



BONNES NOUVELLES

Newsletter

July 2015

Number 78

Learning about DELANO history and genealogy DELANO KINDRED

The DELANO KINDRED is a Society, incorporated in the Commonwealth of Massachusetts, organized exclusively for educational and charitable purposes to perpetuate the memory and genealogy of the ancestors and descendants of Philippe de Lanoy, the progenitor of most DELANOs in the Americas, who arrived at Plymouth in 1621 on the FORTUNE.

FROM THE EDITOR

This issue includes important information about the September 2015 Reunion to be held in San Diego. Thanks to Cousin **Mary Delano**, who made the on-the-scene arrangements and Cousin **Elizabeth Clarke**, chair of the Reunion Committee, a fine and interesting program has been planned. We urge you to make your reservations for this reunion soon. It is one that you will not want to miss.

The U.S. Navy has had a presence in San Diego since 1904, but it has been a seaport since the late 1700's when it was under Spanish and then Mexican rule. The earliest sea captain with a DELANO line of descent was Henry Delano Fitch who came to San Diego in the early 1800's. An article about him is included in this newsletter.

We continue articles about travels to the mid-west in the early 1800's with an article about the 1830 journey of Hibbard Delano and his family from Vermont to Shelby County, Indiana. This is based on the brief notes in the GHAAHD.

You may recall the article about the discovery of a DELANO gas station in central Missouri in October 2014 *Bonnes Nouvelles*. We have included a follow up to that discovery with an article about a visit to the DELANO Oil Company in St James, Missouri.

A review of some of the significant dates in DELANO history for July through September is also included.

San Diego being a "Navy Town" it was fitting that the Reunion Committee arranged a tour of the USS Midway Naval Museum. We have included an article about the USS Midway in the newsletter.

Now is the time to make your plans and reservation for this reunion. We look forward to seeing you there. A Reunion Reservation Form is enclosed.

Hibbard Delano and Family Move West

Hibbard Delano (DFIP 479 x.) and his wife Anna (Wright) Delano lived in Richford, VT in 1830. Hibbard's DELANO line of descent ran through the Lt Jonathan branch of the family. On page 354 of the GHAAHD,¹ Hibbard is described as a farmer ... "6 ft 2 & weighed 240 lbs ..." Hibbard was also an organizer of the Baptist Church in Richford. Hibbard and Anna had six children, two of which died young. Sylvester Delano was their oldest son, born 1797 in Tolland CT, before the family moved to Vermont. He had already traveled west as far as Louisville KY in 1820. The story of that trip was covered in *Bonnes Nouvelles* #77 of March 2015. After his return to Richford, he married Parthena Blaisdell in December 1827. Over the course of their marriage they had 10 children four of whom died young. Two sons, George Washington Delano and David Dale Delano, died as a result of the Civil War. As noted in several Vermont histories, many families of the early settlers in the state were struck by the "western fever" of 1830s and 1840s. They joined the second phase of the Great Migration west; moving to southern Michigan, northern Illinois, southeastern Wisconsin and Indiana. You may recall that the March 2015 *Bonnes Nouvelles* included a story about the travels of his son Sylvester Delano who traveled west to Louisville KY in 1820. Sylvester's travels turned out to be a "dry run" for the family's travels in 1832.

Based on the very brief comments in the GHAAHD, those traveling in Hibbard's family included Sylvester and Parthena and Sylvester's sister Sophia who was then 22 years old. Also included were Sylvester and Parthena's two sons: George Washington Delano (3 years old) and the, 1 year old, Joel Andrew Delano (destined to become the compiler of the GHAAHD). It is presumed that Sylvester's sister Dorothy (Delano) Sanders stayed in Richford with her husband Caleb and that Sylvester's 27 year old brother, Hibbard Jr. also did not make the trip west at that time.

We have attempted to follow the route of Hibbard's travels using the brief GHAAHD notes as highlighted below.

"1832 he moved to Erie Co N. Y. 8 miles fr. Buffalo. With Sophia, though Sylvester moved from Vt with him."

