CHAPTER XXVII.

CUYAHOGA COUNTY.

Cuyahoga county, which did not acquire its present limits until 1843, is named after its principal river, which in the Indian language signifies "crooked." The river is well named, since its source is further north than its mouth. The surface of the county is generally undulating and, except near the immediate lake districts, the soil is generally of a loamy nature.

Now Almost Purely Industrial.

Since the early sixties, Cuyahoga county has not only largely lost its agricultural character, but has even been transformed from a commercial district into one which is almost purely industrial.

In 1880, 184,680 bushels of wheat were produced in Cuyahoga county; 550,108 bushels of oats and 360,604 bushels of corn. In 1907 the production of the same grains was as follows: Wheat, only 132,725 bushels; oats, 349,409 bushels, and corn, 121,670 bushels. Substantially, during the same period the population of the county increased nearly 300 per cent.

Cleveland Virtually the County.

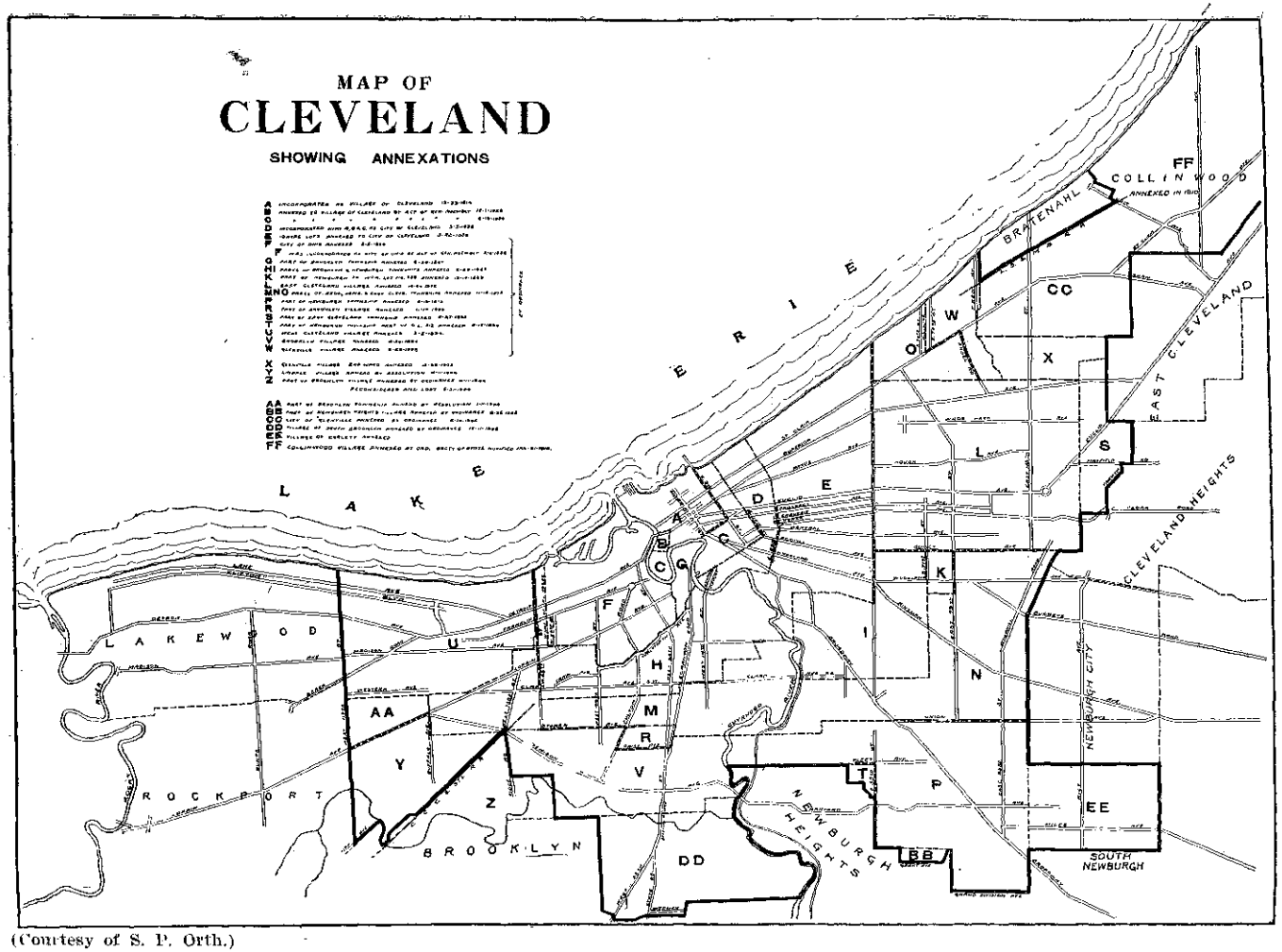
From the best of authorities we learn that the population of Cleveland was

In	1796	4
"	1800	7
"	1810	57
"	1820 (estimated)	150
"	1830	1,075
"	1840	6,071
"	1850	17,034
"	1860	43,838
"	1870	92,829
"	1880	160,146
"	1890	261,353
"	1900	381,768
"	1910 (estimated)	500,000

Since the commencement of the Civil war period, when the character of Cleveland was permanently fixed as industrial, that great city has virtually absorbed the activities of the entire county. The valuation of the property in the county is about $250,000,000, while the real estate and personal property outside of this great municipality is placed at about $55,000,000.

Organization of Cuyahoga County.

By the articles of association adopted by the Connecticut Land Company, in 1795, the Western Reserve was to be surveyed into townships of 16,000 acres each, one of which was to be selected as the initial point for settlement. Cleveland township was selected for the latter purpose and the five other townships to be sold to actual settlers were Euclid, Willoughby, Mentor, Madison and one on the Mahoning river. When Trumbull county was organized in 1800, Cleveland township, then a part of it, consisted of all the present area of Cuyahoga county, a part of Geauga and all of the Western Reserve west of the Cuyahoga. On December 31, 1805, the general assembly of Ohio passed an act dividing Trumbull county and establishing Geauga county. This territory comprised the western and a part of the northern limits of Trumbull county and



(Courtesy of S. P. Orth.)

extended west to the Cuyahoga river and north to Lake Erie. On January 16, 1810, Cuyahoga county was fixed as embracing all the territory now within its limits east of the river and including Willoughby township. There was an earnest dispute over the line between Cuyahoga and Huron counties in 1811, and when Medina county was organized in 1812, the western boundary of Cuyahoga county was changed. Lorain county was organized in 1824, which created another disturbance over the western boundary, and in 1840 and 1841 there were still changes of territory between Geauga, Lake and Cuyahoga counties, in which Willoughby township was given to Lake. By this act the present bounds of this county were fixed.

The Commencement of Cleveland.

General Moses Cleaveland was not the original discoverer of the importance of the geographical site of the great city which bears his name. As early as 1755 there was a French station within the present limits of Cuyahoga county, and several years before that time the mouth of the Cuyahoga river was recognized by explorers as the natural site for a great commercial mart.

"As early as 1765," says Harvey Rice, in one of his addresses before the Early Settlers' Association of Cuyahoga County, "Benjamin Franklin, with his usual sagacity, foresaw its availability, and recommended its occupancy as a military post. Washington, while various projects for water communication between the great northern lakes and Chesapeake Bay were being considered, suggested the practicability of a route from Lake Erie by way of the Cuyahoga, Tuscarawas and Muskingum into the Ohio, as an outlet to the future inland commerce of the lakes. This route necessitated a portage near Akron of less than seven miles, whereby shipments were to be transferred from the lakes to the river Ohio; thence to ascend its upper tributaries into the mountains; from whence by another portage would be reached the navigable rivers falling into the Atlantic. The commercial importance of the mouth of the Cuyahoga was thus early perceived by distinguished men; nevertheless history gives no reliable information of its permanent occupancy for trade or commerce anterior to the year 1786; nor is there any evidence that any active measures were taken to carry forward this scheme for opening communication between the lakes and the Atlantic, and nothing more is heard of it until 1793-4, when the state of New York proposed to provide an outlet for its lake commerce by clearing out and improving the Oswego and Mohawk rivers, and then the discussion of the route by the Cuyahoga and Tuscarawas rivers into the Ohio was revived. We are destitute of further historical facts concerning either of these projects from the year 1794 until 1807—five years after Ohio was admitted into the Union as a State. In that year the legislature passed an act authorizing a lottery for the purpose of raising $12,000 for improving navigation between Lake Erie and the river Ohio." The lottery tickets were sold, but afterward the money was refunded and no drawing ever occurred. Water connection between Lake Erie and the Ohio river therefore remained an unsolved problem until the final completion of the Ohio canal in 1827. The completion of this undertaking finally fixed Cleveland's position as a city of national importance.

The Moravian Missions.

Ten years prior to the coming of the Cleveland survey party, a band of Moravian missionaries, with a number of their Indian converts, arrived from Detroit at the mouth of the Cuyahoga river in a vessel called the "Mackinaw." They proceeded up the river about ten miles from the site of the present city of Cleveland and settled in an abandoned village of the Ottawas, within the present limits of Independence township. Although they called their refuge "Pilgrims' Rest," their stay there was brief, for in the April following (1786) they abandoned their temporary settlement for

Huron river and located in what is now Erie county, at a point which they named New Salem, near the present site of Milan. Until 1790 the British refused to yield possession of the country along the shores of the lake west of the Cuyahoga and even when the surveyors of the Western Reserve arrived in 1796 their traders had a house north of the Detroit road on the future site of Ohio City.

First Fourth of July.

On the 4th of July, 1796, the surveying party of the Connecticut Land Company for the Western Reserve arrived at Conneaut, or rather at the mouth of Cuyahoga creek, which was christened Port Independence. As general agent of the company, Moses Cleaveland was in active command of the expedition.. His refined but rugged features, his square and substantial figure, proclaimed him to be a natural leader of men. Fortunately, the general has left on record an account of this historical celebration of the first Independence day in the Western Reserve, and also of the appearance of the future site of Cleveland, while it was yet in a state of virgin nature. From a series of letters unearthed a number of years ago and from a great mass of correspondence which had been preserved by Walter H. Phelps, a descendant of Oliver Phelps, chairman of the board of trustees of the Connecticut Land Company, the following are reproduced, as they came from the pen of General Moses Cleaveland, July 5, and August 5, 1796. The latter, it will be remembered, was dated less than two weeks after the landing of the party upon the site of Cleveland and while the survey was in active operation:

Port Independence,
alias Conneaut Creek, July 5, 1796. Sir:—We sailed from Buffalo creek a week yesterday, and having head winds and very heavily loaded, with much perseverance was able to reach this place yesterday at 6 o'clock p. m. It being the 4th of July and the sound of celebration of Independence at Presque Isle animated us to a participation of the general joy. We gave a Federal salute and one in honor of the new state of Connecticut, christened the place (Port Independence), drank a few patriotic toasts and supped and retired in reasonable order and decency.

There are a number of families of the Marengo Indians who reside on this creek. Paqua, alias Bear, acts as the chief, and his companions and I have had an interview and smoked the pipe of peace. I told them I should not purchase any right of theirs. I should not disturb them and would treat them friendly, and they might improve their land and raise their corn, and continue to hunt as usual. With this they appeared to be satisfied, and declare they will use our people well. They had been told that we should drive them off and were much alarmed. Their fears are now to appearance removed. I think we shall receive no further trouble from them, except begging. If possible, they are ten times worse than the Senekas. I am informed there are a few on the Cuyahoga. I shall in a few days set out and see them, and I think no fears will creep in the minds of any. To-morrow Mr. Potter and the other surveyors set out for to take the south line, and as soon as they have proceeded west five miles will commence running the ranges. The appearance of the country at first view strikes most agreeably, and I am not dissatisfied on further view. I have found people on here a viewing and anxious to settle.

Through great encouragement and much persuasion and pains taken to get settlers on the Presque Islands, I have received many applications of their settlers to purchase and settle here. We must send back some of our boats to bring on the provisions left at Fort Erie. The men are yet in good health and spirits. I am with sentiments of esteem your most obedient,

Moses Cleaveland.

Progress of the Survey.

Port Independence, 5 Aug., 1796.

Gentlemen:—Since my last communication I have seen, I believe, all the Indians that reside on the lands deeded by the existing treaties and find but few, and have so settled the business that no fear can possibly be apprehended from that quarter. Their small possessions will do us no essential injury. It will be a market for venison and a place to which traders will resort to purchase their peltries. While they claim not any title (but resident), I tell them they shall not be disturbed; the time will come when they

will voluntarily quit their possessions. Mr. Porter and the surveyors are out and have run the East line and taken the latitude on the South, which is sixty-eight miles from where it strikes the lake. The south line is part run, and they are now trying to take five ranges.

Character of Lands.

Mr. Porter and the surveyors not returning, I am unable to inform you the quality of the lands, but am apprehensive (from information) that the east and northerly parts are low and flat, though not of the most inferior kind. The lands on the dividing ridge East and West more hilly, and of a better quality. On the lake shore to the Cuyahoga, up that river, as also up the one called Ashtabula, now Mary Easter, and the Grand river, I have personally examined, yet not so fully as to determine the width of the bottoms.

