon, and occupied.

But it was not until about the year 1871 (with the confirmation of the route for the "Elyria and Black River Railroad"), when little "Black River village" began to show significant signs of growth --- and more of those village-lots within the formerly "imaginary" (proposed) area of 1836, eventually became "real" (occupied) lots, in the 1870s (etc.).

The population of the village grew so very quickly in the early-1870s, that it again became feasible to legally 'incorporate' -- and permanently, that second time. But surprisingly, the new leadership of the village in 1874, chose to reject the established common name of "Black River Village", in favor of the obsolete name 'Charleston' -- despite all the former negative memories associated with that name -- and in disregard of the fact that its earlier residents had almost unanimously "blotted it out, by common consent", during the previous 30 years.

But that 1874 official 'name' decision was abruptly nullified --- apparently not due to any public protests --- but instead it is said that the U.S. Post-Office Dept. simply disallowed the name "Charleston" as being too similar to the postal name of 'Charlestown' (of Portage County).

And the city named 'Lorain' was the end-result.

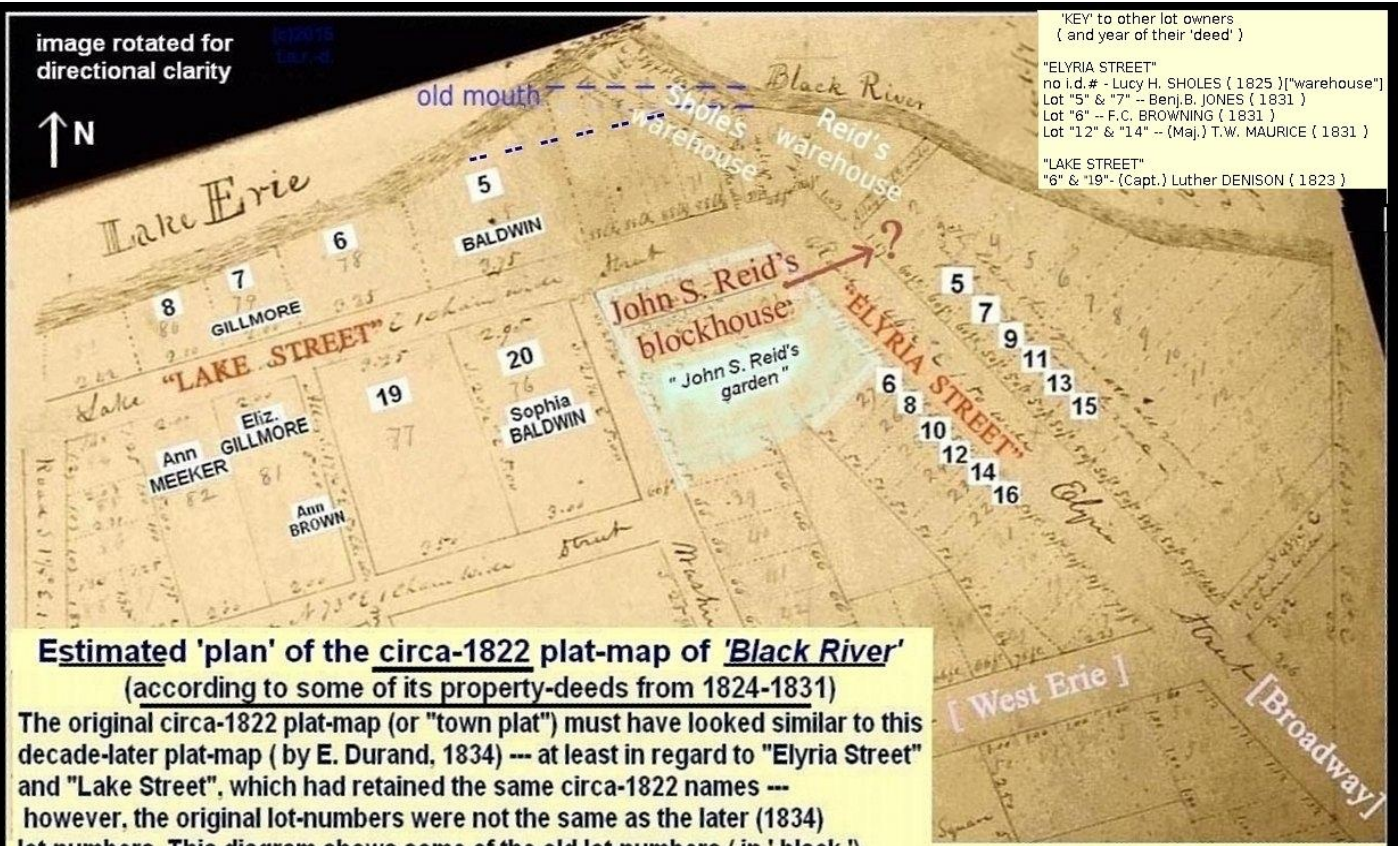
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"KEY" to other lot owners
(and year of their 'deed')

"ELYRIA STREET"
no i.d.# - Lucy H. SHOLES (1825) ["warehouse"]
Lot "5" & "7" -- Benj. B. JONES (1831)
Lot "6" -- F.C. BROWNING (1831)
Lot "12" & "14" -- (Maj.) T.W. MAURICE (1831)

"LAKE STREET"
"6" & "19" - (Capt.) Luther DENISON (1823)