Because of the size of the traveling party, Hibbard and family probably took the overland route going west from Richford along the Missisquoi River Valley then south through Burlington then southward paralleling the Otter River Valley, and probably crossing the southern portion of Lake Champlain to Ticonderoga, NY by ferry. From Ticonderoga they likely traveled southwest through Great Falls to Schenectady. There they took the Great Genesee Road (formerly part of the Mohawk Turnpike) and traveled west to Erie County, New York.

It is believed that they did not take the Erie Canal, which had opened all the way to Buffalo in 1825. The cost per person in those days was 5 cents per mile on a packet boat (designed for passengers and not freight). Although this cost appears small, 5 cents in 1832 was equivalent to \$1.43 today. To travel from Schenectady to Buffalo, a distance of 286 miles would cost the equivalent of \$479.00 per person in today's funds. Five adults (not including the two children) would cost almost \$2,400.00; an amount that would probably be prohibitive considering the other unknown costs that would occur along the way. Arriving in Erie County the family probably established a temporary homestead and settled there for three years.

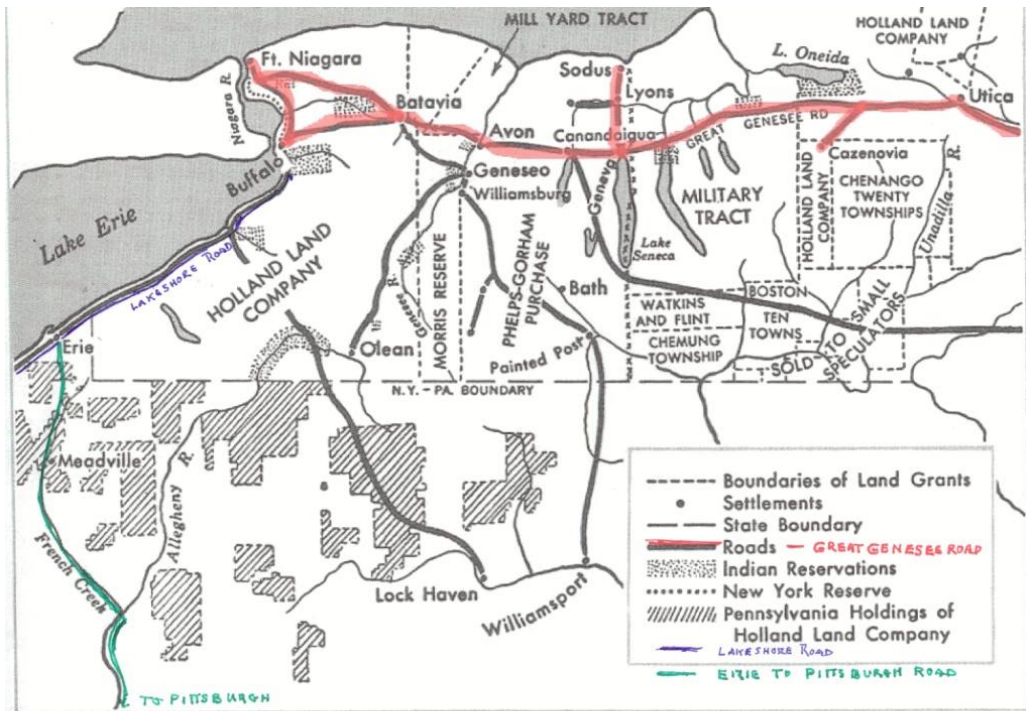
¹ The **Genealogy History and Alliances of the American House of Delano 1621 to 1899**, compiled by Major Joel Andrew Delano, arranged by Mortimer Delano De Lannoy. This book is available through the DELANO KINDRED merchandise program. Profits from this program help support the DELANO KINDRED Charitable and Education Purposes.

During the time they were in Erie County two additional children were born to Sylvester and Parthena. Melvin Delano was born on 8 September 1833, but unfortunately died ten months later. Their first daughter, Hanna Elizabeth was born in January 1840.

“1835 they undertook another long journey with horses and wagon to Shelby Co Ind & arrived in the fall, household goods sent down the Ohio river to Madison Ind. some 55 miles s. fr. them.”