The Mary Easter is about twice as large as the Conneought. The land excellent, black and white walnut, sycamore, cypress and hickory, grapes, hops and crab-apples, plums and white thorn, etc., etc. The Grand river is about twice as large as the Mary Easter, and will afford good navigation for small vessels and boats. The land on which we went is as good as any I ever saw in any country. On this river is an Indian corn, etc., growing luxuriantly. The Indians were all out on their hunting parties.

The Cuyahoga is navigable for sloops about eight miles as the river runs, and for boats to the portage, if the immense quantity of trees drove down and lodged are cleared out. The land excellent, the water clear and lively current, and streams and springs falling into all three rivers. We went up the Cuyahoga in a Schenectady boat about twenty-five miles to the Old Moravian Indian town, and I imagine on a meridian line not more than twelve or fifteen miles. Here the bottoms widen, and, as I am informed, increase in width, and if possible in quality. I believe we could have proceeded further up the river, but found the time allotted and the provisions inadequate to perform the whole route. At this place we found a stream that empties into the river which will make a good mill seat. The lands on the lake shore in some places low, here and there a small cranberry pond, not of any great extent, nor discovered low drowned lands of any bigness for twenty or thirty miles on the lake shore.

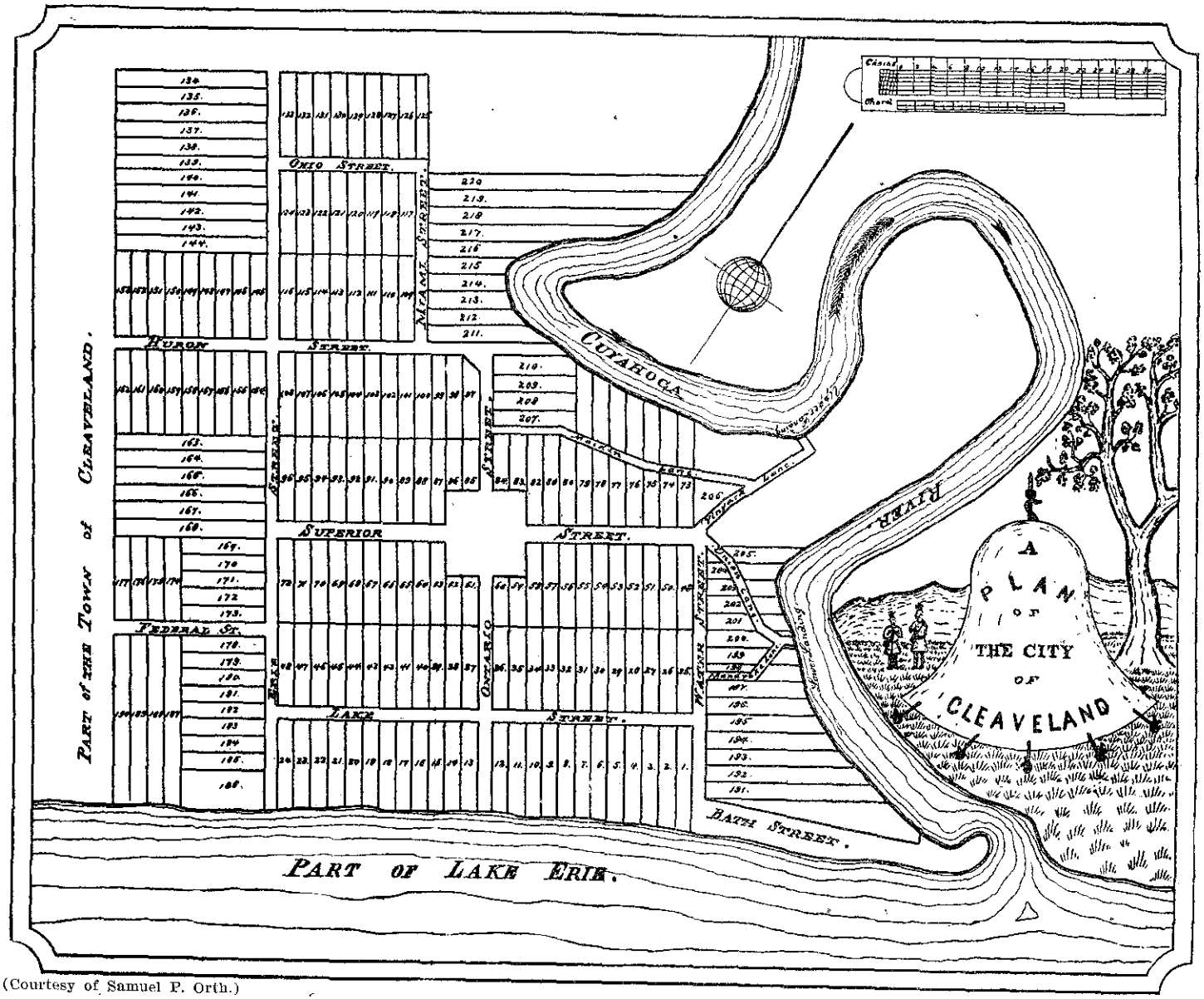
On the east of the Cuyahoga are clay banks from twenty to forty feet high, on the top the land level, covered with chestnut, oak, walnut, ash, and some sugar maple. There are but few hemlocks, and those only on swamp, pond or lake, and in the immense quantity of flood wood lodged on the lakes and rivers I rarely found any of that wood. The shore west of the mouth of the Cuyahoga is a steep bank for ten miles, the quality of the soil I know not, but from the growth and kind of timber these present no unfavorable aspect.

I should with great pleasure readily comply with what I suppose you have heretofore expected that I should leave this country about this time. I have not as yet been interrupted in a constant attention to business more than I could have imagined, or would have voluntarily entered into, and I see no prospect of its lessening at present. Those who are meanly envying the compensation and sitting at their ease and see their prosperity increasing at the loss of health, ease and comfort of others, I wish might experience the hardships but for one month; if not then satisfied their grumbling would give me no pain.

I apprehend the stagnant waters in Lake Erie (except to the westward) must be of small dimensions. The interior lakes and ponds, though not included in Livingston's computation, are, I expect, few and small; unless the land bears more to the northwest after it passes the Cuyahoga than it does this side, the surplus will not be consequential. I expect soon to leave this for the westward, and shall make my residence there until I am ready to return to Connecticut. The men are remarkably healthy, though without sauce or vegetables, and in good spirits. I hope they will continue so. At Presque Isle and parts adjacent the people have been and still are very sickly. I am, with sentiments of esteem, your most obedient, Moses Cleaveland.

Biography of General Cleaveland.

As the party which surveyed the original town of Cleveland made a landing at the mouth of the Cuyahoga river July 22, 1796, that date is generally observed by the citizens of Cleveland as Founders' Day, and in 1888, the ninety-second anniversary, was unveiled the beautiful and impressive bronze statue of General Cleaveland, which now stands on the public square, surrounded by massive brick and stone blocks, and grand and impressive public buildings. After laying out the city,



(Courtesy of Samuel P. Orth.)

FIRST SURVEYS OF CLEVELAND (Seth Pease Map, 1796).
Original with Western Reserve Historical Society. Copy in city records.

General Cleaveland returned to his home in Canterbury, Connecticut, where he died on the 16th of November, 1806, aged fifty-two years. The deceased was born in the town of Canterbury, January 29, 1754, graduating from Yale College in 1777, and practicing law in his native town for nearly thirty years before he set foot in the Western Reserve. He was elected a member of the Connecticut state legislature several times, and was recognized as a practical statesman and public man of high character. In 1779, while a young man, he was appointed by the national congress as captain of a company of sappers and miners in the army of the United States, but after rendering brief services in this capacity he resigned and returned to the practice of law. In 1796 he was not only elected general of the state militia but chosen chief of the staff of surveyors sent out by the Connecticut Land Company to the Western Reserve. His landing at the mouth of the Cuyahoga river prior to commencing the active work of the survey is thus described by a speaker of the present, on Founders' day: "In attempting to land, he ran his boat aground amid the bulrushes on the eastern margin of the river. He now realized, though not an infant, that he was a 'second Moses' cradled among the bulrushes. He soon extricated himself, however, and ascended the steep bank of the river, and, on looking about him, found that he stood upon an elevated plain, bounded on the west by a ribbon-like river and on the north by a sea of molten silver. He probably stood about where we now stand when he exclaimed: 'Here is the spot where, in the coming future, will arise a great city.'"

The First Survey of Cleveland.

Although General Cleaveland was chief of the party of surveyors which laid out the Western Reserve and the future site of Cleveland, the active work was under the direction of Augustus Porter, assisted by Seth Pease and Amos Spafford. The area selected for the founding of the capital of the Western Reserve contained about 520 acres, and was divided into two-acre lots, with reservation for streets, alleys and public grounds. By the first of October, 1796, the city map was considered complete, and upon it was written in fair hand, "City of Cleveland, in honor of the chief of the surveying party and the general agent of the Connecticut Land Company for the Western Reserve." In the spelling of the city the letter "a," which the general always used in his name, was omitted, as was the custom generally followed by other members of

SETH PEASE.

the family to which General Cleaveland belonged.

Another account for the spelling of the name, which has been often repeated, is that a certain eastern newspaper man "found it convenient to increase the capacity of his iron frame by reducing the number of letters in the name of the city." The original streets, as laid out in the Pease map, were Miami, Water, Ontario and Erie, running at right angles to the lake; and Superior, Huron, Federal, Lake, Ohio and Bath, running parallel to it. Of course, these early streets were like those of all the early towns—laid out for short distance, sometimes not more than paths, and none of them of not any great length.

Euclid avenue was surveyed from Huron to the public square in 1815. "At first it was not an important road." Kinsman and Broadway

were used much more, but as the city grew the beauty of this street increased. In the beginning it was wet and marshy; was filled in with logs and was not graded until 1857, to the city limits. As houses were built, drainage extended and trees felled, this road, like all other roads, dried up.

Kinsman street was named after Kinsman township in Trumbull county, and got its original name from the Kinsman family, one of the most reliable families of the Western Reserve. The grandsons of old John Kinsman now live in Warren and a great-grandson is the Bishop of Delaware (Episcopal). Kinsman street was changed later to Woodland avenue. Scovill avenue was named from Philo Scovill.

Cleveland Resurveyed.

In 1801 Major Amos Spafford resurveyed the original plot of Cleveland and on his map he has described the public square as follows: "The square is laid out at the intersection of Superior street and Ontario street and contains ten acres. The center of the junction of the two roads is the exact center of the square."

This plot, now known as Monumental park, was never to be given up to private uses, but, with the subsequent widening of streets in its vicinity, it was eventually decreased to about four acres. As shown by the Pease and Spafford maps, the easterly line of the original city of Cleveland was the east boundary of the tier of lots beyond Erie street coinciding with the present Canfield. It began at the lake and extended southerly one tier of lots south of High street. The line then ran to the river; thence to Vineyard lane; thence to the junction of Water and Superior streets; thence to the river and down that stream to its mouth. Superior street was one hundred and thirty-two feet in width and the other streets ninety-nine. With full confidence in the future growth of Cleveland, its founder had directed that the lands immediately beyond the town proper should be laid out in ten-acre lots and the rest of the township in one hundred acre lots. The territory which would then be designated as "suburban" was surveyed and laid out in ten-acre lots during 1797, and extended on the east to the line of what is now Fifty-fifth street, and on the south to the ridge along Kingsbury run, extending westerly to the Cuyahoga river. "The Flats" were not surveyed into lots, and there was also an unsurveyed strip between the ten-acre lots and the river, near the mouth of Kingsbury run. South, middle and north highways were laid out through the suburban lots, being ninety-nine feet in width to correspond with the city streets. South highway became Kinsman street, Middle highway, Euclid avenue, and North highway, St. Clair.

County Pioneers and Happenings.

Way back between 1783 and 1800 a block house was built as a trading post by John Jacob Astor, at the outlet of the old river, beyond the present location of the water works, probably at the foot of Waverly street. Mr. Astor may have named the land lying west of the Cuyahoga—Brooklyn—in honor of his own neghboring city.

Job V. Stiles located in Cleveland in 1796 and built a cabin on the ground opposite the Weddell House on Bank street.

James Kingsbury raised corn in 1797 on an Indian clearing where the old city hall stands in Cleveland. He later moved back on the Ridge.

First hotel in Cleveland, erected in 1797, by Lorenzo Carter, and stood "under the hill, about one hundred feet back from the river and some three hundred feet northerly from the present St. Clair street."

Abraham Hickox, the village backsmith, had his shop south of the middle of the block between the square and Seneca street. His sign read: "Uncle Abram works here."

The first brewery was built "on the Light House street lot," and the first fire in the community was when that brewery burned.