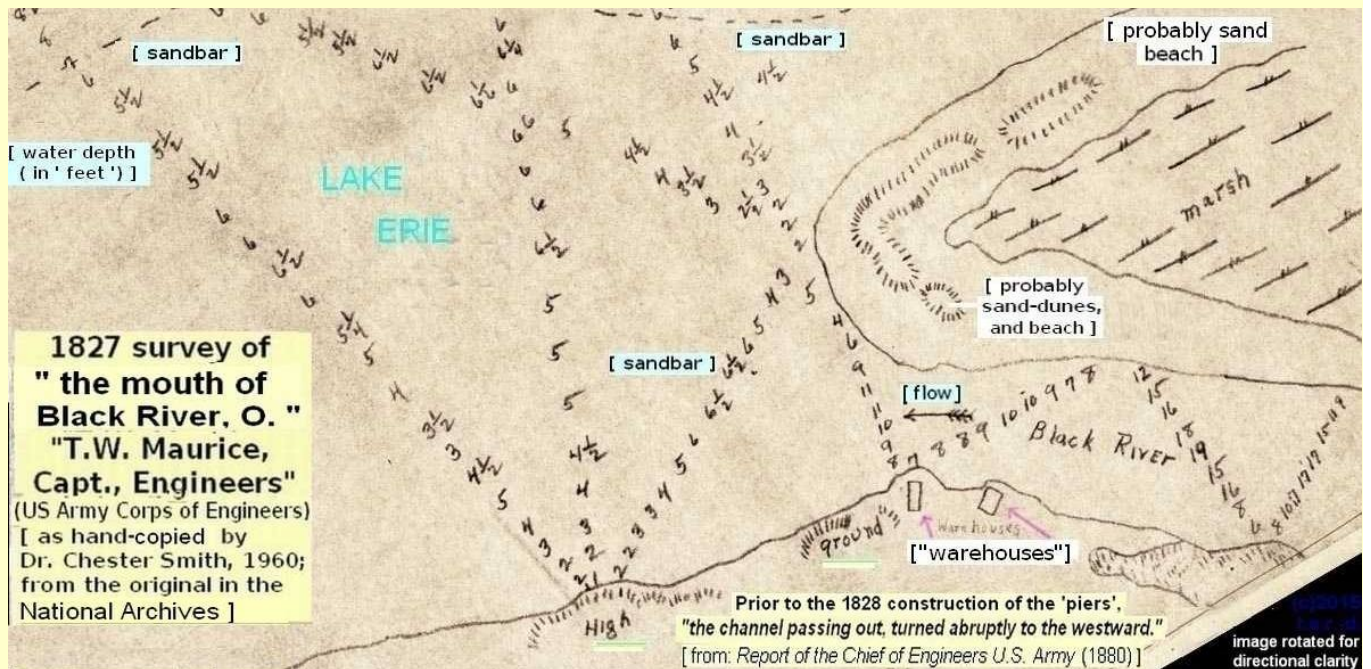
Estimated 'plan' of the circa-1822 plat-map of 'Black River'
(according to some of its property-deeds from 1824-1831)

The original circa-1822 plat-map (or "town plat") must have looked similar to this decade-later plat-map (by E. Durand, 1834) --- at least in regard to "Elyria Street" and "Lake Street", which had retained the same circa-1822 names ---

however, the original lot-numbers were not the same as the later (1834) lot-numbers. This diagram shows some of the old lot-numbers (in ' black ') as they were denoted in those 1824-1831 Lorain County property-deeds.

[Note that the original lot-numbers for "ELYRIA STREET" were duplicated on "LAKE STREET"; which is perhaps why that entire numbering-system was changed by 1834. But that 1834 numbering-change also caused later ownership problems for some of those village-lots.

(Maj.) Theodore W. Maurice of Erie PA, (who had been in charge of the harbor improvement project beginning in 1827), purchased lots "12" and "14", in 1831. But he died in 1832, and those old lot-numbers were never updated on his 'deed' -- and as a result, the much-later owners of those lots had to file a lawsuit to get "clear title", in the year 1900.]



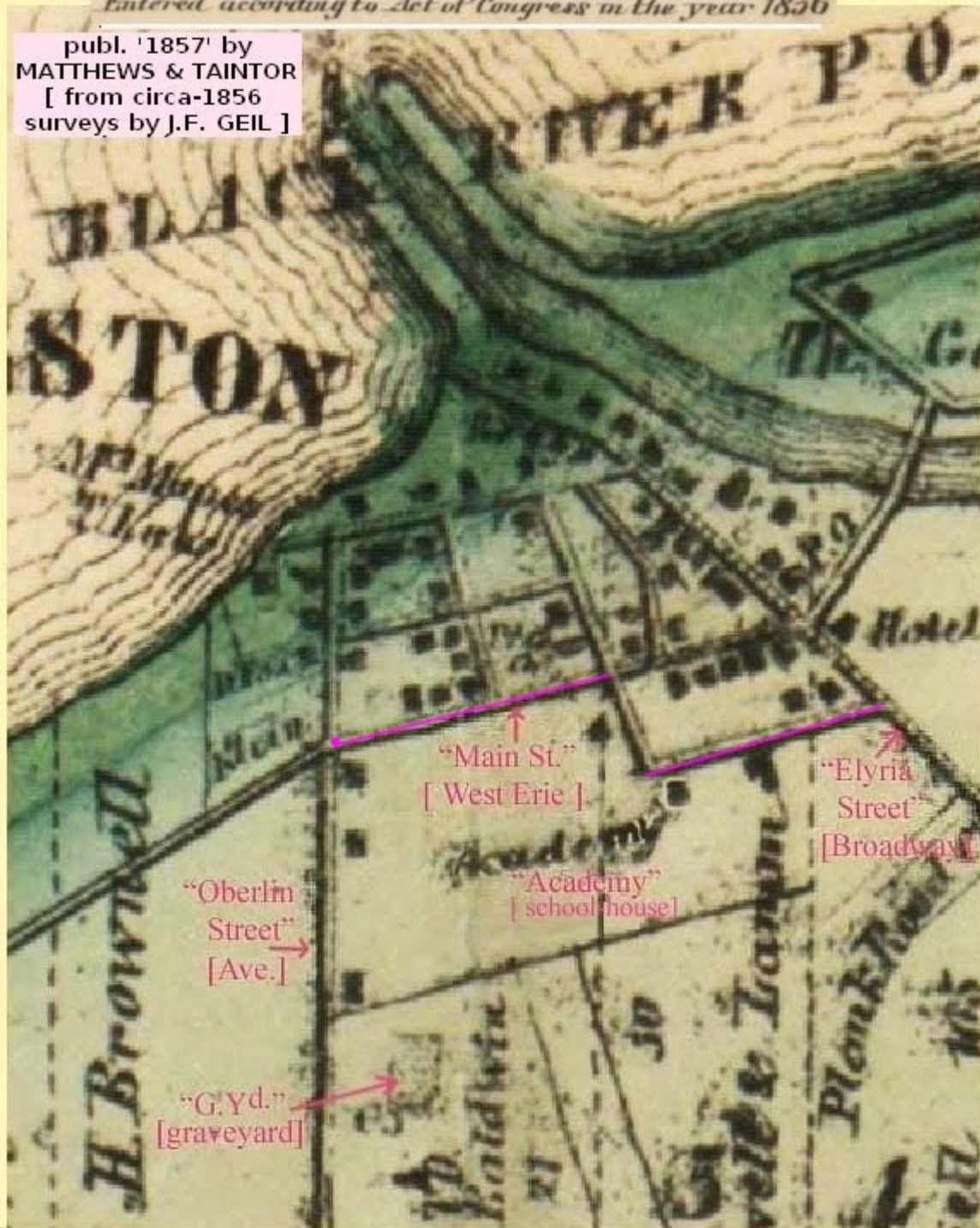
1827 survey of " the mouth of Black River, O. "
"T.W. Maurice, Capt., Engineers"
(US Army Corps of Engineers)
[as hand-copied by Dr. Chester Smith, 1960; from the original in the National Archives]

