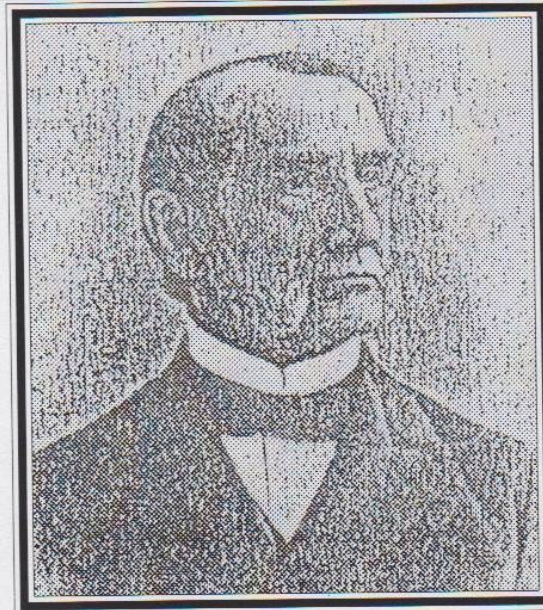


CANAWLERS AT REST

DENISON BILLINGS SMITH

b. October 26, 1817
d. June 22, 1901

By Carolyn I. Schmidt



Denison Billings Smith was one of the first to utilize the (Miami) Wabash & Erie Canal when it opened in Toledo, Ohio, in 1843. His earlier experience in transportation (freight forwarding) in Syracuse, New York, and in the Toledo area prepared him for an active role on the newly opened canal. His commercial business carried him as far west as Logansport, Indiana, in 1836 where he met many of the future canal builders. His business and other forwarders like him made Toledo the 6th largest grain port in America by 1900. He was active in trade organizations and the Protestant Episcopal Church of Maumee, Ohio. Married twice with six children, here is the story of an early canawler who had the foresight to record his life experiences in 1888 concentrating on the years he lived in the Maumee Valley. At the time of his death the Toledo *Times* carried his recollections along with his obituary as follows:

OBITUARIES. Toledo *Times*, June 23, 1901

DENISON B. SMITH

A feeling of sadness comes over us when death takes away one whose character and influence not only was linked with our early history, but was actively and impressively stamped on the present. And there comes back to mind the presence of the sturdy, manly, and yet genial and courtly gentleman of the old school that we knew in our boyhood days, and again there comes to us visions of the old open hearted and open handed hospitality which was dispensed in the pioneer homes. The open fire place with its crackling bright burning back log. No life that has gone from us was more typical of these and all the other phases that market pioneer life than was that of our good friend, Denison B. Smith, who died at his home in Toledo June 22, 1901. He enjoyed our annual pioneer gatherings, which he attended when strength and health permitted. For many years he acted

as the [Maumee Valley Pioneer] Association's secretary and on many occasions favored us with instructive and valuable papers and addresses. His presence spoke the gentleman that he always was and his kindly greeting was void of gusto, making all who came in contact with him feel that they met a man on even terms. Emotion makes it difficult to properly speak of our late friend. W. C.

Three years ago [1898] Mr. Smith, prepared a sketch of his life and experiences as a resident on the banks of the Maumee for a period of nearly sixty-two years. It portrays in a most interesting manner, the beginning and progress of commercial life in this section. It reads as follows:

"The following reference to the events in my life is mainly a record of nearly 62 years of residence on the banks of the Maumee, and is most naturally grouped with its commercial growth. My limitations must exclude much that I should take pleasure in writing on this and other topics.

"My birthplace was Stonington, Conn., October 26, 1817. My father and mother were both from old families in that part of the State. The former, John Denison Smith, was a descendant of the Rev. Nehemiah Smith, a Presbyterian, who came to this country from England in 1650. My mother was Grace Billings, whose ancestry were also of the English Billings and who emigrated thence about the same time. After marriage, my father was a general merchant until the close of the War of 1812, which unexpected event and a great decline in values occasioned his financial failure.

"During the year after my birth my parents

moved to Stockbridge, Mass., and commenced the occupation of farming. At the age of 14 I left home for my own support. It was a family of thirteen children and farming in Massachusetts did not correspond in profit with that of the western prairies of the present day, and following the almost universal custom of the Yankee people some of the boys necessarily left the hive as early as a support could be assured outside of it. My older brother, the late John W. Smith, of Dubuque, was then in the dry goods business and salt business at Salina, now Syracuse, N. Y., in partnership with the late Dean Richmond, and it was to this firm as a boy in the store that I went in the spring of 1831. Of course this was the beginning of my business career.