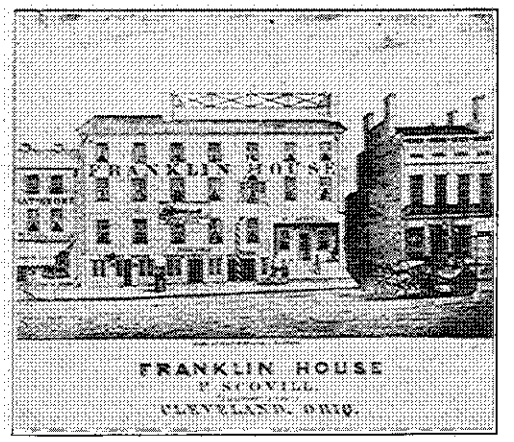
Captain Timothy Doane built one of the

early houses. His wife and babies, accompanied by his brother Nathaniel, came with two horses through the forest path to their new home. Mrs. Doane rode and carried one baby; her brother-in-law led a horse with two other children on it. Mrs. Doane was an unusual woman of executive ability and industry, and the baby she carried lived to be an old man. He remembered how he used to play with pappooses, who taught him to eat candles. At one time either he alone, or accompanied by his dark-skinned friend, ate up half of the winter supply. The Doane family

house with ample grounds, corner of Superior and Seneca streets.

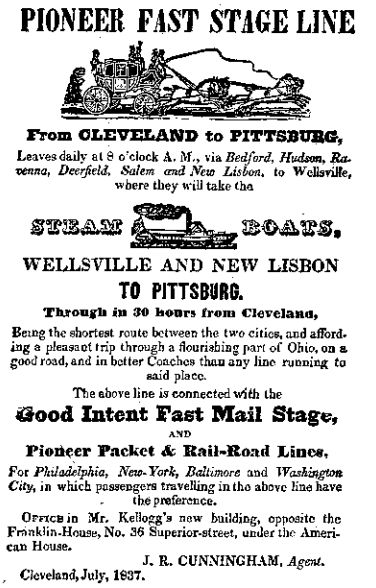
It is supposed that Edward Payne had the first dry goods store in Cleveland.

The first three-story building on the Western Reserve was the Franklin House, which was built by Philo Scovill in 1826, and the spot was afterwards used for the erection of the Scovill building. As this work is going to press wreckers are demolishing the building located on the west side of West Twenty-fifth street, near Detroit avenue. In the early days the Franklin House was the place where



(Courtesy of S. P. Orth.)

STAGE COACH HEADQUARTERS.



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OFFICE in Mr. Kellogg's new building, opposite the Franklin-House, No. 36 Superior-street, under the American House.

J. R. CUNNINGHAM, *Agent.*

Cleveland, July, 1837.

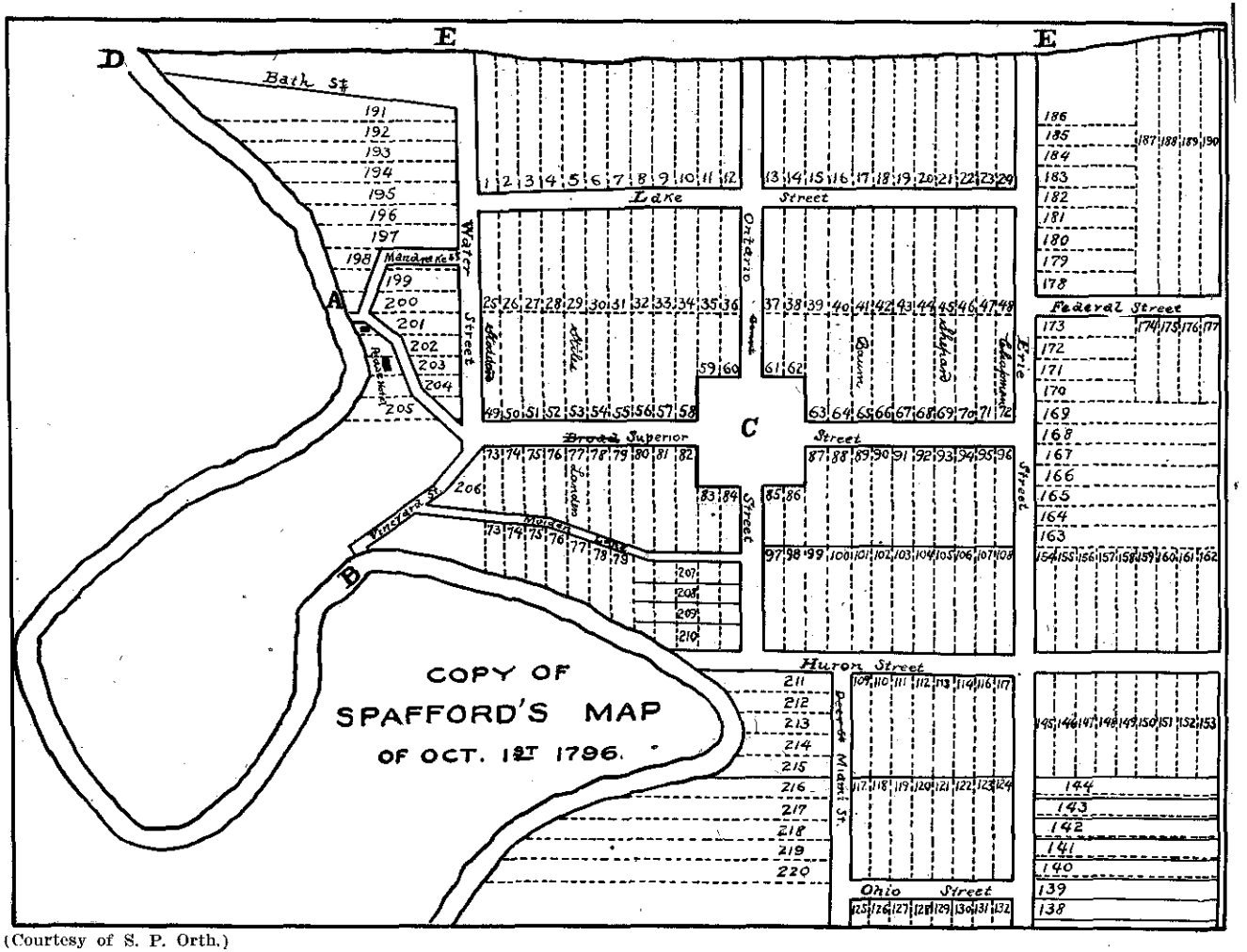
was identified with all the early history of Cleveland and is probably as well remembered by posterity as any other family. Great balls were held at Seth Doane's tavern and people were turned out of the church for dancing, being taken back when they said they were sorry.

Mrs. W. A. Ingham in 1893 says: "In 1810 there were but three frame dwellings here and five or six log houses," and in 1812 Mrs. Long relates that the public square was only partly cleared and had in it many stumps and bushes. In 1831 Dr. Long built a stone

many famous personages who passed through Cleveland by coach stayed over night.

John Jacob Astor, who had the first trading post with the Indians in Cleveland, made it a regular stopping place. His house, the oldest in Cleveland, stands on West Twenty-eighth street, near Detroit avenue.

In 1810 wolves' skins brought a dollar. Men had to pay six cents to be ferried across the river; loaded wagons fifty, empty twenty-five. A person running a ferry paid four dollars license, and a tavern license was the same.



(Courtesy of S. P. Orth.)

FIRST SURVEYS OF CLEVELAND (Amos Spafford Map, 1796).
Original with Western Reserve Historical Society.

REFERENCES: A, Lower Landing. B, Upper Landing. C, Public Square (ten acres).
D, Mouth of River. EE, Lake Erie.

Sarah McIlrath Shaw, an early Cuyahoga county settler, was very much interested in her church and her husband was interested in the schools. They had no children, although they brought up and educated many. Three of these were Indians who became missionaries. At one time Mrs. Shaw wanted some money for her church and her husband told her if she would drink sage tea instead of real teas for a year he would give it to her. This she did.

What a lesson is here! First, that when a woman did at least half the work she was not entitled to any money, but it was given to her. Second, that any woman would have the courage to give up the things she liked the best, namely tea, in order to help her church. No one would have thought of asking Mr. Shaw to give up his grog, and probably his tobacco, for the schools he dearly loved.

The town of Olmstead was originally called Kingston and then Lenox. In 1829 Charles H. Olmstead, who owned land in the northern part of the township, offered to make the people a present of a library if they would change Lenox to Olmstead. This they did.

The first frame house built in Olmstead was raised by the daughters of Lemuel Hoadley. The house was building when the father and mother went away for the day and the daughters, Maria and Eunice, thought it would be nice to have the framework raised when the parents returned. They called the assistance of a neighbor, Mrs. Scales, and the three completed the work.

Among a party of Connecticut people who came to Middleburg, walking from Buffalo, was Mrs. Bela Bronson, who carried a child in her arms part of the way. This child was Shalock and afterward he became a clergyman in the Presbyterian church and president of Kenyon College.

The first Bible class taught in Middleburg was Mary Baldwin's. From childhood she was interested in education and saved by teaching enough money to go to college. This, however, she loaned a young man, whom she married and together they came West. Together with him she founded the Baldwin University. She lived to be ninety-four years.

It is recorded of Alice Brockway Roggers, of Chagrin Falls, for twenty years she never left her own door yard. She lived to be ninety-five years old.

Cleveland a Port of Entry.

The next really important event which had a bearing upon the future standing and growth of Cleveland was its designation, in 1805, as a port of entry for the customs district of the Western Reserve. In March, 1799, congress had divided the Northwest territory into customs collection districts, that of Erie including the shores of the lake from the Pennsylvania line to the Mawmee river, the port of entry for which was ordered to be established near Sandusky. In 1805 this district was divided, its western boundary being the Vermillion river. The president was authorized to proclaim a port of entry for the new district, which he did by designating Cleveland. On the 17th of January, 1806, Judge John Walworth was commissioned collector. In 1805 a postoffice was also established in Cleveland and Elisha Norton was appointed postmaster.

Newburg the Healthier Place.

In the meantime the surveys had been progressing in other portions of the territory now embraced in Cuyahoga county. In fact, Newburg had been allotted in 1796 and Bedford and Warrensville in the following year. In Newburg, it will be remembered, was to be raised up within the succeeding few years, one of Cleveland's most threatening rivals. During the progress of the survey it developed that the country near the mouth of the Cuyahoga river was especially subject to malarial fevers, and this fact occasioned for some time a migration to the district further south, in which movement Newburg derived considerable benefits. During the initial year of the

survey, three members of the party died of malarial fever, but the season's work was done and a boatload of fourteen weak, sick and discouraged men left Cleveland for their Connecticut homes. Yet the geographical and commercial advantages of Cleveland's location overcame all such minor drawbacks, and eventually Newburg and Brooklyn, or the "City of Ohio," were absorbed into the body-politic of the more vigorous municipality.

Founding of Industries.

Prior to the establishment of Cleveland as a port of entry, little progress had been made toward the establishment of industries in Cuyahoga county. The original plant was the grist and saw mill erected by Wheeler W. Williams on Mill creek in the town of Newburg. The latter passed into the hands of Judge (afterward governor) Samuel Huntington. Cleveland, however, was not far behind its rival, for in 1801 David Bryant erected a log building near the foot of Lakeside avenue, and there set up a small copper still for the manufacture of spirits. This father of Cleveland's tremendous industrial life had a daily capacity of but two quarts.

In 1808 Cleveland's great shipbuilding industries originated in the person of Lorenzo Carter, who built the schooner, "Zephyr," of thirty tons, and somewhat later Joel Thorpe launched the "Sally," of about equal tonnage. A more pretentious schooner of sixty tons was built in 1814 by Levi Johnston, and christened the "Pilot." It is related that twelve yoke of oxen were required to drag the craft from the boat-yard to the river, half a mile away. Afterward, for half a century, shipbuilding held, perhaps, the leading place among the industries of Cleveland.

FIRST COURT HOUSE.

Chagrin had the first mill stones for grinding corn in Cuyahoga county. They were made in 1815.

First Court House.

As stated, Cuyahoga county was created in 1810 with Cleveland as the county seat, its first court house being a temporary build-

ing on the north side of Superior street. It was built by Levi Johnston in 1813, was two stories high and stood where the old fountain in the Public Square was. "At the west end, lower story, was the jail, with debtors' and criminals' cells grated windows in front; east end, upper story, the court room. At the landing of the inside staircase a fireplace, sizzling with green oak wood, feebly struggled to warm the institution. This was the assembly room for every description of meetings, until the Academy was built."

On June 15 of that year the first court of record of Cuyahoga county was held, with Judge Ruggles president, John Walworth being clerk of court, and S. S. Baldwin sheriff. Peter Hitchcock, who was appointed prosecuting attorney, received fifteen dollars for that term's work.