"At the outlet of the river [in 1827] there was a [sand]bar with a [water]depth of only 3 feet upon it, while the channel passing out turned abruptly to the westward. [But] after crossing the [sand]bar, the river was navigable 4 miles [inland] from its mouth for any vessel that floated in Lake Erie." (from 'Report of the Chief of Engineers, U.S.Army' ; 1880)

image rotated for directional clarity

Entered according to Act of Congress in the year 1856

publ. '1857' by
MATTHEWS & TAINTOR
[from circa-1856
surveys by J.F. GEIL]



Black River village as depicted on the '1857' map of Black River Township

This map accurately shows the true physical extent of the village of 'Black River', about 1856. Notice that only about half of "Duane Street" (W. 4th Street) was in actual usage, by 1856 -- and even then, there were only about four structures existing on that street's eastern portion.

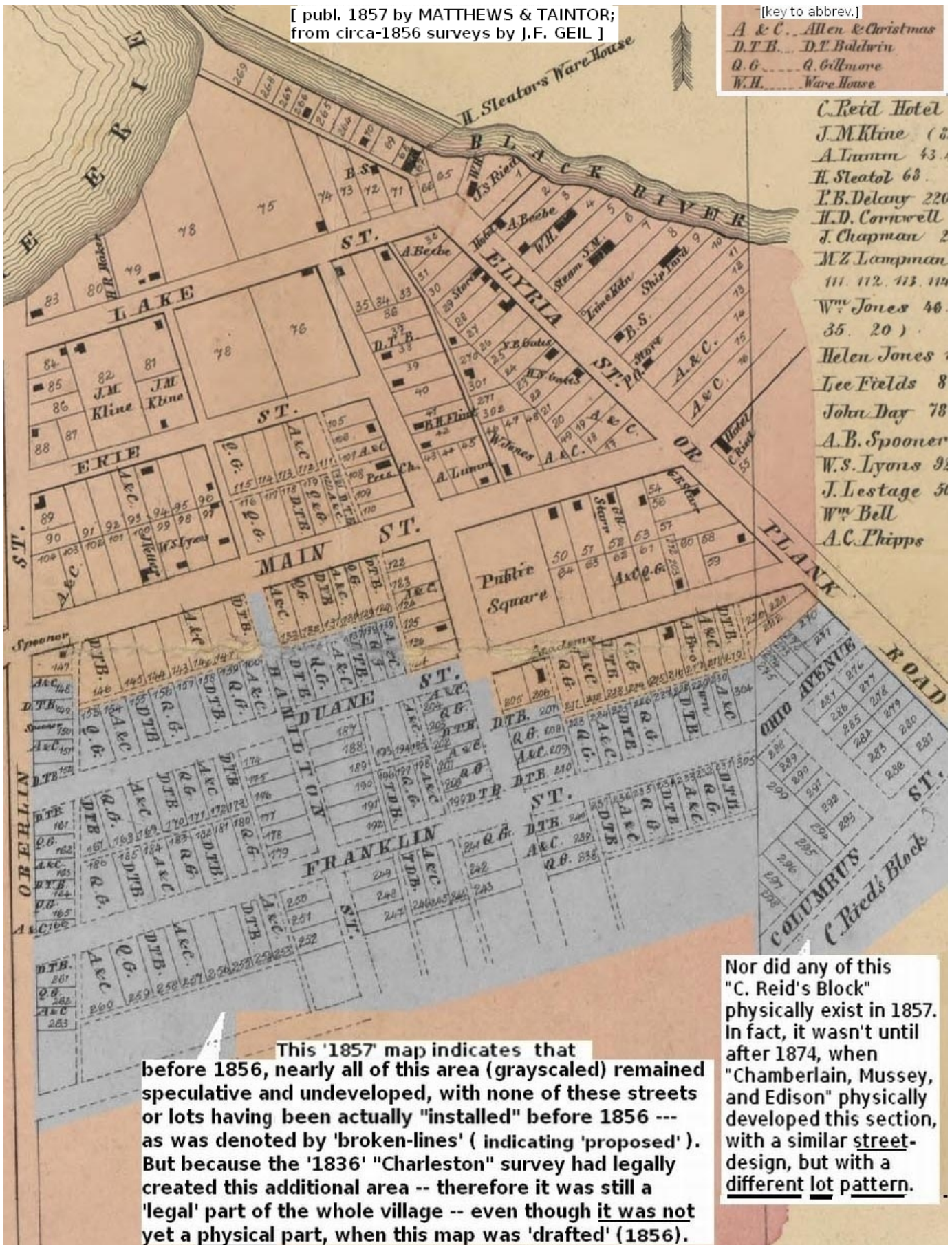
(The other '1857' map of only the village, is misleading about the true physical boundaries, because that other, separate, village map also includes a large proposed area, but which was not yet physically developed before 1856 -- although, if studied closely, that other map indeed indicates the proposed area.) [Also, the use of the name "Charleston" upon both '1857' maps, was a 'legal' technicality--- however, the village's own citizens, themselves, had already "blotted out" the name 'Charleston', "by common consent", more than a decade prior to 1857.]

[publ. 1857 by MATTHEWS & TAINTOR;
from circa-1856 surveys by J.F. GEIL]

[key to abbrev.]