"My brother having closed his connection with the above-named business in 1834, I was engaged in October of that year as clerk by Joseph Slocum, of Syracuse, in a grain and forwarding business. This was my introduction to the inland commerce of this county. It was by way of the Erie canal. All of my subsequent business life for 64 years at the date of this writing, has been identified with this internal commerce. I continued in the Slocum office until the latter part of March, 1836, when I left Syracuse to join my older and younger brothers at Perrysburg, O. [Ohio], whither both had emigrated in 1834. The older brother, the same with whom I commenced my business career had formed a co-partnership with John Hollister, of that then growing and thriving town of Perrysburg, in a grain and forwarding and vessel-building business. I was very soon connected with them as clerk. It was fitting that I should again become connected with commercial pursuits in the internal commerce of this country. I have witnessed its expansion of the lakes, rivers and railways of this country from very meager and scanty conditions to the greatest inland commerce of the world, and its growth is a subject of unending interest to me.

"At this period of my life - a little before and later - events occurred which touch upon the commercial history of the [Maumee] Valley, and which may, not be uninteresting to a few yet living on or near the river. It is not easy to believe, at this period of time, and the present conditions of the commerce of the river, that from earlier than 1836 to the completion of the Wabash canal [Wabash & Erie Canal later to become the (Miami) Wabash & Erie Canal] in 1845, the commercial traffic of the Valley was performed at Perrysburg and Miami [Lower Maumee, Ohio] , and that the steamers and sailing vessels at this end of the lake [Lake Erie] were all owned there, with the exception of the steamer Indiana, built and owned in Toledo in 1844. Messrs. Hollister and Smith were owners of four steamers; two were engaged on the route between Perrysburg and Buffalo [N.Y.] and one each to Detroit and Cleveland. They built and controlled five sailing vessels. This fleet, for that period,

Under the head, "Season Arrangements," a "Daily Line of Steamboats from Detroit to Perrysburg and Maumee," was advertised in March, 1839, the line consisting of the Oliver Newberry and Erie, and making stops at Toledo, Manhattan, Monroe, Brest, Malden and Gibraltar. They left Perrysburg at 7:30 A.M. and arrived at Detroit at 4 P.M., and making like time on their return. The Agent for the line at Maumee was Denison B. Smith, now of Toledo.

From: History of Toledo and Lucas County

was a formidable one for principal ownership by one concern. This firm also built 300 feet of dock and filled it with earth from the bank in the rear of it. This preparation for increased commerce had in view the completion of the Wabash and Erie and the Miami and Erie canals. The steamers were fairly profitable, but it was too early a period in the lake commerce for profitable investment in schooners. Anticipation of the great growth of population in the valley, and of a great city as the waterway of an immense commerce, constantly outstripped the reality, with resulting disappointment, great losses and distress. All the towns upon the river were expecting large accessions of population and commerce upon completion of these public works. Water was the only known commercial instrumentality of commerce at that date, and these canals were on a direct line from the west to the east by way of Lake Erie and the Erie canals. Public opinion throughout the east coincided with our people in anticipating a rapid growth somewhere on the river, and all the hotels were filled with eastern land speculators eager for investing their money. Those rosy conditions did not materialize, and the bright hopes were obliterated. The firm of Hollister & Smith closed up its business unsuccessfully, and all of the outlay of money at Maumee and Perrysburg, public and private, under the anticipation of compensation from the canals, was a sad disappointment and failure. Some benefit was derived at Maumee by the creation of water power by the canal, but nothing at Perrysburg.

"Of course the commerce I have referred to was of a limited character, It consisted mainly of the merchandise from New York for the trading points west as far as Logansport, Ind. Grain and lumber were imported for supplying contractors on the canals. The goods were sent forward by teams to the head of the Rapids of the Maumee river, now called Grand Rapids, and thence sent up the river in keel boats and pirogues to Fort Wayne, where another portage was necessary over to the headquarters [headwaters] of the Wabash river, and thence down the Wabash to their destination. All this was heroic transportation, compared with the facilities of the present day. The completion of the canals presented to us all a striking and pleasing contrast.

"I was sent by my employers in October, 1836, to Logansport, Ind., to collect the money they had paid

out for transporting this merchandise from New York to Perrysburg. I was a green boy of 18, and 18 at that age meant less experience than at present. I was a tenderfoot of the rarest type, but I succeeded in accomplishing my mission. The trip was performed on horseback, of course, and for much of the way through forests without roads. It consumed ten days in reaching Logansport. Between Defiance and Fort Wayne the country was very new and wild, but I found shelter for man and beast at several log cabins. I am ashamed that I cannot recall the names of the very early and hospitable settlers.