They drove the horse and wagon with their household goods west to Erie, Pennsylvania on the flat Lakeshore Road along the shore of Lake Erie then southward to Pittsburgh following a route close to U.S. 19 through Meadville then via Franklin and Butler to Pittsburgh.

They shipped their household goods from Pittsburgh’s thriving docks on the Ohio River southwestward to Indiana’s major river port at Madison.



The New York-Pennsylvania Frontier, 1790-1812

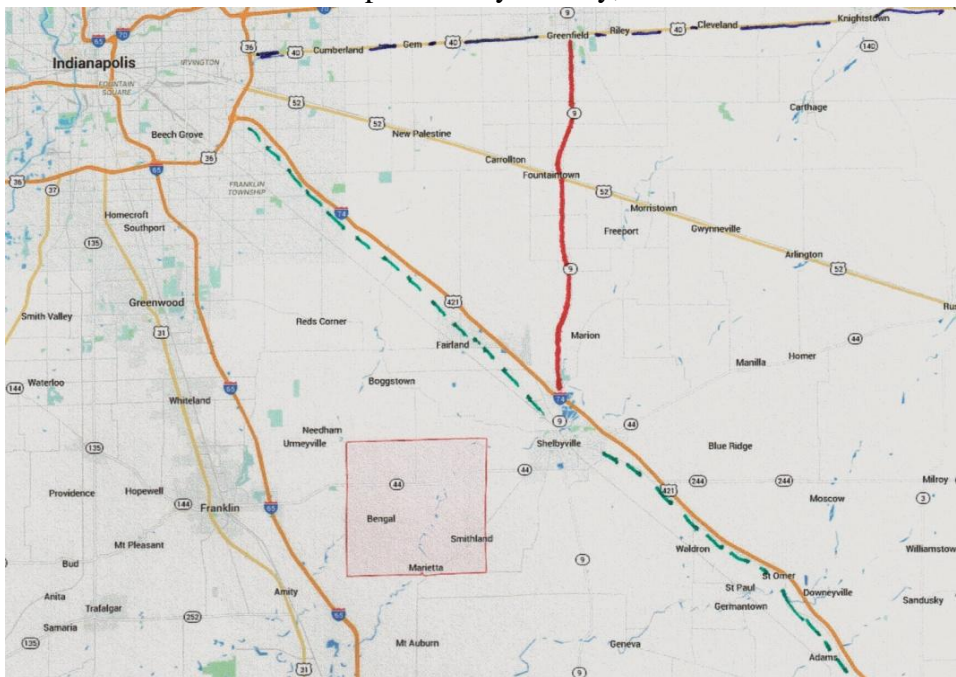
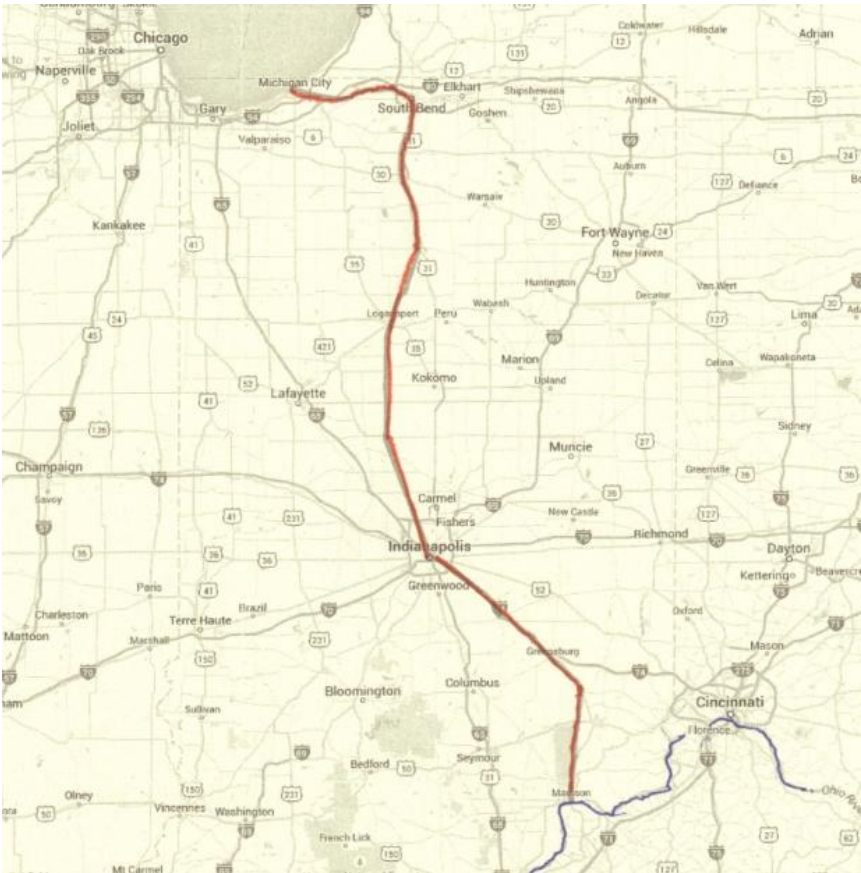
Billington, Ray A. and Martin Ridge, *Westward Expansion: A History of the American Frontier*, 5th Edition Macmillan Publishing Company, New York, 1981, page 253