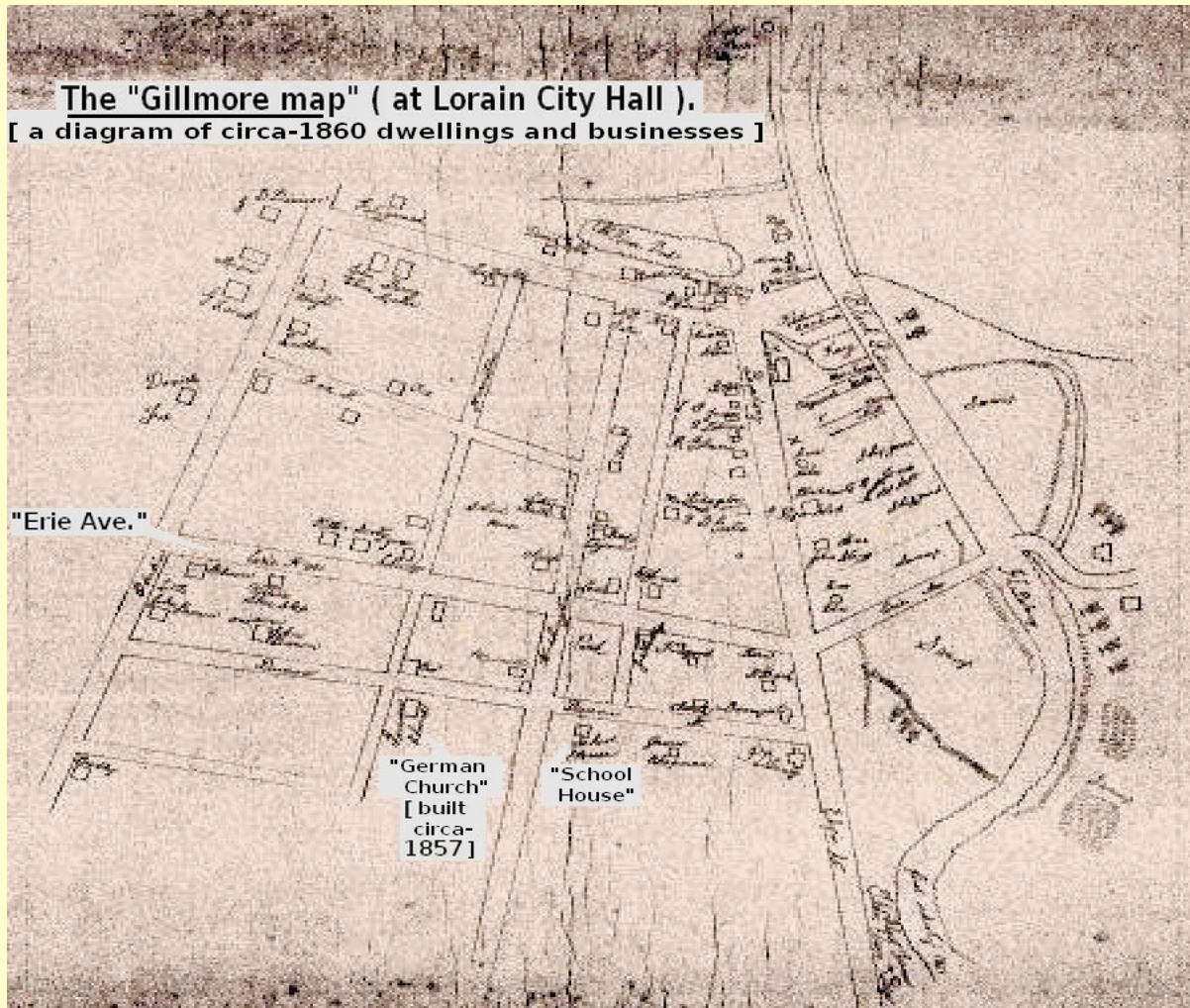
A & C... Allen & Christmas
D.T.B... D.T. Baldwin
Q.G... Q. Gilmore
W.H... Warehouse

C. Reid Hotel
J.M. Kline (2
A. Tramm 43
H. Sleaford 63
P.B. Delany 220
H.D. Cornwell
J. Chapman 2
M.Z. Lampman
111. 112. 113. 114
Wm. Jones 40
35. 20)
Helen Jones
Lee Fields 8
John Day 78
A.B. Spooner
W.S. Lyons 92
J. Lestage 50
Wm. Bell
A.C. Phipps



This '1857 map indicates that before 1856, nearly all of this area (grayscaled) remained speculative and undeveloped, with none of these streets or lots having been actually "installed" before 1856 --- as was denoted by 'broken-lines' (indicating 'proposed'). But because the '1836' "Charleston" survey had legally created this additional area -- therefore it was still a 'legal' part of the whole village -- even though it was not yet a physical part, when this map was 'drafted' (1856).

Nor did any of this "C. Reid's Block" physically exist in 1857. In fact, it wasn't until after 1874, when "Chamberlain, Mussey, and Edison" physically developed this section, with a similar street-design, but with a different lot pattern.



This somewhat crudely-drawn (so-called) "Gillmore map", did not originally include a written 'date', but careful analysis of all of the occupants, dwellings and business-structures denoted on that document, seem to correlate to the village as it existed between the years 1857 and 1860.

But this "Gillmore map" may have actually been 'drawn' at least two decades later than the time-period which it represents. It oddly denotes the street names "Erie Ave." and "Broadway" (and also a "Fox Street") -- in contrast, however, professional survey maps and local-government records prior to at least 1874, show that "Erie Ave." was actually named 'Main Street' in the 1850s and 1860s. ["Broadway" was an even later street-name (sometime after 1874) which had evolved from the name "Broad Street" of about 1874 (but originally named "Elyria Street").]

Those anachronistic street-names seem to have been inscribed concurrent to that document's creation. But obviously, that "Gillmore map" would have been very confusing for *navigational purposes*, if it had been created and labeled with unfamiliar street-names, two decades before those later street names became common. Therefore, it was probably not created as a true "map" for navigational use --- but, instead, it seems to have been purposefully created as merely a reference diagram of former (circa-1860) ownership and occupancy --- but created between 1874 and 1896.

There are also other, later, local "map" diagrams which were produced as general guides to prior historical-reference, but not intended to represent precise attributes of professional survey-maps. [This map was certainly never intended to be precise about the street 'orientations'. According to all official records, 'W.1st' & 'W.2nd' streets, etc., have always been strictly parallel to each other, as originally designed.]

But the 'residency' aspect of this "map", corresponds similarly to the 1856 Geil survey-map (publ. 1857) --- and also indicates that almost the entire "Charleston Addition" (1836), had not yet been developed (nor even the west-half of "Duane St." until beginning about 1856 or 1857).

-- MYTH: the "entire Township", was always a crucial part of the City of Lorain --

Most of the histories about the Village of Black River's time-span (pre-1874), seem to attribute the citizens within the entire township of 'Black River', as being deeply intertwined with the development of the village of 'Black River' during that entire time-period.

However, that was not accurate.

Instead, the residents of the township areas of 'Black River Township', were more closely associated with Amherst (a.k.a. "Amherst corners", "Amherstville", and "North Amherst"), during the same time that the John S. Reid family was developing the village of 'Black River'.