"Among the men with whom I came in contact and had business with were the Messrs. Samuel Hanna, William G. and G. W. Ewing, Allen Hamilton, Cyrus Taber, the chiefs of the Miami Nation Godfrey and Richardville, the Edsalls, Hugh McCullough [McCulloch], M. W. Hubbell, Hugh Hanna and others. At Peru, Ind., I attended a public dance in a hotel just built where the whites were largely outnumbered by the Miami Indians, and where long before morning all original distinctive racial developments were lost in the noisy orgies of a disgusting, drunken homogeneity. It was a decidedly new revelation to the tenderfoot. I secured a room, but without a lock, and left in the bed my saddle-bags containing specie that I had collected. When I went to retire a big Indian was in my bed. I was alarmed for the safety of the money and began to arouse the Indian in a rough way, when he sprang out of bed brandishing his knife and I went flying to the landlord, who came and after explanation I turned in with my boots on.

"On my return to Fort Wayne I had checks upon Hugh McCulloch, who was president of a branch of the State bank there and who very kindly helped me to so arrange my money collections around my body as to make it safe to carry through the rest of my journey home. Mr. McCullough [McCulloch] was afterwards Secretary of the Treasury of the United States.

"In the following summer at the request of my employers I went on board the steamer *Wayne* as clerk from August, when she was ready to sail, until the close of navigation; but one season's experience as a sailor was enough for me.

"As I am grouping the history of my life with other historical conditions on the river, I can not forbear to briefly comment on the state of society here at that period. Many of the older families were genteel, refined and highly connected. These were supplemented by great numbers from the villages and cities of the east who were people of education and cultivation. Altogether the society of Maumee was a very pleasant one. But sickness and death soon overtook many of the immigrants and many who were spared became discouraged and fled. It was all an immature village growth

without corresponding agricultural development in support. No one suffered from sickness more than myself and repeatedly I was near the end and certainly never expected to attain to my present ripe old age.

"In June, 1838, and four months before my majority, I commenced a little commercial venture for myself at Miami, Lower Maumee, where a line of docks and two good warehouses had been built under the high embankments of Fort Miami, and which only 26 years previously had been occupied by the English and Indian forces in their conflict with General Harrison. Another warehouse was added and additional dockage. My business at Miami consisted in receiving and forwarding merchandise to the towns on the river above and to Indiana, by the instrumentalities I have before described. This business was supplemented by the purchase at Cleveland and on the Ohio canal [Ohio & Erie Canal] of flour, pork, bacon, whiskey, beans, etc., for the contractors in the construction of the Wabash canal [Wabash & Erie Canal].

"In 1841 I formed a co-partnership with Geo. S. Hazard, Esq., now of Buffalo [N. Y.], and who was then engaged in similar pursuits at the same point. An added element to our business was lumber from the St. Clair river and iron, nails, glass and tobacco from Pittsburg [PA], all at wholesale, and most likely it was the beginning of the wholesale business on this river [Maumee]. Time has wasted all these improvements at Miami [Lower Maumee], not a single vestige is left.

"George S. Hazard, now of Buffalo, was about the first to give attention to business of a commercial nature on the North side, to which it had a tendency to change from Perrysburg. In 1838, Denison B. Smith (a resident of Toledo since the Spring of 1844), commenced a Forwarding and Commission business there. James H. Forsyth was in a similar business. In 1841, the business of receiving and forwarding merchandise had largely increased, and was concentrated at Miami. In that year, Messrs. Hazard & Smith united their business, and added to it the purchase and sale, at wholesale, of Iron, Tobacco, Glass and Glassware, from the manufactories at Pittsburgh. About the same time, Captain James Pratt, before referred to, and John Brownlee, formed a co-partnership, under the name of Pratt & Brownlee, for the transaction of a Forwarding business at Miami, which was continued until about the time of the completion of the Wabash Canal to Toledo.

"In 1842, the Wabash Canal was opened from Lafayette, Indiana, to a point about nine miles below Defiance, at the Village of Florida, and about 45 miles above Toledo. Considerable quantities of Flour were shipped from Indiana, which was carted from the Canal-Boats to Boats in the Maumee River, and transported thence to Providence, from which point the Canal was completed to Maumee and Toledo. In 1843, the whole line of that Canal was opened.

"The result of the first year's business clearly demonstrated that Toledo, as a shipping point, possessed superior ad-

vantages over Maumee, Miami and Perrysburg. Western men were by no means adverse to shipping their products to Miami, but it was far more difficult to procure transportation from there, than from Toledo. At that day, Tugs and other steam-towing were unknown. Vessels sailed up the Bay and the River to Toledo, and also to Miami, when they went there. But the channel above Toledo was tortuous, shallow at points, and occasionally narrow ; therefore, a free wind was required, both for the upward and downward trip, and such favorable breezes were not always at command. The result was detention and uncertainty. Under the influence of this development, the Miami firms abandoned the business at that point. Mr. Smith came to Toledo in 1844, and Mr. Hazard in 1846."