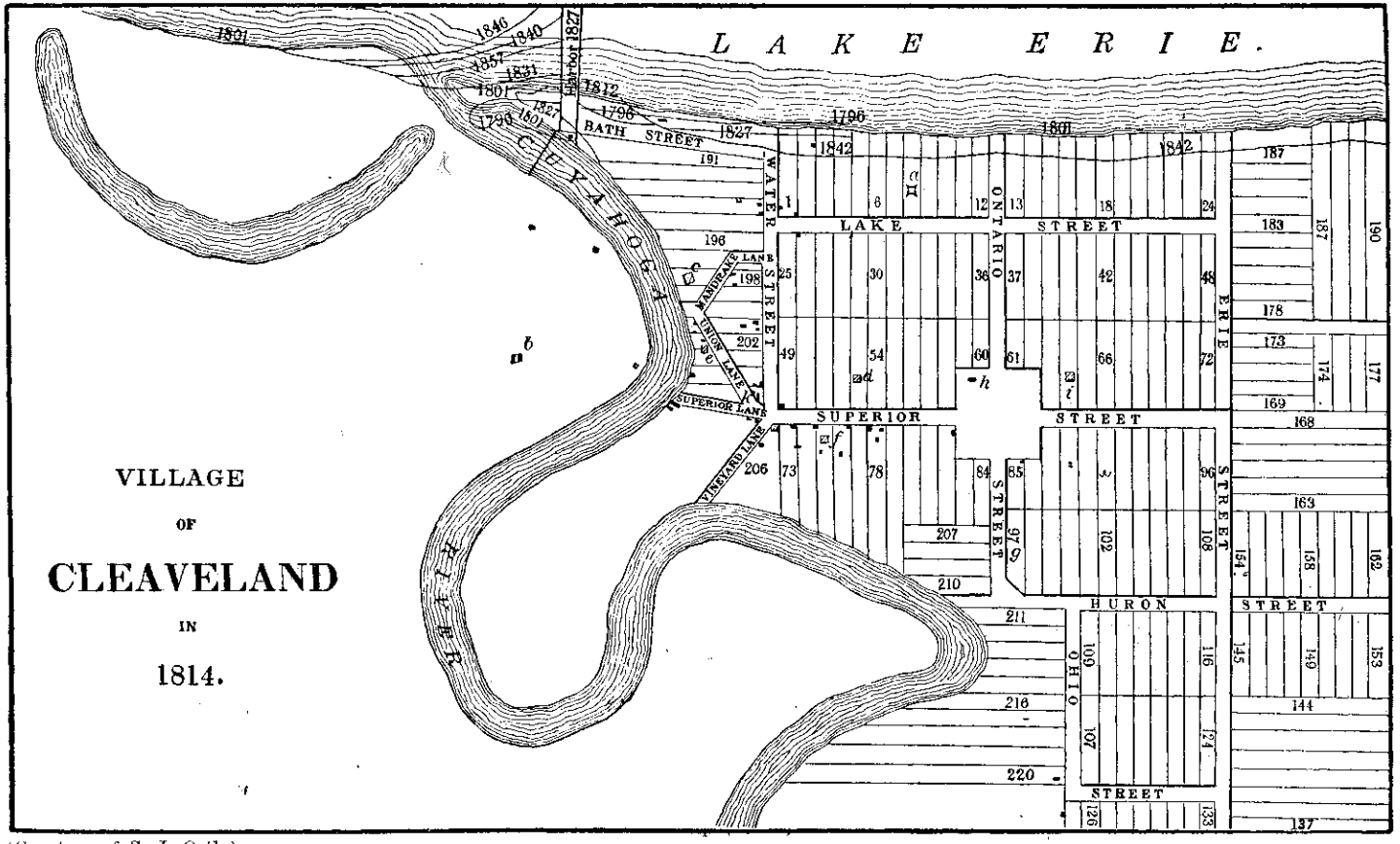
It was on the Public Square, on which stood the old log court house, that the Indian Omic was hung for the murder of two white men near Sandusky. Major Carter had charge of the execution, the dusky victim of the law begging to be shot rather than hung, but, as the trial had been according to the civil law, its sentence had to be executed in the usual way. Omic was somewhat comforted by being furnished with a pint of whisky just before his execution.

Cleveland Hears Perry's Guns.

It was while the log court house was still in a somewhat unfinished condition that the people of Cleveland became aware of the historical engagement on Lake Erie, under Commodore Perry. It is related that the morning of September 10, 1813, was sunny and clear. Contractor Johnston was at work on his building, but suddenly hearing distant noises like thunder, threw down his tools to consider the matter. Suddenly the thought came to him like a flash; he shouted to those around him: "It's Perry fighting the British." With one accord the news spread through the little settlement. Cleveland discontinued its work, both industrial and domestic, and its populace in a mass hurried to the banks of the lake. As it afterwards transpired, the great battle was seventy miles away, northwest of Sandusky, in Put-in Bay, but the clear air bore the thunders of the cannonade even down to Erie, over 150 miles distant. Perry's guns were known by their deep notes, and the anxious people assembled on the lake shore waited for them to tell the tale of the distant fight. The noise of the British guns soon filled up the harmony of the battle, but at length they died out one by one and only the bass notes of Perry's cannonade could be heard. It is said that at this point, when the Americans were confident that victory was with the national arms, the joy of the waiting Clevelanders was almost transformed into hysteria.

Cleveland a Village.

On the 15th of October, 1814, the township of Newburg was organized, and embraced within its limits the residences of such important citizens as Thomas Kingsbury, Erastus Miller and Rudolphus Edwards. It has been already stated that at Newburg were established the first mills in the county, and, in fact, for a considerable period its superior water power enabled the locality to lead Cleveland both in actual importance and in future prospects. Indeed, for not a few years Cleveland was described as "the town on the lake, six miles from Newburg"; but Cleveland's advantages as a port of entry and the county seat soon had its effect, and on the 23rd of December, 1814, an act was passed by the general assembly to take effect on the first Monday of June following, by which the village of Cleveland was incorporated. The boundaries of the new village were described as "so much of the city plat of Cleveland as lies northwardly of Huron street and westwardly of Erie street, as originally laid out by the Connecticut Land Company." In pursuance of this act, on the first Monday of June, 1815, twelve of the inhabitants of that village (its entire voting strength) met and



(Courtesy of S. J. Orth.)

REFERENCES: Buildings in 1814. Buildings of an earlier date. *a*, Fort Huntington, 1813. *b*, Trading-house of 1786. *c*, Carter's first cabin, 1796. *d*, Job P. Stiles's first cabin, 1796. *e*, Surveyor's first cabin, 1796. *f*, Surveyor's cabin on the hill, 1797. *g*, Cemetery lot, 1797. *h*, Jail and court-house, 1812. *i*, Kingsbury's first cabin, 1797. *k*, Carter's house on the hill, 1803. The different positions of the shore lines are shown by the dates of the surveys: 1796, 1801, 1812, 1827, 1831, 1840, 1842, 1846, 1857.

unanimously elected Alfred Kelley as president; Horace Perry, recorder; Alonzo Carter, treasurer; John A. Kelley, marshal; George Wallace and John Riddle, assessors, and Samuel Williamson, David Long and Nathan Perry, trustees.

Some of the Real Pioneers.

When the surveying party returned to their homes in the east, it is said, there were only three white persons left on the Western Reserve—Joseph Langdon and Mr. and Mrs. Job Stiles. Mr. Langdon himself left soon afterward, but his place was taken by Edward Paine, who boarded in the Stiles family and afterward became widely known as General Paine, the founder of Painesville.

The year 1797 brought an accession of at least four Cleveland pioneers who helped to make the early history of the place. Perhaps the most important of the arrivals of this year was major Lorenzo Carter, a native of Rutland, Vermont, and a thorough and warm-hearted pioneer. Early in this year also came Elijah Gunn and Judge Kingsbury, from Conneaut, and later in the year, Nathaniel Doane and Rudolphus Edwards. In January, 1799, Mr. Doane moved to the "Corners," which bears his name, and from that time until April, 1800, Major Carter's was the only white family in Cleveland.

In 1801 Samuel Huntington, a nephew of Governor Huntington, of Connecticut, then a lawyer of about thirty-five, settled in Cleveland. He was a member of the first constitutional convention of Ohio; the first state senator of the county; judge of the Supreme Court in 1803 and governor in 1808. He afterward made Painesville his permanent home, when he died in 1817. When he located at Cleveland he resided in a block house on Superior street, which then stood on the site of the "American House." Judge Huntington's house was made of hewn logs, with sawed flooring and doors and was then considered the height of domestic architecture. [There are many interesting facts to be found in regard to him in the early chapters of the general history and in the sketch of Lake county.]

Lorenzo Carter, not to be outdone in the building line, soon after erected the first frame house in town. In 1802 the first school house was opened at Mr. Carter's residence, that gentleman also being licensed by the court as a hotel keeper.

Several years afterward, Judge Huntington and a number of other citizens of Cleveland removed to the vicinity of Newburg on Mill creek, as that locality was not only busy as an industrial section, but was considered more healthful than the little settlement at the mouth of the Cuyahoga river; but Major Carter continued faithful to his first love, remained at Cleveland, and in 1810 built a warehouse at the mouth of the river and otherwise added to the improvements of the place. During the war period from 1812 to 1815, however, little progress was made in the city, the number of buildings in the latter year being only thirty-four.

Beginning of Public Schools.

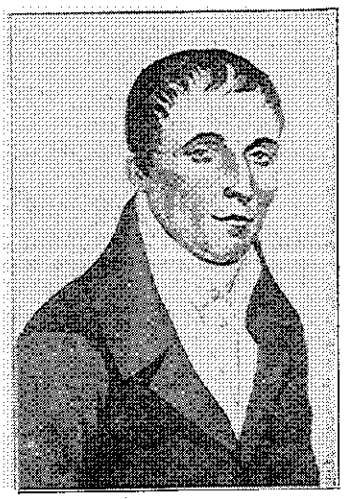
The year 1817 was an important one in the early history of the village of Cleveland, as it marked the commencement of its public school system. In that year the village council passed an ordinance to reimburse twenty-five citizens who had subscribed $198 toward the building of a public school.

In 1817, also, the era of log warehouses ceased. Leonard Case and Captain William Gaylord built a large frame edifice for the purpose, on the river north of St. Clair street. During the previous year the Commercial Bank of Lake Erie, had been opened, which, although it closed in 1819, was afterwards placed upon its feet and greatly flourished.

On the 23rd of April of this year "Walk-in-the-Water," the first steamboat to navigate the waters of the Great Lakes, entered the harbor of Cleveland.

JAMES KINGSBURY.

"UNCLE" ABRAM HICKOX.



LORENZO CARTER.

MRS. LORENZO CARTER.

FOUR SPLENDID PIONEERS.

Press and Churches Arrive.

The *Cleveland Gazette and Commercial Register,* the pioneer of the local press, made its first appearance July 31, 1818, and in 1820 the city commenced to take its place as a transportation center by establishing a stage line to Columbus, with a branch to Norwalk. Afterward connections were established with Pittsburg and Buffalo, and for thirty years this system of passenger travel flourished, the transportation of freight, of course, being conducted through the Ohio Canal and the lake marine.

About the year 1820 the first church organizations of Cleveland commenced to take shape, the first meetings of the early societies being generally held in the old log court house. The upper, or second story, of that building was the court room, and here the Episcopalians held their first meetings, before Trinity church was built on the corner of Seneca and St. Clair streets. About the same time the Presbyterians and Baptists commenced to hold meetings in the old academy building, which stood upon the site of engine house No. 1.

In 1826 the enterprising men of Cleveland concluded that a better court house was a public necessity. Under the general supervision of H. L. Noble and George C. Hills, work upon the building was commenced in the spring of 1827, but its completion was considerably delayed by the very sickly season of 1827 and 1828.

Opening of Ohio Canal.

It was on the 7th of July, 1827, that the Ohio Canal was formally opened—that enterprise which did so much to establish the city commercially. Upon the occasion of the commencement of the canal undertaking the citizens of Cleveland had the honor and pleasure of greeting Governor Clinton, the great father of the New York canal system. It was the building of the Erie Canal through New York state which had stimulated the people of Ohio to undertake the building of the canal which connected the waters of the lakes with those of the Ohio river. It was chiefly through the efforts of Alfred Kelley that the northern terminus of the canal was located at Cleveland.

The first work was done on the Licking Summit, about three miles west of Newark, on the Fourth of July, 1825, and Governor Clinton dug the first shovelful of earth which marked the practical commencement of the canal. The New York executive arrived at Cleveland on the 3rd of July, sailing into the harbor on the steamer "Superior." As the steamer could not make the harbor with safety, it was anchored in the outer waters, where the commander ordered a yawl to take the distinguished governor and his aides ashore. There were also present in the New York party Messrs. Rathborn and Lord, who had loaned the people of Ohio the money with which to commence the canal, as well as Judge Conkling of the United States district court. The boat was rowed up the river, with the stars and stripes waving over it. It landed at the foot of Superior street, where the reception committee and many citizens were gathered, who, with Governor Clinton and his distinguished friends, were escorted to the Mansion house, where they were addressed by Judge Samuel Cowles, who had been selected for that purpose. In his eloquent reply Governor Clinton said that "when our canals were made, even if they had cost five million dollars, they would be worth three times that sum; that the increased price of our productions, in twenty years would be worth five millions of dollars; that the money saved on the transportation of goods to our people during the same period would be five millions of dollars, and that the canals would finally pay their tolls and refund their entire cost, principal and interest."

Clinton's Departure from Cleveland.

De Witt Clinton is described by an eye witness to his reception as a man of most majestic person: "In his person, large and robust; his forehead high and broad; his hair black and curly; his eyes large, black and brilliant—

and, take him all in all, he looked as though he was born to command." The eye witness referred to, George B. Merwin, further describes the departure of Governor Clinton and his party from Cleveland in the following graphic style: "As the weather was very warm and the distance to Licking county about one hundred and fifty miles, it was thought best to get an early start in the morning and take breakfast at Mother Parker's, who kept a tavern at the foot of Tinker's creek hill, about one and a half miles down the creek west of Bedford. She was a black-eyed, steel-trap style of a Vermont woman, and a good cook. Half an hour after daylight an extra stage came and the party left."

