

## Squire WHEELER

**Squire Wilson WHEELER:** b. 30 Mar 1809 in New Hampshire d. 11 Nov 1864 in Salisbury Prison, Rowan Co. NC Burial: prisoner of war Occupation: Railway Operator, Farmer in Fair Plains, MI : NH > NY 1812> OH 1846> MI 1850 He was the son of Nathaniel WHEELER b. 7 Dec 1767 in Rehoboth, Bristol Co. MA and Anna Kinney READ b. 1778 in Grantham, Cheshire Co. NH

Marriage: **Elizabeth Buchanan** b. 30 Aug 1815 in Scotland, dau. of John and Margaret (Brown) Buchanan. Married: 1 Nov 1838 in Rochester, Monroe, NY Resided in Fair Plains, MI in 1898.

### Children of Squire and Elizabeth (Buchanan) WHEELER:

1. **Sophia Wheeler** b. 31 Jul 1839 in Rochester, Monroe, NY d. 22 Aug 1900 Lyons, Ionia Co. MI. m. **R(e)uben D. Smith** b. 1833 Ontario Co. NY. married 26 Mar 1858, Clinton MI, His occupation: sawyer. (1880 census for Muir, Ionia, MI) Sophia and Ruben on 1870 census for Ionia.
2. **Francis Fanny Wheeler** b. 4 Mar 1842 in Rochester, Monroe, NY d. 10 Nov 1873 Fair Plains, MI Unmarried. Listed as idiotic.
3. **George Buchanan Wheeler** b.5 Sep 1844 in Ohio, married **Emma J. Taylor**, Dau. **Hattie Wheeler**, b. 27 Oct 1882 in Ithaca, Gratiot Co. MI d. 15 Feb 1966 in Crystal Twp., Montcalm Co, MI. George served in Civil War, Company E, 10<sup>th</sup> Cavalry Regiment, MI. 1863-1865. Enlisted at age 18, mustered out 11 Nov 1865, in Memphis, TN
4. **Elizabeth Wheeler** b. 15 Nov 1846 Warren, Ohio, d. aft.1880 in Day, Montcalm, MI, married **Marion Roller**, b. 1829 Fairfield, Ohio, Married 03 Jul 1876, Vermontville, Eaton, MI. ch. **George Roller** b.1878 MI: **Charles Roller**, b. 1866, MI. Elizabeth was Marion's second wife. Charles was the son of Marion's first marriage to **Mary Ensminger**. Other children of that marriage were **Sarah Matilda**, b.1855 Eaton Co, MI: **Elmer** b. 1861, Eaton Co.
5. **Mary Wheeler** b. 7 Apr 1852(3) Orleans Twp., Ionia Co. MI d. 16 Mar 1881 Stanton, MI Married **Emory B. Kelly** (Brad Kelly)  
Children:
  - i **Blanche Kelly** b. 1873 married: Arthur Rhodes res. Festoria, OH *Arthur may be the son of Charles Rhodes who resided in Jackson, Ohio where Squire Wheeler's father, Nathaniel, resided and died in 1840. This is unconfirmed.*
  - ii **Josephine Kelly** b. 1875 married Henry Rhodes res. Franklin, PA (probably Frankfort Springs, Beaver Co .PA)
6. **Wilson Squire Wheeler** b. 1 Oct 1853 in Orleans Twp. Ionia, MI d. aft. 1880 in Fair Plains, Montcalm Co. MI Married (1) Louisa Adelaide Griffith. b.1856 in Indiana (2) Emma Drier, 21 May 1900, Barryton, Mecusta, MI, d/o William Drier and Land(?) Lawrence

*More about Squire Wilson Wheeler: (Source: Clarence E. Peirce papers, Pittsfield, MA)*

Squire W. Wheeler enlisted as a veterinary surgeon in 1861 in the Third Michigan cavalry; was soon transferred in a like capacity to the Seventh Michigan; was taken prisoner at Harper's Ferry, VA and taken to Belle Isle at Richmond; remained there for about three months and was transferred to Salisbury Prison, NC where he died. It is said he "sometimes drove stage and was a driver on what might perhaps be called the first, or one of the first, street railways in the United States or anywhere else. This railway ran from Rochester down the river some three or four miles to the head of navigation. Somewhere about 1856 he had moved to Michigan and owned a sawmill at Fair Plains.

"He was very fond of driving horses and is said to have trained a young horse for Amos Fowler Albright, his brother-in-law, that trotted from Wheatland to Rochester, sixteen miles, in sixty-four minutes, which was considered very remarkable."