From: History of Toledo and Lucas County

My first marriage occurred July [18], 1843, with Mary Sophia Hunt, eldest daughter of Gen. John E. Hunt, of Maumee. [married by J. Sage, Minister of the Gospel] She was the mother of my children. The canal into Lafayette, Ind., was completed in the autumn of 1843, and the discovery of the disadvantages of Maumee in comparison with Toledo [Ohio] led me to dissolve my connection with Mr. Hazard, and in the spring of 1844 I commenced a grain commission and transportation business at Toledo. In the fall of that year I made a co-partnership with Messrs. Bronson and Crocker, of Oswego [NY], purchasing one-half interest in eight canal boats, horses, etc. Messrs. Bronson and Crocker were at that period the leading commercial house around the lakes. They were the largest owners of vessels and had commenced building a line of propellers....

The quarters first occupied in Toledo by Denison Smith consisted of what for many years was known as the "Old Red Warehouse," which was built by Richard Mott in 1840 on the corner of Monroe and Water Streets. His next location was on the southwest corner of Jefferson and Water Streets in the "Daniels Warehouse."

From: History of Toledo and Lucas County

.....In the winter of 1845-6 Charles Butler, Esq., of New York, built for my concern a large warehouse, for that day, at the foot of Cherry street. Mr. Butler subsequently built three other warehouses at the foot of Cherry street. One of them was occupied by Messrs. Field & King, of which our late townsman, C. A. King, Esq., was the partner. Another was occupied by Messrs. Brown & King, composed of Mathew Brown and F. I. King. Messrs. Field, the Kings and Brown are all deceased. Another of the houses was occupied by the Cleveland, Toledo & Chicago roads on the corner of Water and Oak street. On the opposite side of Water street was a passenger station and Mr. Perry Truaz was the agent. The cars at that date come down Water street and freight and passengers bound east were ferried across to the east side station. There is scarcely a vestige left of these improvement, while a warehouse built

three years previously by Judge Mason, between Madison and Adams street, is yet standing in fair condition in this year, 1898. There were no warehouses or docks between the Mason warehouse above described and Cherry street in 1845-6 and it was at times a difficult task for boats to reach Cherry street.

"Gen. Egbert B. Brown, now in Missouri, and myself are the only known remaining grain men of 1844.

"Richard Mott was the pioneer of that traffic here, and of building warehouses. In 1844 and 1845 there were also here in this line John Brownlee, Charles Ludlow and -- Babcock, under the firm name of Ludlow Babcock & Brownlee. Mr. Egbert B. Brown, Mr. Mitchel, Peter Palmer, Willard Daniels, Harry Eagle and Thomas Watkins came a year later, with others whom I do not recall. The Kings, Matthew Brown, Haskill and Pendleton were early in the business, but later than above.

"My business co-partnership with Bronson & Crocker was a successful one. It had grown to the ownership of a great line of canal boats and some vessels on the lakes. In 1848 I purchased their interests. In that year I also purchased the Premium flour mill on the locks here, which was burned in my possession. The Armada mills are now of the same site. In 1849 the Toledo Board of Trade was organized, and I was elected president. Matthew Brown, Jr. was vice president. This organization was continued until 1876, when the Produce Exchange was organized by its members.

As a member of the Board of Education, Denison participated in the laying of the corner stone for the Toledo High School on August 11, 1853.

On February 27, 1862, Denison B. Smith was on a newly formed committee to support troops from those who wanted peace and surrender to the South. In Dec. 1864 he continued as part of this U.S. Christian Commission to support Union Army troops.

From: History of Toledo and Lucas County

"In 1863 I was elected over a prominent Republican, James C. Hall, president of a union league, and presided at an immense meeting of our citizens held for the endorsement and encouragement of our soldiers at the front. Since 1884 I have, each winter, been sent to Washington by the city and our exchange in the interest of our harbor and commerce.

"In 1877 I was elected secretary of the Toledo Produce Exchange, and since that time my years and services have been devoted to that organization. In all these 21 years I have edited a *Daily Price Current*, which has attained some reputation as an authority in

grain.

"In 1845 I was elected a vestryman in Trinity church. [Smith joined the church in 1844] I since have been an unworthy but steady and sincere supporter of that church. Of course the advantage from all its ministrations has been greatly on my side. I want to finish my career in life in Toledo, and as a member of Trinity, and may my life "Be like the righteous, and my last end like His." [He also served as senior warden.]