And that was especially the case, after the many German-immigrant families began to arrive into Black River Township, beginning in the 1830s. By the year 1850, approx. sixty German families were residing within the entire township (but only a few of those families actually resided within "Black River Village").

During the late-1840s through the 1860s (etc.), the German immigrants were, by far, the predominant land-owners within all of the 'township' (*non-village*) sections.

But, nearly all of those German families were regular patrons of the village of Amherst.

And most of those "Germans" who resided within the entire 'Black River Township' (including the few Germanic families at Black River Village), had initially attended a church near Beaver Creek. When that Beaver Creek church disbanded (about the year 1861), most of its members transferred to a new German church within Amherst Village -- except for the very few German families living within (and very near) the village of Black River, who had already begun their own church-services in their own homes, from about 1854 until after 1856, when they finally built their own "German Evangelical" church, on the southeast corner of "Duane Street"['4th' St.] and Hamilton Ave. (about year '1857', according to Lorain County tax-records, etc.).

Many of the Germanic families within the entire Township of Black River, were already previously genealogically interconnected prior to their immigration here; and even more-so, with their subsequent intermarriages here. [During much of the 19th-century here, their tendency was to choose spouses who were likewise of German heritage.]

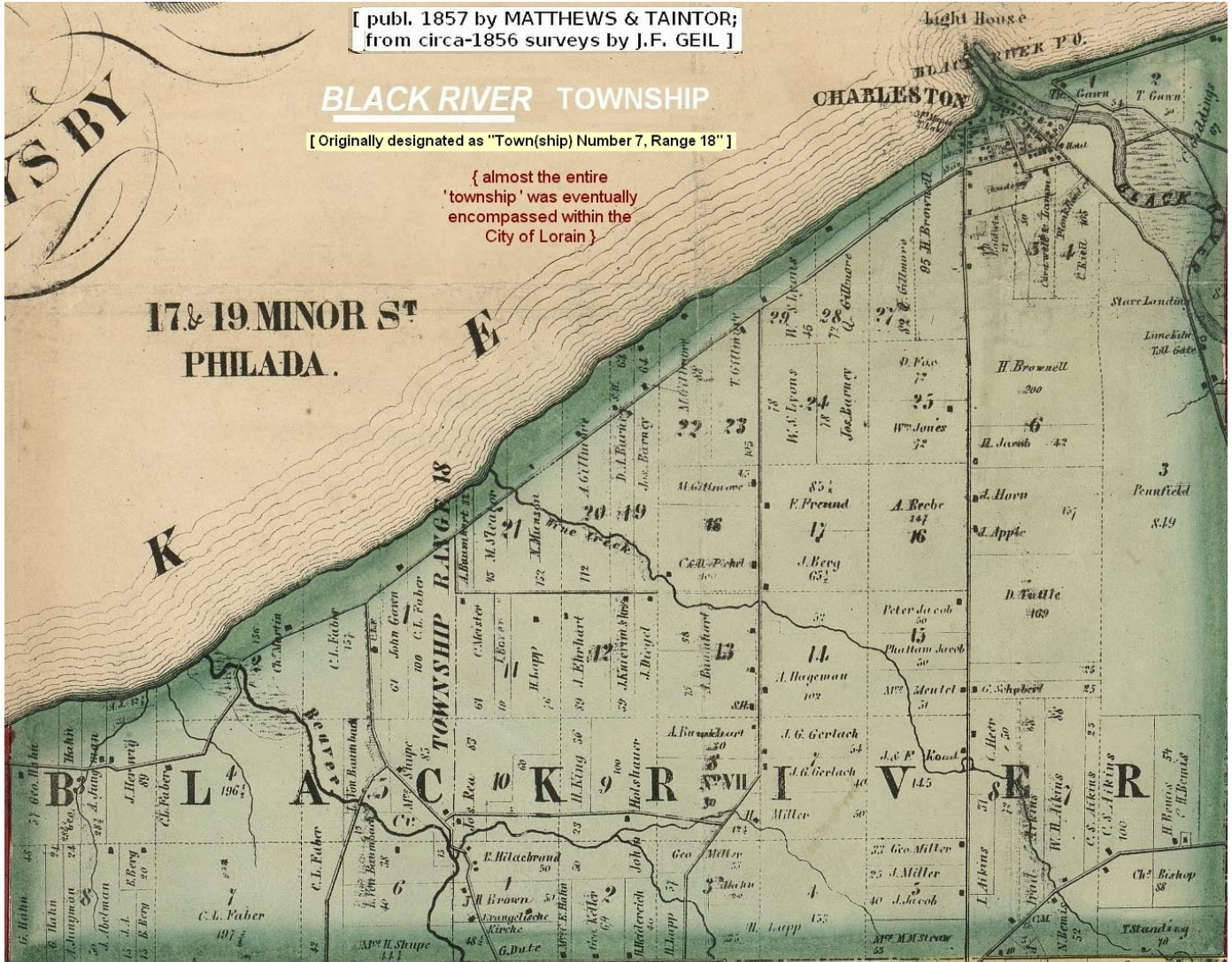
Finally --- about a decade before 'Black River' village was officially 'incorporated' as Lorain City --- the descendants of some of those earlier "township" Germans, started to become more closely involved with this City's development, and many of those descendants also later became very prominent citizens here.

The first German families who settled within the village of Black River, before '1850', were:
~ VETTER ~ Jacob Vetter and his family had arrived to this area in 1833, and they moved into the village by about 1840. Jacob was afterward the village shoemaker. [His wife, Christina Herwig Vetter, was an aunt of John Stang (the well-recorded early government-contractor of Lorain City).]
~ BRAUN ~ Andreas "Andrew" Braun brought his family to this area in 1846, but he died very shortly afterward. His widow Mary Weifenbach Braun {a.k.a. Brown} and their children, were founding-members of the 'German Evangelical' church within the village of "Black River".
~ [Also note that the shortly-later Baumgart family of the village, was not the same as the earlier Baumhardt* family from the township (*- for whom, Baumhart Road was later named).]