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*From Civil War records:*

I Company, 2 Michigan Cav. Private  
D Company, 3 Michigan Cav. Private, Yet. Surgeon  
F Company, 7 Michigan Cav. Yet. Surgeon, Union Army

**Notes from personal research and records:**

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Squire and his brother, Elisha Read Wheeler worked for the J.T. Trowbridge Company in Carthage, NY (later Rochester, NY) Elisha was a schooner captain on Lake Ontario and Squire drove teams on the horse-drawn railway that connected the Erie (Barge) Canal to the head of navigation on the Genesee River, at what is today, Hooker's Flats, below the Driving Park bridge. At that time (after 1824) Carthage shipped wheat and crops to Canada and ports on Lake Ontario. Their father, Nathaniel, had built a house on Hooker's Flats, (abt.1816) very near the landing. As C.E. Peirce stated, the railway was one of the first of its kind. The boat landings on the river were at the bottom of a deep gorge and a gravity elevator was used to lower the goods from the railway terminus at the top of the gorge. Squire was known for his ability to train horses. Elisha's brother-in-law, Hosea Rogers of Carthage fame, built a racetrack in Irondequoit that afforded an opportunity to work with horses.

The following is an excerpt from: *Personal and Historical sketches and facial History of and by members of the Seventh Regiment, Michigan Volunteer Cavalry, 1862 -1865*, by William O. Lee. Published by the 7<sup>th</sup> Michigan Cavalry Association 1902, 312 pp.

Squire Wheeler, our Veterinary Surgeon, a quaint comical Down East Yankee, and a great lover of fine horses. I never think of him without recalling an incident that occurred while the trains of the army were packed for a few days at White house Landing, Va., the summer of 1864. Wheeler was the owner of a beautiful chestnut, a large thoroughbred, intelligent animal, one of the finest horses in the entire army. Above everything else on earth, Wheeler loved and prized that horse. A soldier

by the name of Bingham was on detail at the Quartermaster's department acting as orderly, cook, or in any capacity where he was of service. He was somewhat of a granny, but a very honest and trusty man. His one great failing was an enormous appetite, especially for fine, ripe fruit. It was cherry time, and not far from the camp was an orchard of large cherries. That orchard set Bingham's mouth into an uncontrollable watering for cherries. How to get them was a poser - it was dangerous to go outside of camp on account of the many Rebels in the vicinity. Finally he prevailed upon a young Scotchman in camp called "Sandy" to make a raid on that cherry orchard. "Sandy" insisted he must have a strong fleet-footed mount for such an undertaking. Fitting "Sandy" out with bags for the fruit and putting him astride of Wheeler's handsome thoroughbred, he sent the Scotchman forth on his mission. Wheeler soon missed his pet animal and accoutrements and the sky at once began to show signs of storms. Something was wrong and his old Yankee blood began to boil. "Sandy" and the horse never came back, as they were captured. Bingham's remarked uneasiness about them kind of gave the whole thing away on himself. Wheeler, even on ordinary occasions was never very choice or refined in his vocabulary, but the idea that he must be robbed of that valuable horse, the pride of his heart, the very apple of his eye, all because of Bingham's infernal appetite for cherries, fired the old man into such a frenzy of rage and profanity that none who heard him will ever forget. Even our good Chaplain, a very pronounced Universalist, at once changed his views in regard to a certain hot place, for he declared that nothing else but the genuine, old-fashioned, orthodox Hell could ever turn loose such fury in that wagon camp. Wheeler was captured a short time afterwards - horse, bag and baggage - and died ere the close of the war in a Rebel prison. Bingham, too, long since has gone to his reward. It is said that his last prayer on earth was an urgent appeal to be spared a meeting with Wheeler. I never learned the fate of poor "Sandy". If he lived to regain his freedom again, he never showed up with us.

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1850 Census, Orleans Twp, Ionia Co.

Squire Wheeler	age 47 b. New Hampshire, farmer
Elizabeth	age 34 b. 1816 Canada,
Sophia	age 11 b. New York
Frances (Fanny)	age 9 b. New York
George B.	age 6 b. Ohio
Elizabeth	age 3 b. Ohio

The family left Rochester abt. 1846 for Ohio and were in Michigan by 1850

**Notes:**

Squire was captured at Berryville, VA, 8/14/1864 and died 11/13/1864. He was a member of The 7<sup>th</sup> MI CAV ADG RPT: 140, serving as a veterinary surgeon at the time.

His first enlistment was 03 Oct 1861 in Montcalm, MI, unit number: 1072. He then enlisted at a Vet. Surgeon at age 53 in Co. S, 3<sup>rd</sup> Cav. Reg. (*Company "S" meant he was on staff and did not have company duties.*) He transferred from Co. S to Co. D on 01 Sep 1862 with the rank of sergeant. He received a discharge from Co. S 13 Oct 1862 in Corinth, MS.