"DENISON B. SMITH"

Denison Smith had Andrew Palmer build a classical style residence for him in 1836. It stood above the present street level and had four pillars on the front with triglyphs and metopes on the architrave, and balancing flanking wings. After the street was lowered in 1878, one had to mount twenty-five steps to reach it. The wings housed a library, kitchen, etc. It was one of the finest homes in the older section of Toledo.

Smith writes that he was the secretary for the Toledo Produce Exchange. It was an off shoot of the third Board of Trade organized in 1861 of which he was the 1st vice-president in 1868. Then "in connection with the election of officers of the Board of Trade for the year 1876, there arose the question of a closer and more efficient organization, which should not only more fully promote the immediate business ends sought, but provide means for the early erection of a building affording provision for the Board, and at the same time furnish office accommodations for members and others." Therefore on January 7, 1876 the Toledo Produce Exchange was organized. He was its secretary from 1876-1887 and perhaps longer as the history from which this information was taken was published in 1888.

Since 1844 — now 44 years — Mr. Smith has been identified with the commerce of Toledo, and is the oldest living representative of its early and later progress. It is safe to state that of all the hundreds of his business associations for that long period no one has in more eminent degree commanded and retained the confidence and esteem of acquaintances, than has he; while no one has been more enterprising or more unstinted in the employment of time and means for the advancement of the commercial interests of the City...As Secretary of the Board, he has prepared a daily Circular or Prices Current, which, from the first, has in high degree commanded the attention and confidence of deals, at home and abroad, and is now largely accepted as authority in matters of current interest and of financial policy.

From: History of Toledo and Lucas County

Toledo did not become the Number 1 grain center in America as hoped. Minneapolis, Chicago, Kansas City, Milwaukee and St. Louis surpassed it. However Denison B. Smith, Secretary of the Toledo Produce Exchange and best-known winter wheat authority in the country, reported in the 1879 City Directory that grain

receipts in 1876 were 31,817,633 bushels. The *Toledo Blade* of 1901 reported that the receipts reached 41,840,418 in 1900.

The *Toledo Blade* also carried the obituary for Denison B. Smith on June 22, 1901, the day prior to the one quoted above. The title of the article was "DEATH CAME THIS MORNING TO DENISON B. SMITH: Revered Secretary of the Produce Exchange Answers the Final Summons — Prominent in Church, Social and Business Life of Toledo." Through it we learn that although Smith had been ill for several weeks, he had recovered enough to sit up and talk about returning to his office when a relapse occurred. He became unconscious and died at 5:50 a.m. in his rooms at the Hotel Madison in Toledo on Saturday, June 22, 1901

The article says: "...For fifteen years he [Denison Smith] has been a delegate to the National Board of Trade, and he has always represented the Toledo Exchange at all commercial and trade conventions of importance. He has also appeared before the inter-state commerce commission at numerous times to speak for Toledo interests, and at one time was prominently mentioned for a place on the commission, as no man was better posted on the commercial and transportation problems of this section of the country...has for many years assisted every congressman from this district in securing proper recognition for Toledo harbor, and his efforts were important factors in securing adequate appropriations for the straight channel.

"In disposition, Mr. Smith was always mild and kind, and endeared himself to all who came in close contact with him, and quickly gained the respect and confidence of every man with whom he had business relations...."

After the announcement of Smith's death at the Exchange, "the day's trading was done in suppressed tones....." and a telegram was received from Wm. S. Warren, President of the Chicago Board of Trade that read: "We have just learned, with profound sorrow, of the death of the Nestor of secretaries, Mr. Denison B. Smith. On behalf of the Chicago Board of Trade, I extend the heartfelt sympathy of our members to the Toledo Produce Exchange and the family and friends of Mr. Smith."

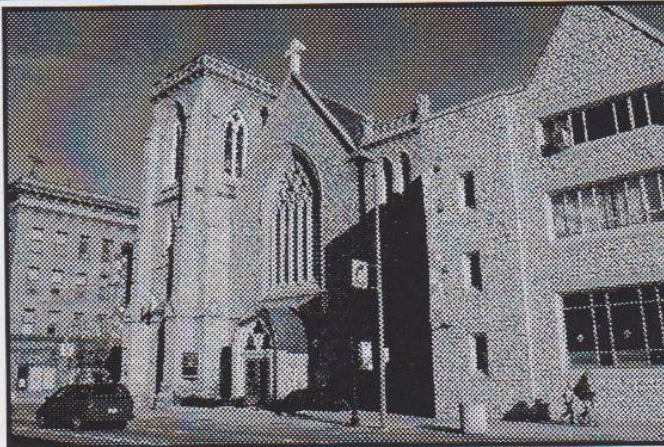
At the end of the day James E. Rundell, President of the Exchange called together its members and spoke about Smith and his contributions saying: "It is with deep feelings of grief that we learn of the death this morning of our dear and beloved secretary, Denison B. Smith. While his death has been expected for some time, still it does not come without a shock to all.