"A small swivel, used for celebrations, had been left at some former occasion on the brow of the hill on the west side of Vineyard lane, now called South Water street. My father woke up the late Orlando Cutter—his store was where the Atwater block stands—and got some powder, and when the stage got a few rods up, Superior street, gave the party a parting salute; then, mounting his horse, he soon passed the stage and rode on to give Mrs. Parker information who was coming, and that she must prepare a good breakfast. He also inquired where her husband, Cordee, was, and if he had taken his bitters, of which the jolly old fellow was very fond. She said he was out at the barn, where my father found him with as heavy a load as his buckskin breeches could waddle under. My father quietly picked the old fellow up and took him in the granary, returned to the house and assisted in getting the breakfast, by grinding and making the coffee, while Mother Parker fried the ham and eggs and made some biscuits. The party sat down and did justice to the fare set before them, as my father said. Such was the manner and style of the reception and departure of Governor Clinton and his distinguished friends in Cleveland."

The completion of the canal was enthusiastically celebrated both in Cleveland and Akron, but this general rejoicing was followed by a long season of depression and gloom, caused by the epidemics of typhoid fever and malaria the following summer and autumn. This public calamity was supposed to be occasioned by the digging of the canal basin and the result was not only a widespread depression of spirits, but an absolute stagnation of business for several months. It was many years before the horrors of this season were even partially forgotten by the early settlers of Cuyahoga county.

Cleveland Continues to Grow.

The population of Cleveland at the time of the completion of the Ohio canal was about 500, and two years afterward, on the 31st of December, 1829, the legislature passed an act extending the village boundaries and adding to the original town the land lying on the river from the southerly line of Huron street, down stream to a point just west of the junction of Vineyard lane with the road leading to Brooklyn, thence west to the river and down the river to the old village line. In 1834 those boundaries were further extended by adding small tracts east of Erie street and south of Ohio.

Cholera Epidemics.

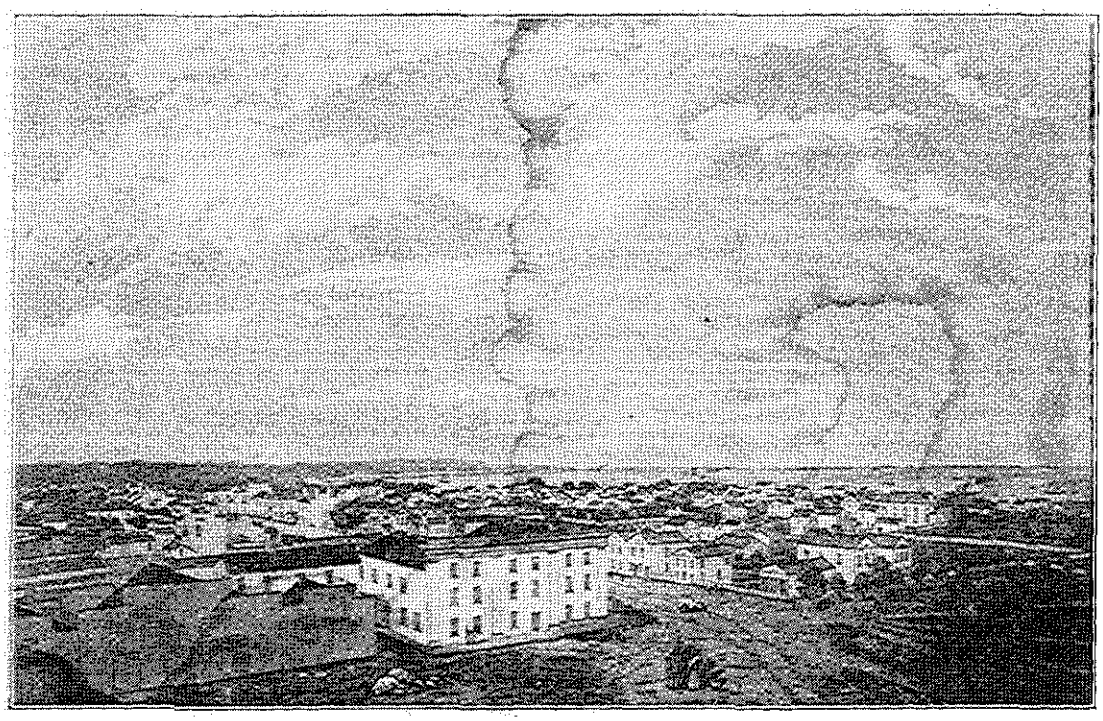
Chicago and Cleveland were most seriously affected by the epidemics of cholera which visited several of the lake ports in 1832. The famous Blackhawk war was then raging in the territory which is now called Wisconsin and in Northern Illinois to the Mississippi river, the garrison at Chicago had been massacred, and, about June of that year, General Winfield Scott was ordered to gather all the troops available in the eastern forts and start in all haste to the relief of Chicago, or Fort Dearborn. He embarked with a full load of soldiers on the steamer "Henry Clay," with Captain Norton in command. By the time the boat arrived at Gratiot at the port of Lake Huron, it became apparent that it would be

impossible to reach Chicago by water. General Scott therefore landed his men, who were in good physical condition, and sent the "Clay" back to Buffalo.

Reception of Two Cities.

Captain Norton started down the river with his sick soldiers, but when he attempted to obtain food and medicine at Detroit, he found the dock covered with armed men and cannon, and was obliged to proceed on his way to Buffalo. Before the steamer arrived off the port at Cleveland half a dozen men had died of cholera and had been thrown overboard, while others were seriously ill. As it was evident to the captain that he would not have enough men left to navigate the vessel to Buffalo, he steamed for Cleveland, and early in the morning of June 10, tied fast to a pier on the west bank of the river with a flag of distress flying from his masthead.

The citizens of Cleveland had already been informed of the Detroit incident and knew that their day of trial and danger had come, but, instead of repelling the unwelcome visitors at the mouth of the cannon, the trustees of the village met immediately and determined that everything should be done, not only to aid the cholera sufferers, but to protect their own citizens. A quarantine was established and a hospital provided for strangers who came into the village, victims of the disease. In spite of all these precautions the scourge came, and for some time was quite destructive. In three or four days after the "Henry Clay" had been thoroughly fumigated, she left for Buffalo. In the meantime the disease had appeared in several scattered localities of the



CLEVELAND IN 1833, FROM THE COURTHOUSE LOOKING WEST.

city, its victims not having been exposed to those suffering from the epidemic on shipboard. Just how many persons of the village were attacked is not known, but within a fortnight, when the disease was most virulent, some fifty or sixty fatal cases were reported. About the middle of October a cold rain storm occurred, and soon afterward a second cholera epidemic broke out most unexpectedly. Fourteen men were seized and all died within three days. No explanation could be given as to the origin of this second outbreak, and there were only surmises as to the cause of the first epidemic. In 1834 Cleveland suffered another visitation of cholera and some deaths occurred in consequence. Although there was no concerted action on the part of Cleveland's citizens to repel the "Henry Clay," it is known that not a few excited people during the first epidemic of 1832 guarded the shores of the lake both east and west, armed with muskets, and with cannon planted at various points, to prevent the landing of any suspected vessels.

Incorporated as a City.

In March, 1836, an act was passed which incorporated the city of Cleveland. This 6th day of March, 1836, notwithstanding it brought this honor to Cleveland, was not without its feature of humiliation; for its old-time rival, Brooklyn, under the high sounding name of the "City of Ohio," succeeded in attaining municipal incorporation three days previous to the realization of this ambition by Cleveland. Thus the City of Ohio became a full-fledged municipality March 3, 1836, while Cleveland yet remained a village.

As provided in the latter's act of incorporation, the village council of Cleveland ordered an election of officers for the new city, to be held on the 15th of April, 1836, and after a spirited canvass and the casting of 580 votes, the following ticket was declared elected: John W. Willey, mayor; Richard Hilliard, Nicholas Dockstader and Joshua Mills, aldermen; Morris Hepburn, John R. St. John, William V. Craw, Sherlock J. Andrews, Henry L. Noble, Edward Baldwin, Aaron T. Strickland, Horace Canfield and Archibald M. T. Smith, councilmen.

The city had been divided into three wards, the voting place for the first being in the court house; that of the second, in the lower part of the "Old Stone" church, at the corner of the public square and Ontario street, and that of the third ward in the old academy on St. Clair street. Thus, as has been rather quaintly observed, the law, gospel and education figured prominently in the first election of the City of Cleveland. At the first meeting of

JOHN W. WILLEY.

the city council, which was held in the court house, April 15, 1836, Sherlock J. Andrews was elected president of the council and Henry B. Paine, city clerk and city solicitor.

First Mayor of Cleveland.

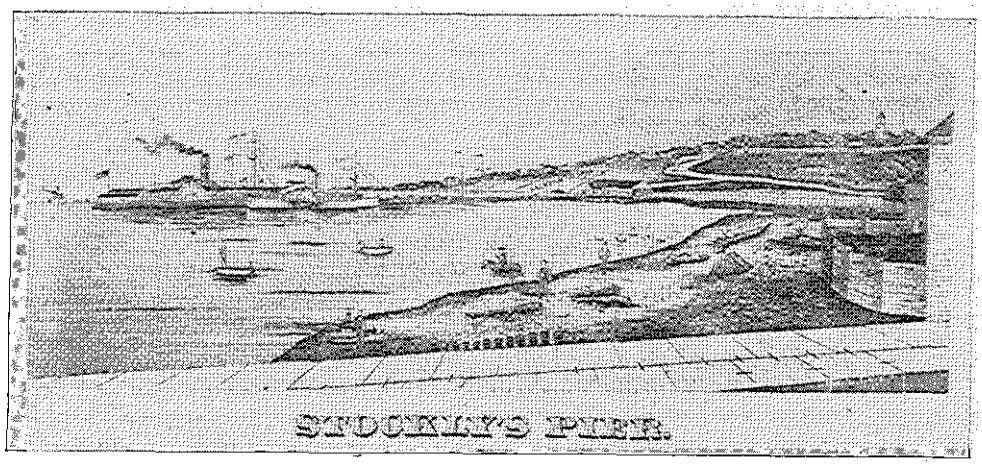
John W. Willey, Cleveland's first mayor, at the time he thus assumed honors as the head of the municipality, was thirty-nine years of age. He is described as a man of fine appearance, of slender build, with a keen mind and much eloquence, both natural and trained. In view of his ability and his profession, he was largely instrumental in framing the constitution and by-laws of the future

metropolis. His duties were, in fact, both strenuous and varied. He was obliged to sign all commissions, leases and permits, and also to try all criminal cases. In the latter line he assumed the usual duties of a justice of the peace, his remuneration being the fees which attached to his office. Mayor Willey was re-elected as mayor in 1837 by a very large majority, and he died June, 1841, while he was holding the position of presiding judge of the Fourteenth District.

lake bank from caving and sliding, and as a means of remuneration allowing them to build wharves and piers along the shore. It is not known that anything definite was done under this act, but afterward the city employed Col. Charles Whittlesey, at a large expense, to pile certain portions of the lake front. Afterward when the railroads were built they continued this system of piling.

Shipping Interests (1837).

It is a matter of record that at this time



HARBOR (from West Side of River) IN 1849.

Shows government pier, side-wheel steamer "Empire State," light-house and the Point; winding roadway leading to top of light-house hill, Light House street.

First Harbor Improvements.

Cleveland had already made decided advances in its shipping interests and had also commenced the permanent improvement of its river channel and harbor. The former had been inaugurated on a small scale by the general government as early as 1827, and the first legislation introduced into the city council, designed to protect the harbor, occurred in January, 1837, when an ordinance was introduced providing for its log breakwater. An act was passed incorporating the Lake Shore Company and authorizing them to protect the

(1837) Cleveland's arrivals of lake marine, including sloops, schooners and brigs, numbered about 907, and the steamboats carrying both freight and passengers, 990. In 1837 commenced a short era of hard times, and from that year until 1840 there was really no increase in its population.

In November, 1839, Cleveland also received a set-back in its first destructive fire—which consumed Outhwaite's soap factory and other important plants of that day. It was, in fact, the first fire which destroyed any considerable section of its manufacturing districts.

Industrial and Commercial Revival.

By 1840, when the population of the city was over 6,000, Cleveland began to revive from the effects of the panic, fire and all other untoward influences. New iron institutions were established, shipbuilding showed a marked improvement, and in 1845 a decided impetus was given to her commerce by the opening up of the famous Brier Hill coal mines in Mahoning county. In the previous year also the Lake Superior region of iron ore was first discovered, from a commercial standpoint. Thus two of Cleveland's main sources of commercial importance and progress were first tapped, and to this day the receipts of iron ore from the regions of the northwest, and the shipment of coal from the fields of the central west, constitute perhaps her main claims to commercial greatness.

First Telegraph Office.

On September 15, 1847, the Lake Erie Telegraph Company was permitted to run its wires through the city of Cleveland, and on September 15, of that year, its first telegraph office was opened.

Pioneer Railways.