He reenlisted in 01 March 1863, at Fairfax Courthouse, VA, age 54 as a Vet. Surgeon, unit number 1076.

*Source: Historical Data Systems, Provo, Utah. Military Records of Individual Civil War Soldiers.*

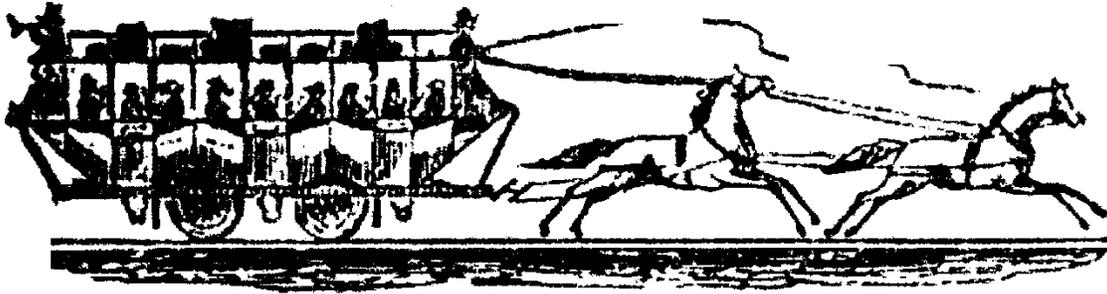
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The following is from: *The Rise and Fall of Carthage*, by Susan H. Hooker, wife of Horace Hooker, II, pp.205-219. She would recite portions of her writings at readings.

Commercial conditions had so changed that there was an imperative need of something better than the old corduroy road to connect Carthage landing and the mill with the Erie Canal and the bold scheme of building a horse railroad was projected by a company of which John Greig was president. It was authorized by an act of legislature in March, 1831 and completed in January, 1833. It was about three miles long and cost \$30,000. It was leased by Horace Hooker, and Mr. Hinsdale was agent of the road .... Cars were constructed like coaches, the drivers sitting on the top where there was a platform with a double seat through the center. The magnificent view down the river made it a favorite road for visitors. **Squire Wheeler** was the driver and took great pride in his cars. Teddy Tyler blew the bugle and his ignorance of music was only equalled by his zeal in the cause. The fare, a York shilling, was collected by George Darling, then quite a boy, well known to many of you here. They were always on the lookout for trouble through Dublin and **Squire Wheeler** would stand no liberties in the way of free rides or obstructions. Dublin was feudal territory. The O'Rourkes, the Dowlings, the Buckleys, the Clancys, the Fees, the Storys and host of others were sovereign lords of the soil, and felt that if tribute was exacted for invasion of their domain they should stand by each other until the last drop of blood was shed. It was not an unusual thing for the cars to stop while **Squire Wheeler** and his lieutenants settled their scores. Black Hank, Mr. Hooker's coachman, used to delight to take a hand in these skirmishes. Dublin valor was not a matter of one generation. In our early school days the Farleys, the Hookers, the Huntingtons and the entire Carthage contingent always went through Dublin in a body and many a tale might be told of the struggle for right of way.

The Carthage Railroad was established in 1832 to carry these goods between the canal and Carthage. Goods and passengers were raised and lowered from the high banks of Carthage by an elevator lowered by a horse.

*Carthage Railroad*  
*Rochester City Hall Photo Lab*



The Carthage Railroad carriage is shown with wheels that run on railroad tracks. It is pulled by two horses. The carriage is built like an elongated stage coach. The driver sits in the open, up front. A man with a horn sits high on the back of the carriage, also in the open. The passengers sit in the covered part of the carriage, while the baggage rides between railings on the roof. The developers of the railroad were in hopes that, “within two years, or in the year 1840, the entire route from Boston to Buffalo, through the city of Rochester, will be in active and successful operation . . .” (*Squire Wheeler, Elisha’s brother, was one of the first drivers on the railroad.*)

*Notes on George B. Wheeler:*

George and Emma had a son, Clarence Lester Wheeler, b. 26 Oct 1893 in Matherton, MI. He died 20 Dec 1936 in Crystal, Montcalm, MI, age 43.

*Notes on Hattie Wheeler, d/o George B. Wheeler:*

Hattie married Jay E. Dean, b. Aug 1874. They had a daughter Thelma B. Dean, b. 17 Apr 1917 in MI. She died 16 Jan 1985, Carson City, Montcalm, MI. Thelma married Carl Orlo Parrish, b. 01 Nov 1912, d. 13 Sep 1995 Carson City, MI.