"Seldom or never it is, in a long life of the greatest usefulness that a man so endures himself to his associates as he did. The 'Grand Old Man' was the familiar term in which all the members of the board most affectionately spoke of him."

Rundell went on to say that Smith was the master writer on every topic. He said he had "quiet dignity, universal geniality, and courtly manners." Then Mr. Morehouse proposed the following resolution that was adopted: "Therefore, be it resolved, That this board adjourn at once; furthermore, that a committee be appointed to draft resolutions of respect, and that the board attend the funeral in a body."

A memorial resolution was also adopted by the officers of Trinity Episcopal Church that included the minutes of the meeting in which they referred to Smith's service to the church and the community. "Resolved, That these minutes be placed on the records of this parish and a copy be sent to the family." Those signing the resolution were A. Leffingwell, C. W. Baker, Thomas H. Walbridge, George W. Davis, J.H. Bowman, S. C. Reynolds, M. W. Young, Richard Waite, Charles R. Faben, J. H. Tyler and Wm. H. Simmons, who said: "He was one of the most lovable of men. Having been associated with him so many years, I had learned to know of his real worth. I had for him the highest respect. He was liberal to a fault, always ready to give to any worthy cause so far as it was possible for him to do so."

Denison Billings Smith's funeral was held at Trinity Episcopal Church in Toledo at 4 o'clock on Monday, June 24 with pall bearers being the vestry of the church: W. H. Morehouse, F.J. Reynolds, F.O. Padock, J. E. Rundell, J. F. Zahm, W. H. Bergen, J. H. Bowman and Archie Gassoway. He was laid to rest in Section H of Forest Cemetery very near the (Miami) Wabash and Erie Canal, which had played an important role in his life. The cemetery is located at 1704 Mulberry Street in Toledo, Ohio. Upon entering the cemetery follow Pioneer Drive past section H to section 23 lot 4. He and members of his family are buried in the southeast corner of section H.



Above: Trinity Church was founded in 1863 and was placed on the National Register of Historic Places. The funeral of Denison B. Smith was held here.

Below: Entering Forest Cemetery in Toledo follow Pioneer Avenue to Smith's grave site in Section 23.