Madison Indiana was founded in 1809 as a modest Midwestern settlement on the north bank of the Ohio River. It soon grew into a bustling port and one of Indiana’s wealthiest towns during the 1820s and 1830s. In those days Madison, Indiana, rivaled Cincinnati, Ohio as a major port for shipping pork and

other farm products. It was also the terminus of the “Michigan Road”(depicted in red and the Ohio River highlighted in blue) which was probably the most important transportation route in the fledgling State of Indiana. It was first road commissioned by the Indiana State Legislature in 1826 and became a key thoroughfare in opening the state to settlement. It connected Madison on the Ohio River to Michigan City on Lake Michigan via the new state capitol at Indianapolis. It also passed through Shelby County on its way from Madison to Indianapolis thus making a convenient route to bring the families’ household goods to their new homestead from the docks at Madison.

Hibbard and family may have taken a river boat or raft with their horses and wagon down the Ohio River from Pittsburgh to the Ohio side of the river at Wheeling West Virginia to connect with the National Road which was completed through Indiana in 1832. It followed the route of U.S. 40 through Indiana and passed 16 miles north of the center of Shelby County. From the information in the GHAHD, Hibbard and Sylvester probably established homestead farms in southern Hendricks Township in Shelby County, Indiana.



(Editor’s Note: The last map shows Hendricks Township in the red square. The National Road is depicted in blue following U.S. 40 at the top of this current Indiana map. The north-south red line marks the current route of Indiana State route 9 which is believed to be the likely route that Hibbard and family took from the National Road to Shelbyville, the County Seat of Shelby County. The green dashed line shows the location of the “Michigan Road” as it passed through Shelbyville, Indiana.)

DELANO OIL COMPANY REVISITED

Back in October 2014 Cousin **Sallie DeLano Miller** alerted us to the existence of a DELANO Gas Station in Rolla, MO – see NL #75 pp.7 & 8. Research showed there were several DELANO Gas Stations (called “DELANO Station Breaks”) that included convenience stores as well as fuel service. We also found out that the headquarters of the DELANO OIL Company was located in St. James, MO.

Last April Cousins **George** and **Diana DeLano** were driving southwest from St Louis, MO on highway I-44 towards Springfield, MO. Since their car’s fuel gauge was starting to get low as they approached St. James, it was decided it would be appropriate to “fuel up” at a DELANO Station Break gas station.

St James, MO is located about 11 miles north of Rolla and 14 miles south of Cuba in the Ozark Highlands, which is an excellent area for growing wine grapes. Consequently St. James has 3 wineries in the town and 2 others nearby. When you are traveling south towards Springfield, you can’t miss St. James due to the large St. James Winery sign along the side of the Interstate 44.

George and Diana pulled off the Interstate and on to state road 68 (Jefferson Street) and headed into downtown St James. Almost immediately a red, white and blue DELANO Sign came into view—marking the DELANO Station Break gas station and store. After filling the tank with gas, Cousin George asked if he could speak to the proprietor—Mr. Delano. “Oh” said the lady behind the store counter, “He is at the office. You can get there by taking the first right after crossing the railroad tracks and it is just a little way down the road on the right. You can’t miss it.”