Here is a surname list (alphabetical) of most of the earlier German families who had arrived to the Township, pre-1850. [*The names within "quotation-marks" are just a few of the many 'phonetic' misspellings as erroneously written by the non-German record-keepers.*]

--- APPEMAN ["Appleman"] --- BARK --- BAUMHARDT --- BECKER --- BICKEL ["Pickle"] --- BOBST ["Boops"]
--- BRAUN a.k.a. BROWN --- DESCHER --- DIEGEL ["Deal"] --- DUTE ["Duty", "Drudy"] --- FABER ["Faper"]
--- FREUND a.k.a. FRIEND --- GERLACH ["Girllark"] --- GRILLENBARGER ["Gillenbesh"] --- GONDERMAN
--- HAGEMAN ["Haggerman"] --- HAHN ["Hahan", "Hon"] --- HASENPFLUG --- HEIDENREICH (or HEIDERIECH) ["Hydendrige"] --- HERWIG ["Harrick", "Harwick"] --- HEUSSNER ["Hysner"] --- HILDEBRANDT --- HIRSCHING
--- HOLL a.k.a. HULL ["Hole", "Hall"] --- HOHMANN a.k.a. HOMAN ["Haman"] --- HOLZHAUER ["Haulsaure", "Holchauer"] --- JAKOB a.k.a. JACOBS --- KELLER --- KOENIG a.k.a. KING --- KNIERIM --- KOTHE
--- KRAPES ["Crapes"] --- LAPP --- LEIMBACH ["Limboh"] --- MEISTER --- MILLER --- NIEDING --- SCHROEDER
--- SCHNEIDER a.k.a. SNYDER --- SPIEGELBERG ["Spulbark"] --- VETTER ["Vedder"] --- VON BAUMBACH ["Baumbush"] --- WEIFENBACH ["Vaginburgh"] --- JUNGMAN a.k.a. YOUNGMAN ("Ukiman").

{ 'a.k.a.' indicates a family's own adopted 'Americanized' spelling }



(north part of) AMHERST TOWNSHIP (publ. 1857 by Matthews & Taintor, from circa-1856 surveys by J.F. Geil)
[Originally designated as "Town Number 6, Range 18; and for several years it was judicially combined with "Town Number 7, Range 18" (above), but both of these 'Towns' (later known as "townships") remained geographically separate, as originally created.]

1851 "TAX MAP"

Black River

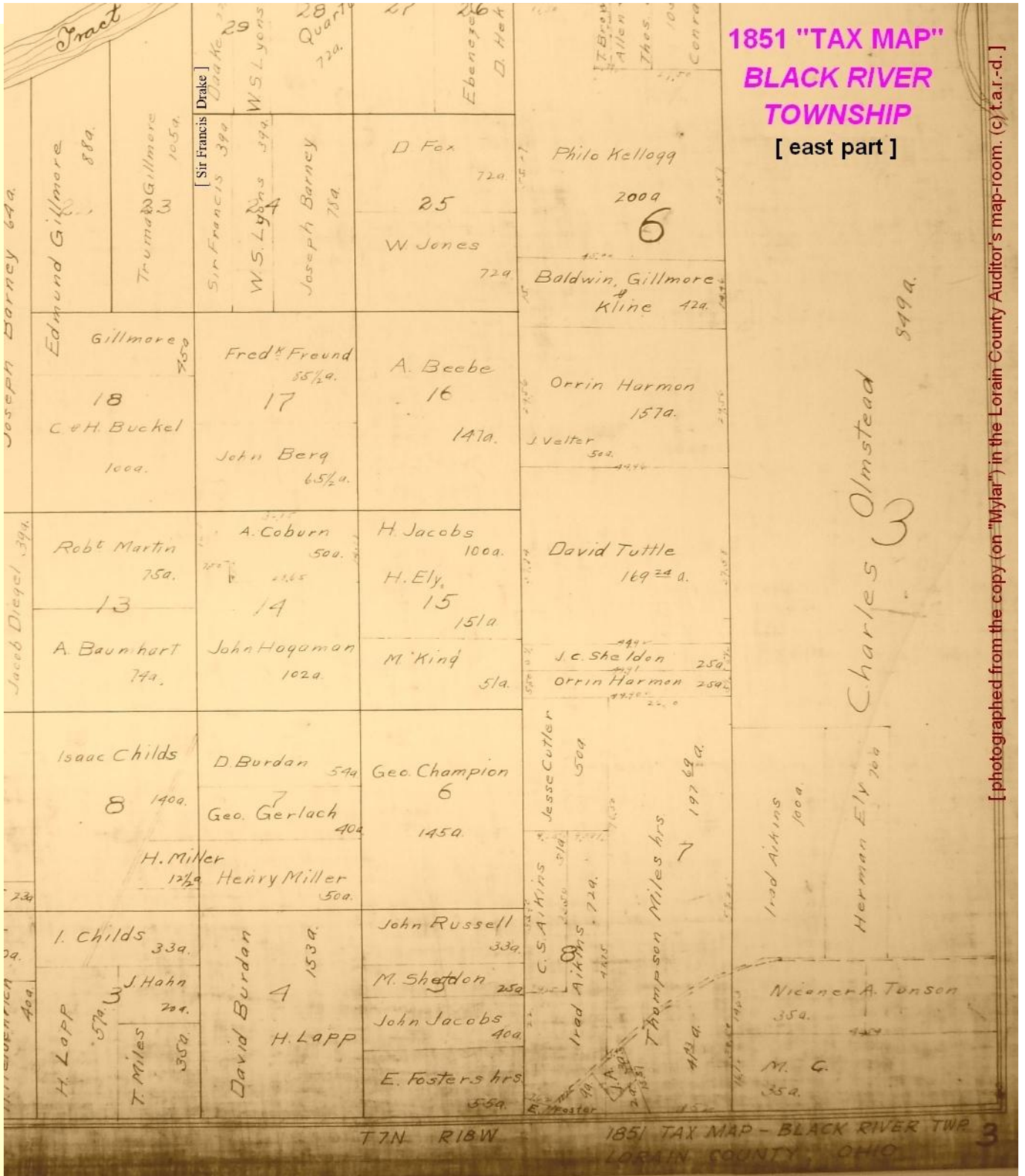
LAKE ERIE

TOWNSHIP [west part]