Photos by Scott Bieszczad

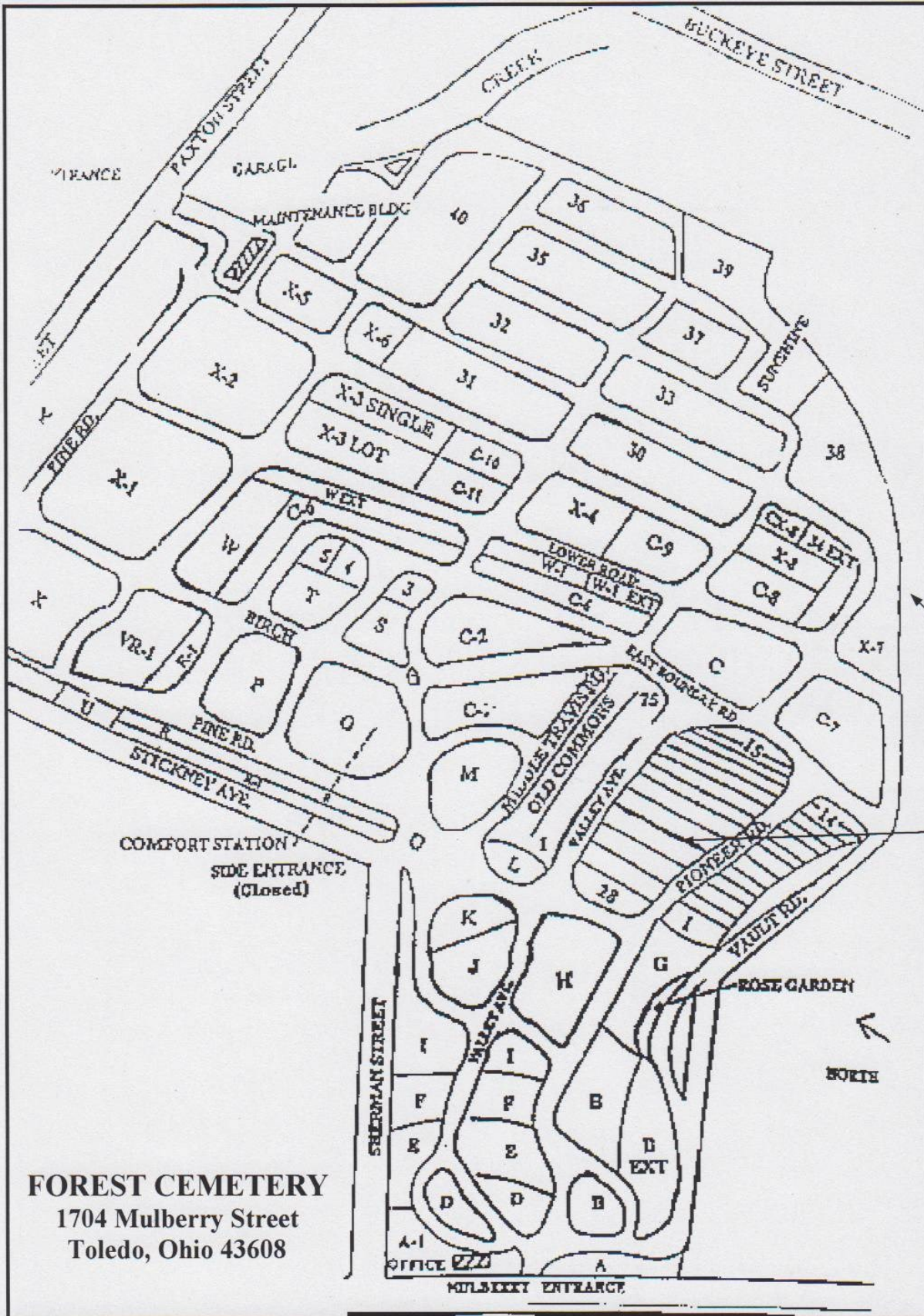


Below left: Forest Cemetery below Vault Road with the tree line being the Manhattan Extension of the Wabash & Erie Canal.

Below right: Water still flows through this portion of the Wabash & Erie Canal located adjacent to Forest Cemetery in Toledo, Ohio.

Photos by Scot Bieszczad





FOREST CEMETERY
 1704 Mulberry Street
 Toledo, Ohio 43608

Wabash & Erie Canal
 ran about here

Graves of
 Dennison
 Billings
 Smith
 1817-1901

Julia Smith
 1834-1919

Lewis Hunt
 1831-1868

John E. Hunt
 1798-1877

Mary Smith
 1796-1876

FOREST CEMETERY Section 23 Lot 4

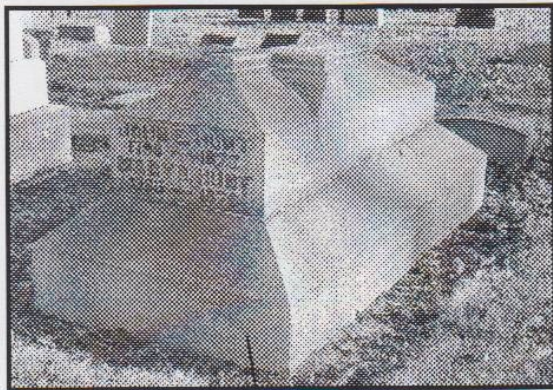
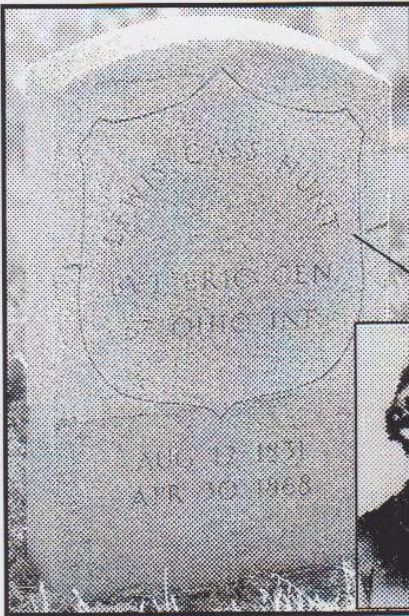
(markers in clockwise order)

Denison B. Smith 1817-1901

Julia E. Smith 1834-1919 his wife

John E. Hunt 1798-1877 his father-in-law

Lewis Cass Hunt 1831-1868 his brother-in-law



Denison Billings Smith

Born October 17, 1817 Stonington, Connecticut
 Died June 22, 1901 Toledo, Ohio
 Buried Forest Cemetery, 1704 Mulberry Street, Toledo, Ohio



1st wife Mary Sophia Hunt

Eldest daughter of Gen. John E. Hunt, 1795-1877, his business associate in freight forwarding

Born
 Married July 18, 1843
 Died June 14, 1857

Children:

1. Mary G. , wife of Ralph A. Baker, Duluth, MN
2. Child died in infancy
3. Rev. Frank Smith of Protestant Episcopal Church, Maumee, OH, b. 1849, d. 1879 at age 30
4. Julia E., d. 11-28-1911
 Wife of George E. Wells, Duluth, MN, d. 4-29-1906
5. Denison B. Smith, Jr., Duluth, MN
6. Virginia, wife of James Robison, Wichita, KS

2nd wife Julie E. Hunt the younger sister of his 1st wife

Born 1834
 In 1860 Census the D. B. Smith family is living with Gen. Hunt's family
 Married January 29, 1862
 Died 1919

Sources:

Downes, Randolph C. *Lake Port: Lucas County Historical Series, Vol. III.* The Historical Society of Northwestern Ohio. 1951.