So George and Diana followed the directions and there it was – the DELANO OIL COMPANY.



George walked into the office and asked if he could speak to Mr. Delano. In a moment Jay Delano appeared. George said “Hi, I am George DeLano from Virginia.” Jay said “Oh my goodness!” and then explained that his family was the only DELANO family in this part of Missouri. Meeting another DELANO was a very rare occasion. Jay introduced George to his son Jonathan who was also in the business. To commemorate this meeting Diana took a photo of Jonathan, Jay and George standing in back to the DELANO OIL COMPANY sign. After more visiting George and Diana bid farewell and continued on their way to Springfield.

DELANO ~ KINDRED ~ 2015 REUNION



SAN DIEGO, CALIFORNIA

Thursday, September 17th – Sunday, September 20th

We hope you can join your Kindred cousins in this lovely coastal city for social gatherings, delicious meals, the genealogical symposium and our annual meeting. Plus tour the U.S.S. Midway,

The longest-serving Navy aircraft carrier of the 20th century.

Lodging and events to be held at the



Handlery Hotel San Diego

950 Hotel Circle North, San Diego, CA 92108
<http://sd.handlery.com>

>> Make your lodging reservations by Thursday, August 20, 2015 <<

**For hotel reservations: Call 619-298-0511 or 800-676-6567
Use code "Delano Kindred Society Reunion 2015"**

Rate: \$119.00 per night +12.5% tax (standard room)
*Same rates are available for 3 days prior and 3 days following meeting dates.
For ADA needs, please request main floor. (No elevator to second floor).
Request upgrade (increased price) for poolside view.*

CAR: Location is 6.5 miles (10 minutes) from the San Diego airport and easy access to I-5.
***** NO CHARGE FOR PARKING WITH NEGOTIATED RATES *****

RIDE: Super Shuttle to and from SD airport. \$12.00 pp. Mention Handlery for \$2 discount.
1-800-258-3826 or book online: <http://www.supershuttle.com/default.aspx?GC=HNDLR>
Hotel offers free shuttle service to attractions within 5 miles of the hotel as well as scheduled am/pm Zoo and SeaWorld shuttles.

INITIAL AGENDA for the DELANO KINDRED 2015 SAN DIEGO REUNION

Updates will be posted on the website and the Delano Kindred Facebook page. Final agenda will be in your registration packet

All planned events are located at, or meeting at, the Handlery Hotel

The on-site hotel restaurants include Postcards Bistro for breakfast and lunch, the 950 lounge, the Reef poolside bar and grill & room service.

THURSDAY, SEPTEMBER 17TH

Lodging rooms are available for the same rate before and after the reunion dates.

Arrive in San Diego. Meals on your own.

The hospitality room will have snacks and beverages. There will be tee shirts and trinkets for sale.

Location and reunion registration times TBD.

FRIDAY, SEPTEMBER 18TH

REGISTRATION at the hotel (sign in for your packet of information) 8:30 - 9:00 A.M.

BOARD MEETING (only for board members) 9:00 -10:30 A.M.

GENEALOGY SYMPOSIUM & EDUCATION with President Muriel Cushing 2:00 - 3:30 P.M.

AFTERNOON RELAXATION BY THE POOL AND/OR SELF GUIDED TOURIST ACTIVITIES

ADDITIONAL REGISTRATION 6:00-6:45 P.M.

WELCOME DINNER at hotel: Social hour 6:00 P.M., Dinner & entertainment 7:00 -9:00 P.M.

Self guided tourist activities all day. So much to see! Old town, San Diego Zoo, Sea World, Balboa Park with 17 museums, Fashion Valley Mall, nearby golf, 60 miles of bays and beaches.

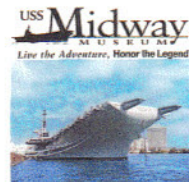
Hotel shuttle may be available to some popular destinations and to public rail and bus transit.

SATURDAY, SEPTEMBER 19TH

ALL MEMBERS GENERAL BUSINESS MEETING (please attend) 9:00 - 11:00 A.M. at the hotel.