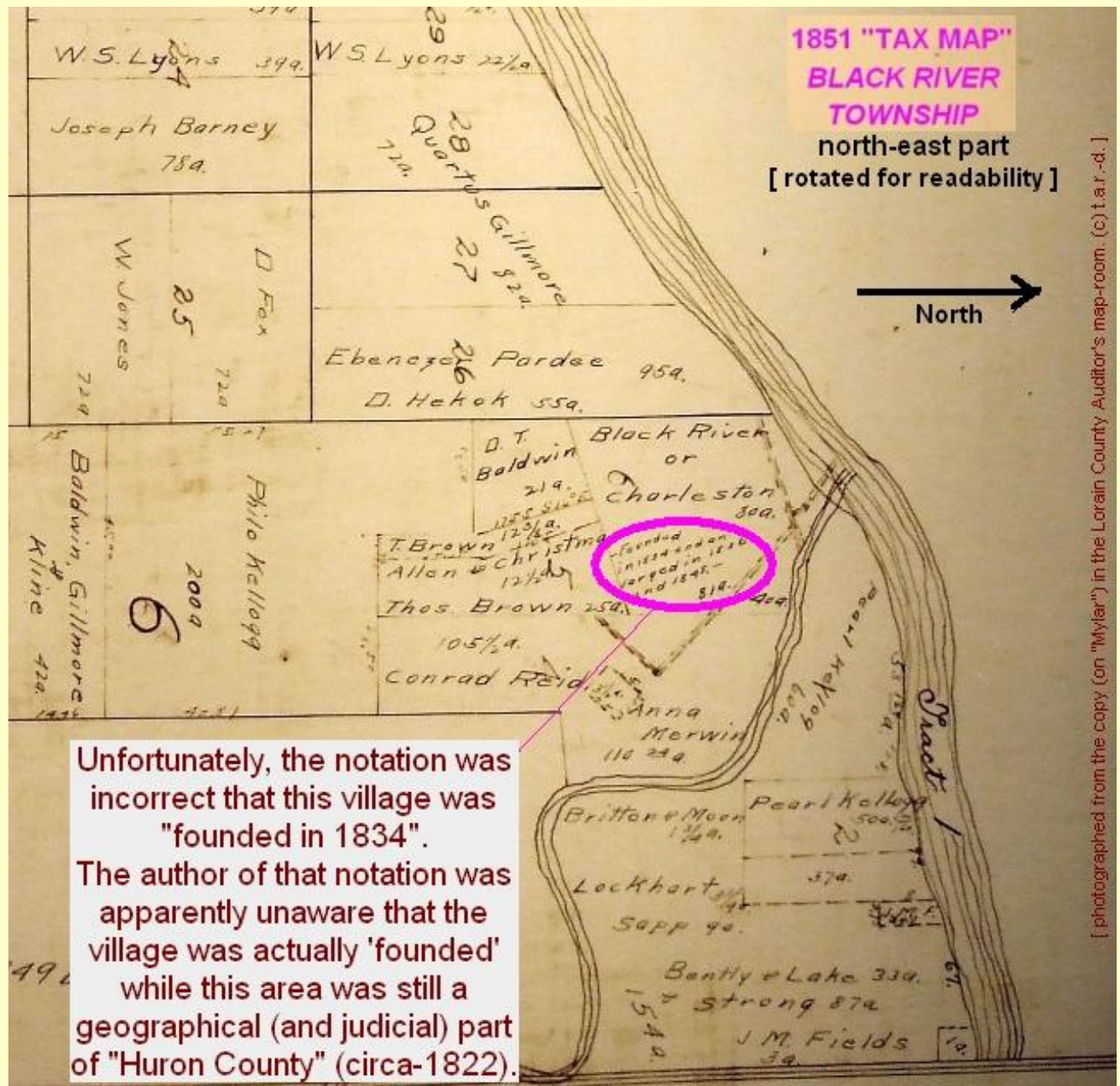
[photographed from the copy (on "Mylar") in the Lorain County Auditor's map-room. (c) t.a.r.-d.]

[Genealogical-research hint: although the U.S. Federal Census of 1850 (and etc.) did not differentiate between the "township" and the "village"; but the residents' actual locations can be correlated to tax records-and-maps.]



[photographed from the copy (on "Mylar") in the Lorain County Auditor's map-room. (c) t.a.r.-d.]

{ **Myth:** The entire Gillmore family (who owned various property west of the village of 'Black River') were additional "founders" of the City of Lorain. **Truth:** the only original member of the Gillmore family, who can be credited with that honor, is Quartus Gillmore (as a direct result of his marriage to Elizabeth Reid Smith*, the dau. of John S. Reid). } [The other original Gillmore family members, during their earliest years here, instead seem to have had a stronger interest in the development (and ownership) in the village of Amherst, and etc.]
 (*- Elizabeth Reid was thought, by some researchers, to have also been married to a "Capt. Brooks"; but based on all contemporaneous evidence, that, too, seems to have been a later myth.)