It was not until 1850, when the city's population was something over 17,000, that the first successful railroad was placed in operation. On March 16, of that year, its city officials enjoyed a ride over the first completed section of the Cleveland, Columbus and Cincinnati Railroad. Fifteen miles were covered in twenty-seven minutes, and, very appropriately, the locomotive which drew the car containing the distinguished guests was named the "Cleveland." A banquet at the city's leading hotel followed this historic trip, and during the festivities it was pleasantly remarked that the locomotive referred to, was the only "motive" that could induce a man to leave Cleveland.

It must not be inferred that efforts had not previously been made to establish railways in Cuyahoga county. As early as 1834 the matter had been so earnestly agitated that the Cleveland & Newburg railroad was finally built. This "iron way" consisted of but four miles of strap-rails, connecting the Cleveland public square with a stone quarry in Newburg township, and, after being used nearly four years, was abandoned. About the same time the legislature incorporated six other railway companies, only one of which, the Ohio Railroad, succeeded in accomplishing any building. This line was built on piles and was therefore known as the "stilt road," but after being partially constructed westward from Ohio City, the constructing and operating company completely collapsed, leaving behind only heavy liabilities and an opposing array of rotten piles.

With the completion of the Cleveland, Columbus and Cincinnati railroad, in 1850, and the opening to traffic and travel of the Cleveland, Painesville and Ashtabula railroad, in 1852, the modern transportation facilities of the city were firmly established, and from that time may be said to date the municipality of today.

Absorbs Ohio City.

In the formation of the city of Cleveland, as we know it today, the first great accession of territory was caused by its absorption of its old rival, Ohio City. This event occurred in 1854, the terms of annexation being signed on June 5th of that year. H. V. Wilson and Franklin F. Bacchus were the representatives of Cleveland and William B. Castle and Charles L. Rhodes, of the City of Ohio. The latter municipality passed the required ordinance on the 5th, and the city of Cleveland carried a similar ordinance through its council on the following day. The public debt of the City of Ohio was assumed by Cleveland, with the exception of its liability for bonds issued to pay its subscription to the Junction Railroad Company. The city of Cleveland had previously subscribed to the stock of a number of railroads and, according to the provisions of the agreement between it and the

City of Ohio, the new corporation was authorized to expend the money it might realize from this source in the improvement of public parks or for other public purposes. Cleveland raised a large surplus from the sale of its land north of Bath street, on the lake shore, to furnish the right-of-way for the early railroads which entered the city. The income from these sources created a fund of about $1,700,000, and in 1862 the legislature passed an act calling into existence a board of commissioners to take charge of this fund. This is one of the extremely rare instances in the civic history of the United States where a city has derived permanent financial advantages from its railroad investments.

Territorial Expansion of City.

The new city increased quite rapidly from 1854 to 1860, the census of the latter year showing a population of 43,838. The territorial annexation of Cleveland, after its absorption of Ohio City, commenced in February, 1864, when a portion of Brooklyn lying north of Walworth run was brought into the corporation, and three years thereafter another portion of Brooklyn, as well as a part of Newburg township, was annexed. This addition of corporate territory extended the line of the city westwardly to the old limits of the City of Ohio on the lake shore, and embraced a large tract of land south of the latter.

In December, 1869, another large section of Newburg township was annexed, but the population of Cleveland was not materially increased thereby, the chief stimulus to the city being to its industries. The general census of 1870 indicated a population of 92,829, and in 1872 a portion of the village of East Cleveland, and further additions from the townships of Brooklyn and Newburg were made to the growing population. In the following year a large part of the remaining portion of Newburg township was annexed, thereby extending the city limits beyond the crossing of the old Newburg railroad and the Cleveland and Pittsburg line.

By December, 1873, the entire village of Newburg had been absorbed by Cleveland. On June 27, 1892, the remaining territory of East Cleveland was annexed to the city, and on March 5, 1895, West Cleveland also lost its identity as a village. In the same year, April 30, Brooklyn village was absorbed. In December, 1903, the village of Linndale became a part of the city of Cleveland, and in 1905 the remaining territory from Newburg township and the village of South Brooklyn were absorbed, thus completing the present municipal boundaries toward the south. In the same year the village of Glenville, located on the shores of the lake toward the northeast, voted to become a portion of the great corporation, and in 1910 the last addition to Cleveland's territory was made, when the beautiful suburb of Collinwood was absorbed.

By this last annexation, four square miles were added to the area of Cleveland, and her educational strength was increased by the addition of one fine high school and four grammar schools. It is probable that the next addition of territory will be the remainder of East Cleveland toward the northeast and the suburb of Lakewood toward the northwest.

Although there is considerable local opposition on the part of these suburbs toward annexation, it is likely that the rapid growth of the greater city and the logic of events will bring about their absorption.

Increase in Population.

The census of 1880 showed that Cleveland had a population of 160,146. Its population, in 1890, was 261,353, and 381,768 in 1900. In 1909 the estimate made by the census bureau was 506,938. As the population of Cleveland has increased on an average of 10,000 annually, during the last four years, it is safe to say that at present there are nearly 520,000 people within its forty-two square miles of territory.

U. S. Senators from the County.

Men who have served Ohio as United States senators from Cuyahoga county are Stanley Griswold, Henry B. Payne, Marcus A. Hanna and Theodore E. Burton.

Congressional Representatives.

Those who have represented this district in Congress are as below:

1803-1812, Jeremiah Morrow, Warren county.

1813-1814, John S. Edwards; died before taking seat; Trumbull county.

1813-1814, Rezin Beall, Wayne county.

1813-1814, David Clendenen, Trumbull county.

1815-1816, David Clendenen, Trumbull county.

1817-1818, Peter Hitchcock, Geauga county.

1819-1822, John Sloan, Wayne county.

1823-1833, Elisha Whittlesey, Trumbull county.

1833-1836, Jonathan Sloan, Portage county.

1837-1840, John W. Allen, Cuyahoga county.

1841-1842, Sherlock J. Andrews, Cuyahoga county.

1843-1853, Joshua R. Giddings, Ashtabula county.

1853-1860, Edward Wade, Cuyahoga county.

1861-1862, Albert G. Riddle, Cuyahoga county.

1863-1868, Rufus P. Spaulding, Cuyahoga county.

1869-1872, Wm. H. Upson, Summit county.

1873-1875, Richard C. Parsons, Cuyahoga county.

1875-1876, Henry B. Payne, Cuyahoga county.

1877-1882, Amos Townsend, Cuyahoga county.

1883-1888, Martin Foran, Cuyahoga county.

1889-1890, Theodore E. Burton, Cuyahoga county.

1890-1892, Tom L. Johnson, Cuyahoga county.

1893-1894, Tom L. Johnson, Cuyahoga county.

1895-1909, Theodore E. Burton, Cuyahoga county.

1909- James Cassidy, Cuyahoga county.

Public Schools Systematized.

The commencement of popular education in the city of Cleveland has already been briefly mentioned, but her schools, like those of other cities in Ohio, were not really systematized until the adoption of the constitution of 1851. The grand work of the system was, however, laid in the early thirties, chiefly through the exertion and abilities of John W. Willey, afterward mayor of Cleveland, and Harvey Rice, the latter of whom lived to see the public schools of his city and state placed on a broad and enduring basis.

In 1830-31 Mr. Willey was a member of the Senate and Mr. Rice of the House of Representatives, and they were the acknowledged leaders in the promotion of the measure which became a law, authorizing the sale of lands in the Western Reserve for the support of its public schools. Mr. Willey drew up the bill and Mr. Rice was appointed agent to sell the lands. The amount thus realized was about $150,000, which was loaned to the state and the interest paid to the counties of the Western Reserve, according to the enumeration of children of school age in each county.

The state constitution of 1851 made it the duty of the general assembly to "make such provision by taxation, or otherwise, as with the income arising from the school trust fund will secure a thorough and sufficient system of common schools throughout the state.

Harvey Rice and the School Fund.

Mr. Rice thus describes his participation in the formation of this fund, which really laid the foundation of the public school system of the entire state of Ohio. "In 1830 I drifted into politics, and was elected representative to the legislature. Near the close of the session I was appointed agent by that honorable body

to sell the Western Reserve school lands, some fifty thousand acres, located in Holmes and Tuscarawas counties. I opened a land office at Millersburg, in Holmes county. The law allowed me 3 per cent on cash receipts for my services. In the first five days I received from sales at public auction fifty thousand dollars, and my percentage amounted to fifteen hundred dollars. This sudden windfall made me, I then thought, almost a millionaire. It was my first pecuniary success in life, and the first time, after a lapse of eight years, that I became able to pay my college tuition, for which I had given my promissory note." In 1852 Mr. Rice was appointed chairman of the committee of schools of the state senate, and on March 29 of that year introduced the bill to provide for the reorganization and maintenance of common schools, as provided by the constitution. Among other members of the convention were Peter Hitchcock, Jacob Perkins and R. P. Ranney, representatives from Trumbull and Geauga, and Sherlock J. Andrews and Reuben Hitchcock, from Cuyahoga county.

Biography of Harvey Rice.

At this point, it is appropriate to make hearty mention of the splendid services of Harvey Rice in the cause of popular education and to briefly state the facts of his life. As collated from his own auto-biography, he was born at Conway, Massachusetts, June 11, 1800. He was of New England and Puritanic ancestry and had the misfortune, when he was but four years of age, to lose his mother. Soon afterward, his father discontinued house-keeping and placed the little boy in the care of strangers, and, as Mr. Rice says, "Instead of being brought up with parental care, I brought myself up, and educated myself at Williams College, where I graduated in 1824, and then went west." He traveled from Williamstown to Buffalo by stage coach and canal boat. His trip to Cleveland was made by way of Lake Erie in a schooner, and after a rough voyage of three days the boat cast anchor off the bank of the Cuyahoga river on September 24, 1824. At that time the entire population of Cleveland did not exceed four hundred.

Mr. Rice states that he came to this new town with no other weapons than a letter of introduction to a leading citizen, and a college diploma printed in Latin, which authorized him to claim the collegiate title of A. B. Thus armed, the second day of his arrival he secured the position of teacher and principal of the old Cleveland academy, which was afterward used as headquarters for the fire department of the city. In the spring of 1826 the young man resigned his position in the academy and went to Cincinnati, where he continued the study of the law with Bellamy Storer. Disappointed in his expectations of being able to sustain himself during his studies by teaching a classical school, he determined to take passage on the "Gallipolis," a steamboat whose ultimate destination was Pittsburg. Instead of going to that city, he remained at Gallipolis for some time, teaching English grammar and delivering lectures on that subject, and then returned to Cleveland where he was admitted to the bar. He commenced the practice of his profession in partnership with his friend, Reuben Wood, who afterward became chief justice and governor of the state. In the course of a few months he married, and paid the poor clergyman, for his services, the last penny which he possessed in the world.

As he philosophically remarked many years afterward, "This left me penniless, but I thought a wife at that price cheap enough. She proved to be a jewel above price. Soon after my marriage I was employed by a gentleman, who had tired of the 'silken tie' that bound him, to obtain for him a divorce. If I succeeded, he agreed to pay me a hundred dollars. I did succeed, and in the evening of the same day the divorce was granted, he married another woman. The fee I received enabled me to commence housekeeping."

Mr. Rice served as clerk of county courts

from 1833 to 1840. As stated, he accomplished his great work in the cause of common school education during the early fifties. During the succeeding forty years his accomplishments for the general public good were beyond measure. In 1871 Williams College conferred on him the honorary degree of Doctor of Laws. During many of the later years of his long and eventful life, Mr. Rice was the president and moving spirit of the Early Settlers' Association of Cuyahoga County. His death occurred on the 7th of November, 1891, in the ninety-second year of his age.

The public schools of Cleveland, whose progress and present excellence so largely rest on the efforts of Mr. Rice, now consist of seven high schools and more than ninety grammar schools; about 1,900 teachers and 55,000 pupils. Over $2,000,000 annually is the amount expended on the cause of public education in this great city. The public school property is valued at about $8,500,000.

Educational Items.

Cleveland was incorporated as a village in 1814. This corporation owned a school house of its own in the winter of 1816. It stood on St. Clair street, next the present Kanard. It was built of logs, and was 24 by 30 feet, inside dimensions. One of its extremes was occupied by fireplace and chimney; the other, enlivened by two windows of twelve lights each, placed high; its front side, neatly set in a frame of railfence, was similarly glazed and had a door in addition.

Sarah Doane taught the first Cleveland school in 1800.

Irene Hickox, whose ability as a teacher was noted in the Trumbull county chapter, after having studied in the east and finishing her teaching in Warren, opened a girl's school on Superior street, between the American House and the Public Square. Miss Sara Fitch and women of her condition and family attended Miss Hickox's school. She married Joel Scranton and kept house on Bank street for a time afterwards, moving onto a farm not far from the village. This part of town was later known as Scranton's flats.

Lucretia Rudolph was one "of the memorable 102 students attending the eclectic institute at Hiram, Ohio, during its first term." She attended this institution for five years, was a splendid student; taught in the Cleveland schools, Bronell street, primary department.

Cleveland's High Schools.

Governor McKinley once said that "Cleveland established the first high school ever established beneath our flag." He referred to its Central High School, founded in 1846 and opened in the basement of the Universalist church. It was established to accommodate the more populous and enterprising East Side, and, in 1855, a few months after the annexation of Ohio City, a free high school was organized for that section, the West Side.