U.S.S. MIDWAY TOUR AND MUSEUM, 1:00 - 4:30 P.M. Meet in lobby of the hotel. Free Shuttle to tour.

Check out the website: <http://www.midway.org/exhibits-and-activities>



HAWAIIAN BUFFET DINNER at hotel: Social hour 6:00 P.M., Dinner 7:00 -9:00 P.M.

GROUP PHOTO. A time and place where we can all be together. Time TBD.

MORE POOL TIME AND/OR SELF GUIDED TOURIST ACTIVITIES



SUNDAY, September 20TH

Board meeting (only for board members) 8:30-10:00 A.M.

Bye and see you next year! *Where shall we meet in 2016??? Bring your ideas!*

The 2015 Reunion in San Diego And Henry DELANO Fitch

The Reunion and Annual Membership Meeting will be held in San Diego at Handlery Hotel on Thursday 17 September to Sunday 20 September. This event will mark the DELANO KINDRED's return to the west coast. Please see the accompanying information about the hotel and the Initial Agenda on the following pages. Our first west coast reunion was held in Rohnert Park, California in Sonoma Wine Country (details are provided in NL #54 of March-April 2007). It was there we learned more about **Henry Delano Fitch** who was one of the first persons with a DELANO line of descent to settle in California. We visited the lands he was granted which included most of the renowned Alexander Valley, which was named after the manager of Fitch's Rancho Sotoyome --- Cyrus Alexander.

Sea Captain Henry D. Fitch was a master of many mercantile sailing ships. His parents were Captain Beriah Fitch and Sally DELANO (DFIP 640). Sally's line of descent is through the Lt Jonathan branch of the family. Henry Fitch was born at Charlestown, New Hampshire although his birth is listed in Nantucket where both his parents born. He became a sailing ship captain like his father. As a merchantman he plied his trade along the west coast of North and America.

It was in San Diego that he met the beautiful, young and impetuous "Josefa" Carrillo. Henry and Josefa eloped aboard ship and were married in Valparaiso, Chile. Their return to San was a stormy affair which involved Fitch being thrown in jail. The are covered in *Bonnes Nouvelles* #38 and #39 – October 2001 and 2001. On April 14, 1829 he was baptized into the Catholic as "Enrique Domingo" Fitch. This was required in order to own and have other rights. Fitch became a Mexican citizen in 1833. Known as "Enrique Domingo", he was active in public affairs. In Fitch was San Diego's first attorney (sindico procurador), and held



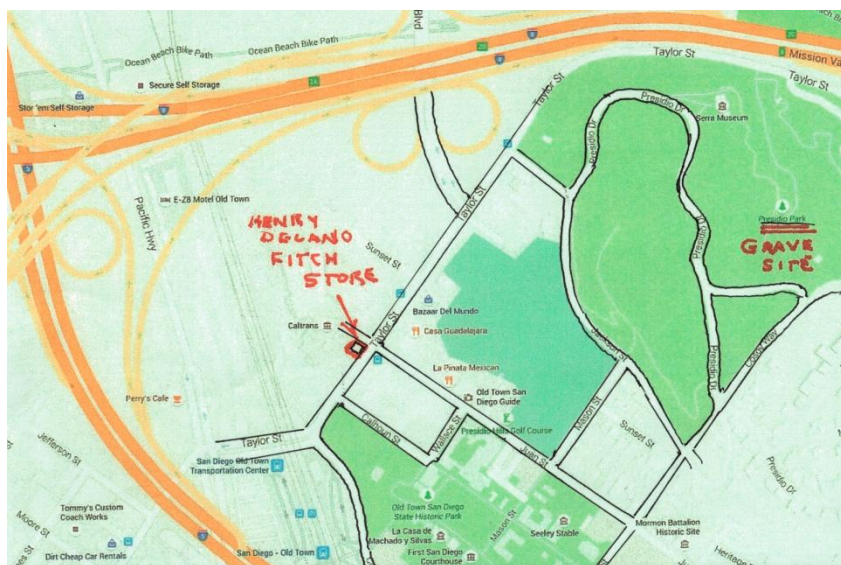
in 1799,
were

South

Fitch's
Diego
details
March
Church
land

1835

other public offices. He kept a general store in San Diego for many years. It was the only store there in 1845. It was located on the southwest corner of Juan and Taylor Streets in the Historic Old Town of San Diego (see map). He bought and sold hides, tallow, and furs, outfitted otter hunters, and made trading voyages along the coast. Also in 1845, he made the first survey and map of the "pueblo lands". During August 1846–June 1847 he was Suplente (substitute) and Juez de Paz (Justice of the Peace or Mayor) of San Diego. He received the Rancho Sotoyome land grant, near Healdsburg,