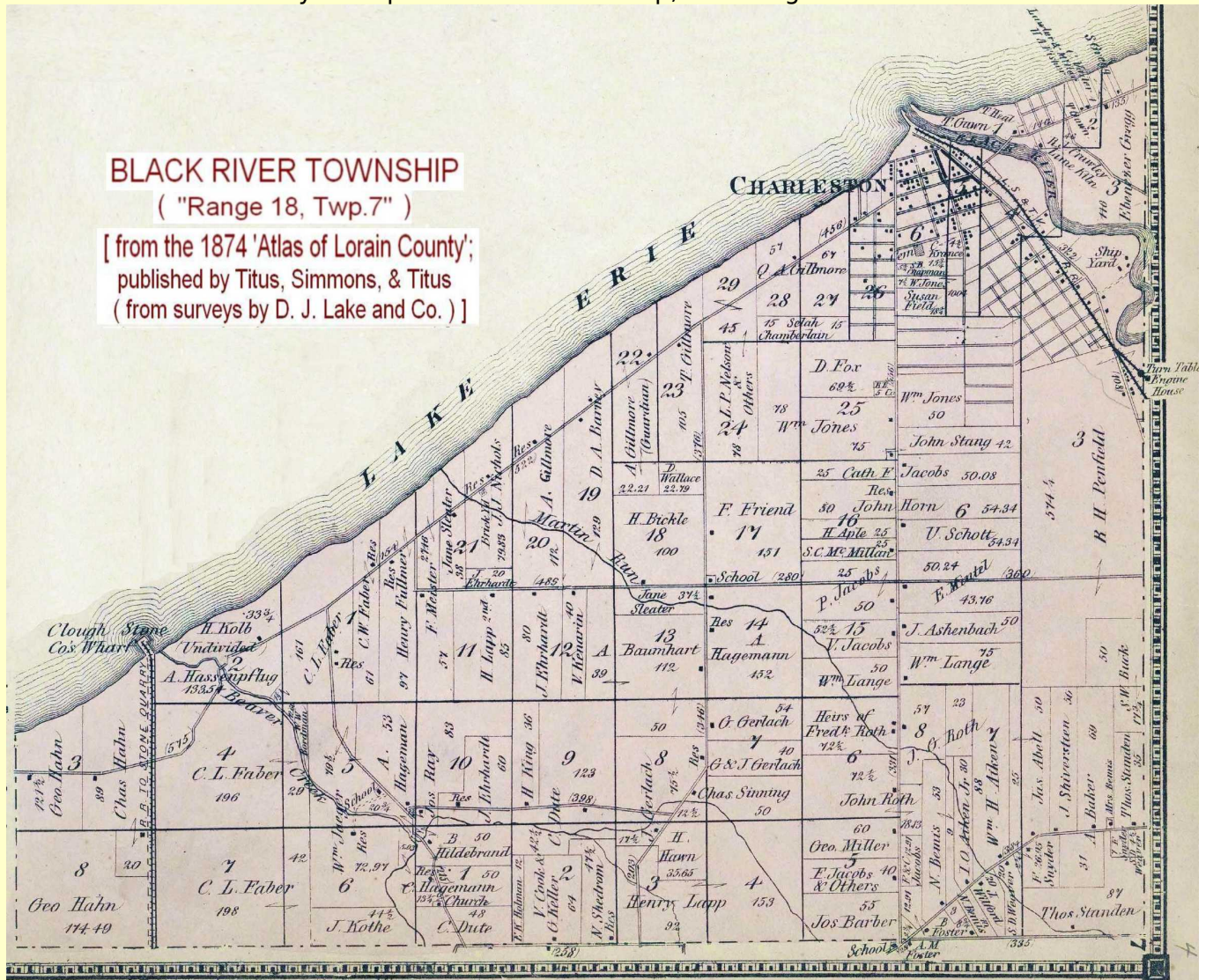


[photographed from the copy (on "Mylar") in the Lorain County Auditor's map-room. (c) t.a.r.-d.]

The "header" from the village's first newspaper, '**BLACK RIVER COMMERCIAL**', indicates that the publicly-accepted name of the village, was still "**Black River**" village, as of August, 1873.



In 1874, the village was officially named 'Lorain' village. The "1874" map of Black River Township therefore seemingly has the incorrect name ("Charleston") for the village. And although, generally, by the time any map was published, various information contained upon them was more-or-less already outdated (by as much as several months or even several years) --- but in this case, this map was published during the city-administration's '1874' attempt to revive the obsolete name, "Charleston". But shortly after publication of this map, the village had a new name - 'Lorain'.



The compiler of this booklet of LORAIN CITY'S EARLIEST HISTORY, has retired from several decades of volunteer-lookups and the transcribing of this area's early historical records. [Disclaimer: the compiler has multiple genealogical connections to many of the German-immigrant families of this area; but has no genealogical connection to the John S.* Reid family.] {Some of the preceding pages are updates to data which the compiler had personally authored and contributed to various websites -- including Wikipedia (although the current webpages about these various subjects at Wikipedia, might not exactly reflect the above facts, due to later alterations there, by other Wikipedia contributors, who are often unaware of the various errors within the prior published local-histories). }

*- John S. Reid's middle-name was probably 'Swackhamer' (not "Seidel", according to some researchers), which was also the middle-name of two of John's sisters --- and which was their mother's maiden-name (Elizabeth Swackhamer). Their father was Cornelius Reid (originally 'VAN REIDE' or similar var.).

--- **MYTH: In 1755, the Black River was called the "Canesadooharie" ---**

This myth was based on a factual story --- but unfortunately, early historians simply mistakenly interpreted that story as being written about the Black River.

That story, as originally told by the very man who experienced it, is basically this:

In the year 1755, 18-year-old James Smith was captured from Pennsylvania, by Native-American "Indians", and he was brought to live among their tribe in Northern Ohio. (The custom of this tribe was to forcefully adopt a young Caucasian male, to replace an Indian warrior who had been killed in battle against the incoming "white" settlers.)

For several years, Smith continued to live near Lake Erie as a member of that tribe, until 1759, when he finally found an opportunity to safely return back to his original home.

He had previously been well-educated for that time-period; and he even recorded his experiences here, in a daily-journal --- and he later published a detailed account about those adventures.

Smith stated that much of his time in Northern Ohio was spent near a river which he calls only the "Canesadooharie" (his own phonetic version of a Native-American word).

He also diligently recorded that river as being specifically "about 8 miles east of Sandusky", and "interlocks" "with the West Branch of the Muskingum."

And an additional important detail which he mentioned about the "Canesadooharie", was that it had a " falls ", "12 to 15 feet high, and nearly perpendicular ".

But -- many decades after Smith had died -- his use of the word, "falls", was seized upon, by a few mid-1800s historians, as absolute *proof* that the "Canesadooharie" of Smith's travels, was the Black River (which, of course, has two separate and very impressive waterfalls within present-day Elyria, Ohio). And later historians added to the confusion, by asserting that the English translation of "*canesa-doo-harie*", was "fresh-water pearls", "black pearl", and even "string of black pearls" --- but it is not known what evidence those historians used to support (or, merely invent) those highly 'romanticized' translations.

Unfortunately, the 19th-century historians who had originally theorized that the "Canesadooharie" was the Black River, had totally disregarded Smith's many specific details about his own travels here. (And as a direct result, almost all of the later historians continued to completely ignore Smith's own description.)

The Black River is about 30 miles from Sandusky Bay --- not "about 8 miles" (per Smith's own chronicle of his "Canesadooharie").

And the two separate waterfalls on the Black River are each about 40 feet in height, and absolutely perpendicular; therefore very poorly matching Smith's description of one single "falls", "12 to 15 feet high", and "nearly perpendicular".

In truth, Smith's "Canesadooharie" corresponds almost exactly to the Huron River, which is about 10 miles east of Sandusky Bay's mouth -- and which almost directly meets (and virtually "interlocks") the headwaters of the Black Fork of the Mohican River --- that 'Black Fork' being the true "*West Branch of the Muskingum*", just as Smith had described it.

And the single, smaller "falls" which Smith described as only "12 to 15 feet high", was probably near present-day Milan, Ohio -- however, by the 1850s, nature had apparently caused the inability to later recognize and identify the correct site.

But -- due entirely to the incessant cloning and amplification of the initial errors of a few careless 19th-century historians -- "Canesadooharie" was later also *officially* designated as an alternate name for the Black River (rather than for the Huron River for which it was, undoubtedly, intended) --- causing the wrong river to be *officially* linked to Smith's adventures.

{ Prior to about the year 1800, the **Black River** was known as the '**Reneshoua**'* River. The *Connecticut Land Company* could be guilty of disposing of that very melodic watery-sounding name, in favor of '*Black River*'. (*- also variously written as "Renithua", "Reneshona", "Rendheusen", etc.). }