The interesting history of these two pioneer high schools of Cleveland is given in the following extract from a paper prepared by David P. Simpson, West Side High School (class of '87), a few days previous to the alumni reunion of June 17, 1910:

"It is said that the first school of any kind in Cleveland was founded when there were three families, with five children all told, in the city. This school was, of course, before the days of school taxation, and so not, properly speaking, a public school. Public sentiment in 1821, however, demanded a building for school purposes, and the Cleveland Academy was the result. This again was not a public school. Not until 1836 did such a school appear, the same year in which Cleveland was incorporated as a city. Children continued to come to Cleveland and a school board was organized and a school tax levied to care for their educational upbringing.

High School Needed.

"As time passed the need of higher education became apparent, and in 1844, Charles Bradburn, a member of the board of educa-

tion, urged the construction of a school building where 'algebra, geometry, mechanical philosophy, political economy and the many other branches of useful knowledge' might be taught. This initial effort of Mr. Bradburn failed, and though he was insistent in season and out of season, it was not until 1846 that Mr. Bradburn's proposal, now enjoying the active approval and support of Mayor Hoadly, was carried into effect. This gave Cleveland the first public high school in the state of Ohio, and that school was called Central High school, and was first located in the basement of the Universalist church that was later converted into the Homeopathic Medical College. This project for free high school education met with determined opposition on the part of many well-to-do people who could afford to educate their children out of their own private means. The masses of the people and their leaders were just as determined on their side, and after mass meetings and lobbying trips to Columbus the friends of the free high school were successful. Later the lot now occupied by the Citizens Savings and Trust Company, for which that company paid $310,000 a dozen years ago, was purchased for $5,000, and here the Central High school was housed after temporary sojourns in a wooden building and in the Prospect street school building until the erection of its present building on East Fifty-fifth street became a necessity, and the school family moved out, leaving its building to be used for many years as Cleveland's public library.

"All the above is necessary to a proper understanding of the conditions out of which the West High school grew. It will be well to remember, also, that the East Side in those early days, as is the case at present, had a larger population than what we now call the West Side. (Ohio City was the name applied to the West Side down until June, 1854, in which year the sunset side of the city was annexed to Cleveland.) The greater and more rapid growth of the East Side, or Cleveland, had a very simple reason.

Old School Used as Dwelling.

"The Indian titles to land were earlier and more easily quieted on the east bank of the Cuyahoga than on the western side, and so settlement got a good start east of the river, and has maintained its lead ever since. But though Ohio City did not have so many people nor so many children as Cleveland, she nevertheless had between two and three thousand children of school age, of whom about a thousand were attending school. At the time of annexation, i. e., in 1854, there were grammar schools on Penn, Vermont and Church streets, one in a church building and one in the so-called Seminary building, the last building being still standing. It is in West Forty-fifth street, near Detroit avenue, and is used for dwelling purposes by several families. Ohio City in 1854 was also engaged in constructing brick school buildings on Pearl, Kentucky and Hicks streets, and so conditions were being created which would soon call for a high school on the West Side, for grammar schools graduate their pupils and the 'what next' question at once suggests a high school.

"It should be recalled at this point, too, that since 1849, there had been what we should now call, with our perfect classification, a nondescript school in the old Seminary building. It was 'betwixt and between,' for it was doing work in advance of the average grammar school, but not on a level with that of a high school. It was known as a senior school, and since 1852 had been in charge of Mr. A. G. Hopkinson. Mr. Hopkinson was a wide-awake Yankee scholar, and one of the few among the early West Siders characterized by a community parental instinct always so marked on the other side of the river.

Hopkinson Gains Point.

"Mr. A. G. Hopkinson watched the plans for the erection of the Central High school with prudently jealous eye. His senior school, now occupying part of the Kentucky school, had among its members some pretty good students, thought Mr. Hopkinson, and if the East

Side was to have a high school, he said the West Side should have one, too, and that he knew the reason why. When the statement was made that the state law authorizing the Central High school authorized only a school and not schools in the plural number, the path now so profitable to corporation lawyers was followed and the proposal made that Cleveland should abide by, and at the same time dodge, the law of the state, and have only one high school, but that a 'branch' of said one high school should be erected on the West Side. Mr. Hopkinson gained his point and had his pupils take the examinations necessary to prove their qualifications, and, if my memory serves me right, only one out of the two or three dozen applicants failed to pass the test. The 'Branch' High school in name, but the really independent West High school in fact, thus came into being in 1855, was housed in the Kentucky street school building and had as its first principal A. G. Hopkinson, to whose indefatigable endeavor it owes its existence.

"Prior to that time no free school of high school grade existed on the west side of the city, and the history of West High school properly begins with 1855.

"Great conscientiousness characterized Mr. Hopkinson's long term of service as principal. Many memoranda written in the school register in Mr. Hopkinson's handwriting and followed by his signature tend to show this, and they also reveal other interesting things connected with the life of the school. Under date of January 4, 1858, I find the following: 'Neither absent nor tardy, except on one occasion, when, if our clock was right (Mr. Hopkinson was of sterling Yankee stock), I was one minute late.'

"Barring slight absences because of illness, Mr. Hopkinson continued at the head of the school, if I am correctly informed, until 1872, when health conditions required a change of occupation. From that date he devoted himself to the insurance business, in which son and grandson have followed him, and continued to interest himself in the welfare of West Side and Cleveland until his death in 1896. Many high school principals have served Cleveland, but none more faithful

"In 1861 the West High school and its principal moved to their new home, at the corner of State and Ann streets, and facing Clinton street. In 1880 the average daily attendance at the West High school was and as Hicks, Tremont, Walton and Kentucky school continued to pour in pupils, President J. D. Jones, of the school board reported as follows: 'The West High school very much needs better accommodations has been proposed to purchase additional land adjoining the high school property and construct additional buildings. Another proposition is to remove the location of the school further from the business portion of the city. Whatever is done, there is need of some immediate action in the matter.'

School Location Moved.

"The board, however, had already exceeded the legal tax limit and nothing was done immediately, but such a condition cannot long fail of attention, and consequently those of us who had attended the 'Old' West High school at State and Clinton streets moved in the fall of 1885 to what we then called the 'New' West High, at the corner of Bridge and Randall streets, which did service as such until 1902, when it was given over to the teachers and students of the Normal Training school. It underwent another transfer again a year or so ago when it was remodeled and fitted up as the home of the High School of Commerce.

One Large Assembly Room.

"This building, at the corner of what is now call Bridge avenue and Randall road, was constructed at a cost of from $65,000 to $70,000 and contained fourteen session rooms and one large assembly room. The assembly room, however, was used in a manner very different from the way in which the assem

room had been used in the 'Old' West High school. At the latter place, as previously intimated, the pupils spent their time in the assembly room unless called away to smaller rooms by recitations. When Central High school went into its new building on Wilson avenue, in 1878, this plan was no longer followed, for the pupils were put in various session rooms, from forty to fifty in each, each room being in charge of a so-called session room teacher, who kept track of his room pupils and also taught his classes as they came to him, made up of pupils from other rooms as well as his own. Similarly his own pupils would go from his room to the rooms of other teachers for purposes of recitation. This plan did away with the confusion of the large assemblage of pupils in the big assembly room and reduced disciplinary difficulties in many ways.

"This same plan of many session rooms and one large assembly room, or auditorium, was followed in the building at Bridge and Randall, and pupils went to the assembly room only on special occasions or for the more or less regular weekly rhetorical exercises.

"In the meantime, the school had been outgrowing its quarters in the 'new' school. New feeders were flooding it with students. Clark, Waverly, Gordon, Willard and other city schools, together with West Cleveland's schools, becoming a part of the city school system, made so by annexation of West Cleveland, were now demanding admission for their graduates. Double sessions helped for a time. So a building on Vestry street gave temporary relief, but pressure was not really removed until the building of Lincoln High school in 1899-1901. Lincoln prevented West High from becoming a school of central proportions and also took a number of its faculty members.

Present Building.

"The erection of the Lincoln High school could not remove the crying need of West High for larger and more commodious quarters. A site was chosen on the edge of the great 'Gordon pasture,' on Franklin avenue, west of Gordon avenue, now called West Sixty-fifth street. The present writer recalls going with other grammar school boys to the very spot on which the building stands and removing the virgin turf in the laying out of a base ball diamond for the 'Quicksteps' or some other equally celebrated team of those days. To the present building on that site, Mr. Johnston, the principal with the longest term of service, removed with his pupils and teachers in 1902, and it is in this structure, at Franklin avenue and West Sixty-ninth street, that the coming reunion, or so-called diamond jubilee—but let us recall that as a properly organized high school, West High is really only fifty-five years old—in this building the coming reunion will take place."

Mrs. Avery—School Board Women.

Mrs. Catherine H. T. Avery is the wife of Elroy McKenvree Avery. They were both born in Michigan, and were married in 1870. She was a teacher of good standing, and early in the history of the Daughters of the American Revolution became interested in it. When Ohio passed its school law, she was nominated by the Republicans for the position of member of the board of education; elected and served acceptably two years. From that time to this Cleveland has always had at least one woman on the school board. Mrs. Benj. F. Taylor, widow of the poet, was elected in 1896 and served six years. Mrs. May C. Whitaker was elected in 1902 and served two years. Mrs. A. E. Hyre was elected in 1904 and is still serving.

Mrs. Avery has always taken an active part in these school elections, and is a splendid campaigner. She is at present serving as president of the board of school examiners. That women could occupy this place was due to the women who came on to the school board. The appointment was first made by the director, but now it is made by the school

board. Ohio passed a law for the appointment of women on the board of public libraries, and Mrs. Avery was appointed to fill that place. Some interpretation has been put on the law which does not make it mandatory, and there is no one serving in that capacity.

Popular Education in the County.

The total number of school districts in Cuyahoga county is 147, divided as follows: townships, 16; sub-districts, 12; and separate districts, 19. Throughout the county are twenty high schools and 247 elementary schools, taught by 2,240 teachers, 192 of whom are men. The total valuation of school property is nearly $10,000,000.

Western Reserve University.

Among the institutions of higher learning most widely known are the Western Reserve University, Case School of Applied Science and St. Ignatius College. Altogether, there are in Cleveland thirty colleges and professional schools.

The Western Reserve University had its origin in the Erie Literary Society, which was incorporated in 1803. Later it was established as the Burton academy, in Geauga county, and during 1822-24 was conducted by the Presbyteries of Grand River and Portage, in partial union with the Erie Literary Society. Until June 24 of the latter year it was under the jurisdiction of these two presbyteries, when a new union was formed with the presbytery of Huron. In February, 1826, the school was incorporated and in the following year opened at Hudson, Summit county. In the year 1880 Amasa Stone, of Cleveland, offered $500,000 to bring the Western Reserve University to that city, provided its name should be changed to Adelbert College of Western Reserve University, the name being given in memory of his deceased son, Adelbert Stone. Mr. Stone's proposition was accepted in September, 1881, and a site for the college chosen between Euclid and Cedar avenues, the grounds facing Wade park. Mr. Stone's endowment of $500,000 comprised $150,000 for a building and $350,000 for a permanent fund. Two buildings had already been erected on the new location, and in 1882 Adelbert college was formally thrown open to the public. Since that year there have been added a physical laboratory, erected by Samuel Mather, a library building by Henry R. Hatch, and a Young Men's Christian Association building by Henry B. Eldred. The distinct departments of the Western Reserve University comprise Adelbert college, College for Women, Graduate department, Medical college, Law school and Dental school. The Medical college, established for the education of the so-called Regulars of the profession in 1884, is situated at the corner of Erie and St. Clair streets and includes property valued at some $300,000. The College for Women was founded in 1888 and has its special faculty, the courses being equal in every respect to the curriculum of Adelbert college. The Graduate department is also strongly maintained, its courses leading to the degrees of Master of Arts and Doctor of Philosophy. The Franklin T. Bacchus law school of Western Reserve University was founded in 1892, its large stone building being situated across Adelbert street from the college campus.

In moving the Burton Academy, excuse was given that Burton was not healthy and the men appointed to consider a new place were recommended to look up Burton, Cleveland, Hudson, Euclid and Aurora. Burton was a high town, probably the most healthful of all and it seems strange that the end of this college should have been Cleveland, which point was the least healthful at that time. Of course, like all colleges at Hudson, it needed money, and up to 1880 had little more than $2,000, with College buildings worth $40,000. The preparatory school was left at Hudson until 1903. From 1872 until 1888 women were admitted to this college. At Hudson, girls were few.

The writer remembers the ungentlemanly

way in which Hudson College men spoke of girl students. In one class particularly the statement was made, "we have seventeen graduates and two girls." Despite this fact, girls continued to apply for admission, and after the college was established in Cleveland twenty per cent of the students were women. At this time the college was not very prosperous. Undergraduates objected to the presence of women and the inactivity of the college was laid somewhat to women's doors. The truth was that new professors were needed, and at the time the institution ceased to be co-educational a new president was elected with good results. The Woman's College was opened in 1888. John Hay and Mrs. Amasa Stone made a liberal donation. In 1899 Mrs. James F. Clark gave $100,000, and a Woman's College was a reality.