California, in 1841 with the help of his brother-in-law Mariano Guadalupe Vallejo, and began to develop it.

Fitch died in San Diego in 1849, and was the last person buried on Presidio Hill. The Presidio Hill Cemetery is the oldest cemetery in San Diego. A chapel was erected at the site to serve the people working in and living adjacent to the Presidio. Several hundred people were buried in and around the chapel up until the mid 1800's. The chapel ceased to be used in 1841 and fell into ruin. The last recorded burial in the cemetery was for the first mayor of Old Town San Diego, Henry Fitch in 1849. He is buried near the overgrown ruins of the north wall of the chapel. The white "Find A Grave" marker added to the accompanying photograph shows the approximate location of his grave. The general location is marked on the accompanying map.



Josefa and the rest of the family moved to Rancho Sotoyome soon after his death. Josefa died in 1893.

Donation to the Plimoth Plantation Made in May 2015

We are pleased to include a report from Cousin **Terri Sorensen**, Chair of the Charitable Program Committee as follows:

“In May 2015 a \$300.00 donation was made to Plimoth Plantation from the Delano Kindred. The donation expresses our appreciation for Plimoth Plantation’s preservation and revitalization of the history of our ancestors. We appreciate the opportunity to partner with Plimoth Plantation in providing education and resources to interested individuals. Their dedication, professionalism, and integrity in telling the stories of our history is commendable.”



The accompanying photo shows a “pilgrim” working on the thatch roof of the Francis Cooke House at Plimoth Plantation.

USS MIDWAY REUNION TOUR

The 2015 Reunion Agenda includes a tour of the USS Midway CVA 41 on Saturday afternoon, 19 September. The Midway was built by Newport News Shipbuilding Co., Newport News, Virginia and launched 20 March 1945. The Midway is one of the longest-serving aircraft carriers in the United States Navy, operating from September 1945, just after World War II ended, until 1992 when she was decommissioned. The USS Midway is now docked in San Diego Bay and has been transformed into one of the most visited ship museums in the world.

The Midway was named after an important battle during World War II. This battle, which took place on Midway Island in the Pacific, was a decisive victory for the Allied forces.

The ship weighs almost 70,000 tons and is 1,001 feet long -- about the length of 3 football fields. The Midway is as high as a 20-story building. She has two anchors, each weighing 20 tons, and four propellers, each one measuring 18 feet in diameter. The Midway could carry up to 80 planes. She has 3 elevators that were used to move planes from the flight deck to inside the ship. Each of these elevators could carry 110,000 pounds. The Midway's crew numbered 4,500 men. She has 4 galleys (kitchens) to serve over 13,000 meals a day to keep the crew well fed.



On 28 June 1955, the ship sailed for Puget Sound Naval Shipyard, where she underwent an extensive modernization

program. The Midway received an enclosed hurricane bow, an aft deck-edge elevator, an angled flight deck, and steam catapults, returning to service on 30 September 1957. The two accompanying photos show the ship in 1945, before modernization (in black and white), and in the 1980's well after modernization (in color).

The USS Midway sailed in every ocean in the world and fought in the Vietnam War and in the First Persian Gulf War. Over the years, she was deployed to the North Atlantic Ocean, the Caribbean Sea, the Mediterranean Sea, the Indian Ocean, and the Western Pacific Ocean. Not just a warship, she was also

involved in humanitarian efforts. In 1975, the Midway was off the coast of Vietnam to help evacuate South Vietnamese people fleeing from those who had taken over their country. In 1991, when Mt. Pinatubo erupted in the Philippines, the Midway delivered emergency supplies and rescued stranded American military personnel.