- 1860 Federal Census
- 1870 Federal Census
- 1880 Federal Census

Lucas County, Ohio Marriage Licenses 1835-1866 compiled for National Society of Daughters of the American Revolution by Ursula Wolcott Chapter, Toledo, OH.

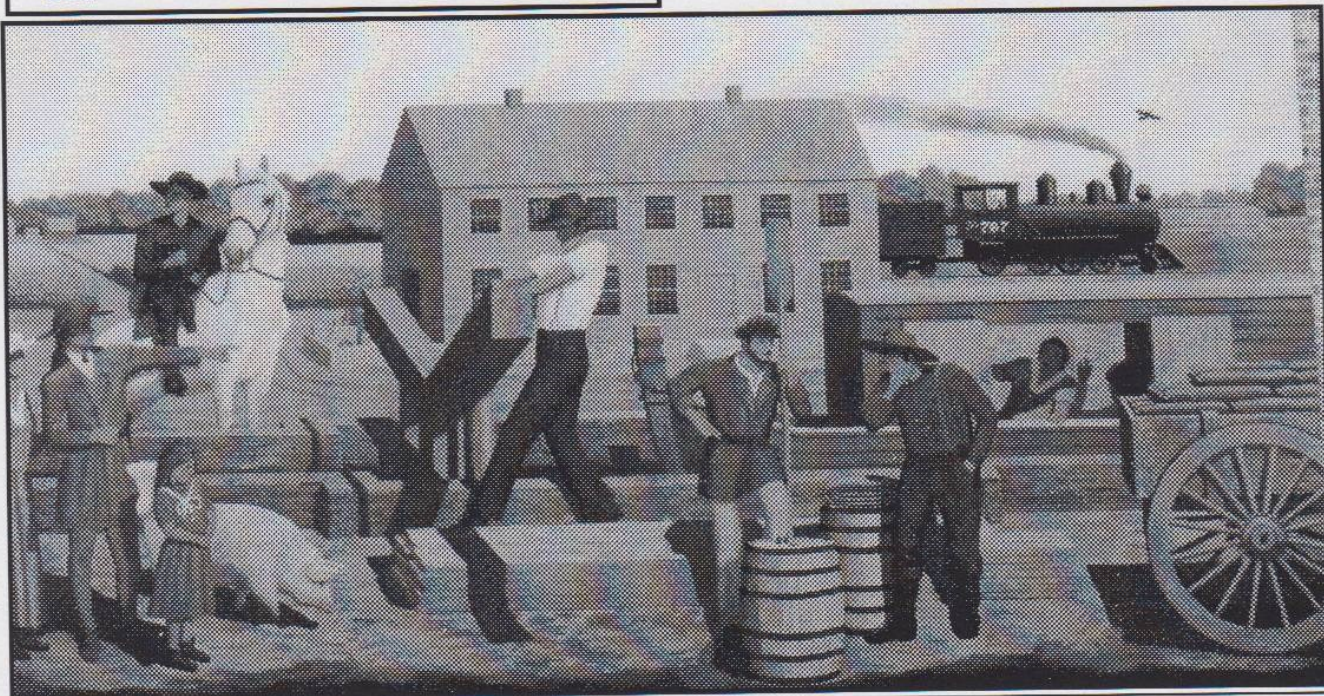
The Maumee Valley Pioneer Association scrapbook in the Defiance, Ohio, public library.

Toledo Blade, June 22, 1901.

Toledo Times, June 23, 1901.

Waggoner, Clark. *History of the City of Toledo and Lucas County, Ohio.* New York, NY/ Munsell & Co., 1888.

Special thanks to Scott Bieszczad, CSI member from Perrysburg, Ohio, for his help with research in locating Smith's grave and taking pictures of the church and cemetery.



CANAL MURAL IN ST. MARYS, OHIO

This beautiful canal mural is on the wall of a business just about a block east of Lock 13 of the Miami & Erie Canal, which was uncovered when the Cotton Mill and Glass Block building were demolished. Note the boat in the lock and the locktender operating the gates by using the balance beams.

Photo by Bob Schmidt