In 1992, after a career that lasted 47 years, the Midway was finally decommissioned. She was getting old and there were newer, more modern ships that had been built to take her place. During those 47 years, over 200,000 men had served on the Midway. She had received many awards for outstanding service.



To honor the Midway's fine history instead of seeing her rust away and get turned into scrap metal, the Midway was brought to San Diego and turned into a museum. On June of 2004, the USS Midway Museum opened its doors. Since that day, over 4,000,000 guests, from San Diego and beyond, have come on board to explore and learn.

NEW MEMBERS

We are happy to welcome our new members who have joined our Family Society since March 2015.

Alabama

Cathy Lynn DELANO of Florence

Arizona

John W. Wilson Jr. of Sun City West

Colorado

Jonné E. Adams of Berthoud

North Carolina

James M. Dunn of Durham

WELCOME ABOARD COUSINS !! We look forward to many years of fellowship with you and we hope that membership in the DELANO KINDRED will be a source of pride and pleasure for you.

Some Significant July, August & September Dates In DELANO History

The days of July, August and September include some that are significant to our DELANO history. We have listed a few as a reminder of these months.

On **4 July**, 143 years ago in 1872 in Plymouth Notch, VT, Calvin Coolidge, the 30th President of the United States was born. President Coolidge's DELANO line of descent is through the Dr. Thomas Delano branch of the family.

On **31 July 1679**, Joseph and Josiah Soule (twins) were born in Duxbury to Hester (Delano) and John Soule.

Also on **31 July**, but in the year **1701**, Jethro Delano, the 12th child of Lt Jonathan and Mercy (Warren) Delano, was born.

In **August 1643**, the Duxborrow list of those men Able to Bear Arms (whose ages were from 16 to 60 years old) included 41 year old **Philip Delanoy**.

On **29 August 1689**, Rebecca Churchill was born in Plymouth. She was the second child of Rebecca (Delano) and John Churchill.

On **1 September 1685**, Joseph Delano, the 9th child of Dr. Thomas and Rebecca (Alden) Delano, was born.

On **16 September 1880**, Edward Warren Delano was born. As a founding member of the Rudolph and Delano building firm of Philadelphia, he designed the first highway cloverleaf entrance/exit. The cloverleaf was built around 1929 in New Jersey. This interchange was located at intersection of the Lincoln Highway and St. Georges----- (now U.S. 1 & 9 and Route 35) in Woodbridge Township, New Jersey. It opened in 1929 and has been replaced with a partial cloverleaf interchange. The original cloverleaf interchange designed by Delano was modeled after a plan from Buenos Aires, Argentina.





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**THE 2015 DELANO KINDRED REUNION AND ANNUAL MEETING
WILL BE HELD IN SAN DIEGO ON SEPTEMBER 17th – 20th
MAKE YOUR RESERVATIONS NOW**

The DELANO KINDRED *BONNES NOUVELLES* is the official, educational newsletter of the DELANO KINDRED, Inc., Boxborough, MA. It is published three times a year and is mailed from Merrifield, VA, U.S.A. The *BONNES NOUVELLES* staff includes George DeLano (editor), Carolyn Clarke (address labels), and Diana DeLano (distribution).

It is planned to publish the next *BONNES NOUVELLES* #79 near the end of November 2015, and the following three *Bonnes Nouvelles* as indicated: #80 (March 2016), #81 (June 2016) and #82 (November 2016).

Articles and information about descendants of the DELANO family are always welcome and greatly appreciated by your editor. Every effort will be made to include them as soon as space permits. Comments and requests for back copies may be requested by writing to George B. DeLano, Editor, at 4277 Wiltshire Place, Dumfries, VA 22025-3148. The back newsletter cost is currently \$3.00 per copy.

It has been our practice to mail one *BONNES NOUVELLES* to each member-household address. We would be happy to mail one copy of each issue of the *BONNES NOUVELLES* to each member at a household address if desired. It may be desirable, especially in the case of Family Memberships that more than one copy is sent to an address. If you wish an additional copy, free of charge, for another member in your household, please send the name and membership number of that member to the editor.