The main library of the university contains about 50,000 volumes, but its thousand students have also the free use of the Cleveland public library and the Case library, numbering respectively about 150,000 and 60,000 volumes. Since 1890 this great educational institution has been served as president by Dr. Charles F. Thwing, he being at the head of a splendid faculty of over two hundred instructors.

CASE SCHOOL OF APPLIED SCIENCE.

The Case School of Applied Science was founded by Leonard Case, of Cleveland, whose name is also closely associated with all educational and philanthropic enterprises of the Forest City. In 1877 this public benefactor set apart the lands which formed the first permanent endowment in the establishment of this scientific school of national repute. Ten years later the preliminary work of instruc- in 1885 the school was removed to a site tion was begun in Mr. Case's own home, but on Euclid avenue, opposite Wade park. The degree of Bachelor of Science is conferred, upon the completion of any of the regular courses of study; an additional year earns the student the degree of Master of Science, and special degrees are also served in civil, mechanical and mining engineering. The school has a remarkably high reputation for thoroughness, its faculty consisting of Dr. Charles S. Howe, as president, and nine full professors and twenty-five assistants. The number of students is about 450. Closely identified with the good work of the school is the Case library, which is installed in the Caxton building and contains, as stated, about 60,000 volumes. This well-selected collection of books originated in 1846, the library being named after Leonard Case, the founder of the school. In 1859 the original collection was consolidated with the libraries of the Young Men's Library Association and the Cleveland Library Association, and since 1876 has been known under its present name. It is estimated that the property valuation of the Case school is over $2,000,000.

The Case Scientific School was the result of the desire of Leonard Case, Sr., and his two sons, William and Leonard, to establish such a school. William and his father died before this was carried out and the duty was left to Leonard. Although a great student himself, he believed that literature culture ought to be supplanted by schools where practical things were taught, because, as the country advanced, mechanics would have to be educated. In 1877 the preliminary steps for the foundation of this school were carried out. He died in 1880 and Henry G. Abbey carried out his designs. In 1881 the school really began in the Case homestead, and in 1885 it occupied its new building near Adelbert College, since which time it has gradually increased. Laura Kerr Axtell and her brother, Eli Kerr, had inherited a goodly sum of money from Leonard Case, and the former deeded back one-half of her interest on her death to the Case school. She also gave $50,000 outright. This school has grown in importance and there is now hardly a hamlet on the Western Reserve from which some boy has not found his way to the Case school and thence to a good position in the world.

St. Ignatius College.

Like all similar institutions under the control of the Society of Jesus, St. Ignatius College, of Cleveland, has always maintained a high reputation for good discipline and superior instruction. It was opened in 1886 and incorporated in 1890. Its curriculum provides for a classical course of study covering six years, after which the student receives a diploma of graduation, and an additional year in mental philosophy secures him the degree of A. B. A distinguishing feature of this college is its meteorological and sesmic observatory, under the direction of Rev. Frederick Odenbach, S. J., who has a wide and enviable scientific reputation, and is establishing a remarkably thorough and almost unique collegiate department in connection with earthquakes and other sesmic disturbances. The entire number of students in the college is now about 350.

Cleveland Medical College.

Besides the medical college mentioned, as a department of the Western Reserve University, the Cleveland Medical College (Homeopathic) has existed for years. This is a consolidation of the Cleveland Medical College and the Cleveland University of Medicine and Surgery. Of special prominence in the cause of higher education should also be mentioned the Hathaway Brown school, and Ursuline academy and the Cleveland Normal Training School.

The Public Library.

Established in 1867, it was named the Cleveland Public School Library in 1883. In 1873 it was first housed in a block on the south side of Superior street; was two years in the Clark building on Superior street; and in 1885 removed to the City Hall, where it remained four years, when it went into the Old High School building on Euclid avenue, now occupied by the Citizens Savings and Trust Company. In the spring of 1901, when the building was sold, the books were stored until the fall, when a temporary place was made for them on Rockwell and East Third street. In 1898 bonds to the amount of $250,000 were sold for the erection of the permanent library building, but the plans were not carried because the library wished to be in the group plan. In the meantime the building was inefficient, the departments being in different places. There has been some relief in the establishment of the branch libraries, but still it is hoped that some way may be found before long to build an adequate handsome building.

The Woodland avenue branch came into existence in 1904; St. Claire branch in 1905; Broadway branch in 1906; Miles park branch in 1906; Hough avenue branch in 1907; West side branch in 1892; South side branch in 1897, and South Brooklyn branch in 1909. There are now fifteen in all. Andrew Carnegie has given $466,000 for the building of various branches and has offered $83,000 more; Rockefeller has given $40,000 for the building adjoining Alta House, on East One Hundred and Twenty-fifth street. Cleveland is the eighth city in the United States, but fifth as library center.

The history of the library work in Cleveland would fill a volume by itself, and William H. Brett deserves untold credit for his splendid management of the system. He is not only thoughtful of the wants of the people of the city, but is suggestive and helpful to the libraries in the surrounding towns.

Western Reserve Historical Society.

Mr. Albion Morris Dyer, curator of the Western Reserve Historical Society, in "Orth's History of Cleveland," gives many interesting facts in regard to this society. He says that it had its origin in the Cleveland Library Society and was incorporated about the middle of the last century. It owes its origin legally to Case library.

Charles C. Baldwin is responsible largely for the organization of the Historical Society. "While an officer and trustee of the Cleveland Library Association he formed a plan

of having departments devoted to these studies, with especial charge of searching out, collecting and preserving relics, documents, and other materials associated with these great changes in the nature and order of things about him." Judge Baldwin was supported by Colonel Whittlesey. These plans were unfolded at a meeting in April, 1867. The historical part of the library was thus established and ordered to be placed in the Society of the Savings building. By-laws were adopted, the first rule fixing the name, the Western Reserve Historical Society, and defining the object of the society: "To discover, to procure and preserve whatever relates to the history, biography, genealogy, antiquities and statistics connected with the city of Cleveland and the Western Reserve, and generally what relates to the history of Ohio and the great west." Donations immediately began to come in. Colonel Whittlesey was chosen president and served until his death in 1886.

Colonel Charles Whittlesey.

No one person has ever been connected longer, or more prominently, with historical and archæological research in the Western Reserve than the late Colonel Charles Whittlesey, whose investigations and publications have covered a remarkable range of subjects with unusual thoroughness. He was a graduate of West Point; fought in the Black Hawk war; in 1839 was connected with the first Ohio geological survey; later made a thorough examination of the ancient earthworks of the state, and in the late forties made a geological survey of what became the famous Lake Superior copper region. In the Civil war he was colonel of the Twentieth Ohio regiment and chief engineer of the department of Ohio, on the second day of the battle of Shiloh being in command of a brigade and especially commended for bravery. After retiring from the army, Colonel Whittlesey again turned his attention to the exploration of the Lake Superior region and the upper Mississippi basin. In 1867 he organized the Western Reserve Historical Society and remained its president until his death in 1886.

Leonard Case was greatly interested in the organization and contributed some rare treasures to the museum and library. Judge Baldwin was the second president; Henry C. Ranney, the third; L. E. Holden, the fourth, and William H. Cathcart, the fifth.

The present handsome building was erected in 1897-8. Constant effort is made by the president and the curator to gather from people on the Reserve original documents, letters and curios. It is surprising how descendants of the pioneers seem to disregard the value of such things to history. Within the last few years important diaries and documents have been burned or thrown on dump piles, which would have been of great value to science, literature and history.

County Early Settlers' Association.

The "Early Settlers' Association of Cuyahoga County," to whose "Annals" the writer is largely indebted for much of the most interesting information bearing on the pioneer history of Cleveland, has also proved a real educational force to the people of the Western Reserve. The first steps which led to its organization were taken by H. M. Addison, who, in the fall of 1879, published several articles on the project in the Cleveland newspapers. His suggestion met with such enthusiastic response that he circulated a call for a public meeting of the early settlers of the city and county, with the result that on November 19th the association adopted a constitution, and on the succeeding January 12 the following were chosen its first permanent officers: Hon. Harvey Rice, president; Hon. John W. Allen and Hon. Jesse P. Bishop, vice-presidents; Thomas Jones, Jr., secretary, and George C. Dodge, treasurer.

The Old Volunteer Firemen.

When Cleveland was incorporated in 1836 there were only three hand engines and one hook and ladder company in its entire depart-

ment. In 1840 a separate hose company was organized and equipped, and with this addition the citizens of Cleveland felt as if their property and lives were comparatively safe. The sources of water supply for the department were at first limited to four or five cisterns located at convenient street corners, the Ohio canal and the Cuyahoga river. The waters of the lake were not utilized until the city water works were completed. Fire Engine No. 1 had her home on Superior street, just west of Water; No. 2 was located on Seneca street and No. 3, a small rotary engine, had no especial abiding place; while No. 4 and the hook and ladder apparatus were housed on St. Clair street, on the grounds afterward occupied by steam fire engine No. 1 and the headquarters of the department. Old-timers of Cleveland recall that there was always one exception to the somewhat bitter rivalry that existed between Cleveland and Ohio City. This exception was the friendly feeling which was aroused when either locality was endangered by fire.

"Smelling" Committee's Good Work.

The veterans of old Phoenix No. 4 especially recall the time when they volunteered to cross the city line and the river to help in the work of extinguishing a fire on Whiskey island, at the old Petrie distillery. It seems that the rule prevailed in all the Cleveland companies of those days that the roll call, upon return from fires, must determine who were present, the absentees being fined if they had no sufficient excuse. Engine No. 4, at the distillery fire, took water from the Cuyahoga river, and was obliged to station itself in a hog pen, which was obviously not the most cleanly spot in Ohio City. When roll call was enforced, upon the return of the men to their Cleveland quarters, several members were seen to fall into the ranks who were really not in service during the fire; but their attempted deception was put to shame by the appointment of a special committee (called the smelling committee), which soon discovered from the odor attaching to any particular member whether his story was entitled to belief.

Traits of Early Companies.

Those who served for years in the ranks of the pioneer companies, organized in Cleveland prior to the coming of its first steam fire engine, give special characteristics to each of the companies. No. 1, for instance, they say, was well drilled and efficient and composed of quite orderly men; No. 2, comprising largely mechanics and laboring men, had more vim and push than most of the others, while No. 4 had the reputation of containing more blue blood than all the rest of the department combined. The hook and ladder company were men of real nerve, a goodly share of its membership being of Scotch blood. Nos. 4 and 5 had especially high reputations for speed and many were the keen foot races between these two, encumbered, as they were, with long drag ropes. It required no little practice to become an expert in managing the old hand engines, and determining the proper method in which to attack a vigorous fire. Under the management of Chief Engineer Weatherly, the boys were thoroughly drilled in every detail which could possibly have a bearing upon their efficiency. First, he directed competitive drills for trying the speed of the firemen. All the available places for obtaining water were numbered, and upon drill days it was arranged that the Baptist church bell should strike a given number, when the boys would run pell mell, and the first engine obtaining and throwing a stream was to get a nominal prize for efficiency. Some limbs were actually broken in these fierce contests, but it is probable that the efficiency of the department of those days was materially increased.

First Steam Fire Engine.

The commencement of Cleveland's modern department was marked by the coming of its first steam fire engine on November 11, 1862. The next important steps taken in the prog-

ress of its fire department were the installation of the fire alarm and telegraph system in October, 1864, and the launching of its first fire boat in August, 1886. From that time this department of the city government has steadily advanced in efficiency, until now the property and lives of Clevelanders are guarded by about thirty up-to-date fire engines and about a dozen hook and ladder and hose companies. The headquarters of the department are in the City Hall.

City Water Works System.

In September, 1856, Cleveland completed what was then called its new water works system, although at the present time it would be considered quite antiquated. It was not until 1870 that the first water works crib was launched in the harbor, but the great tunnel from the Kirtland street pumping station was not completed until 1903. This last work was considered the culmination of Cleveland's modern system of water works, and through this gigantic intake the city is now supplied with from 80,000,000 to 90,000,000 gallons of water daily. The system of today further comprises two storage reservoirs, one a low-service reservoir at Fairmont street, and the other a high-water service, at Kinsman street. The Fairmont reservoir is 605,265 square feet in area, 20 feet in depth and has a capacity of 80,000,000 gallons, while the Kinsman street reservoir is 256,224 square feet in area, 23 feet deep and has a capacity of 47,000,000 gallons. The total cost of the water works system, from its inception in 1856 to the present time is over $10,000,000, the water supply being distributed through more than 550 miles of mains, coming from the lake at an average distance of one and one-half miles from the shore. These, in general terms, are the leading features of Cleveland's present water works system, which both supplies its citizens with pure water and is of such invaluable assistance to the operations of its fire department.

Cleveland's Civic Center.

Much of the civic pride and architectural grandeur of Cleveland are centered in and clustered around its public square, better known as Monument park, at the junction of Euclid avenue and Superior and Ontario streets. Its most superb feature is the great monument dedicated to the memory of the soldiers and sailors of Cuyahoga county, who participated in the Civil war. Opposite is the statute of General Moses Cleaveland, the founder of the city; across another of its bounding thoroughfares is a rugged naval cannon captured by the intrepid Perry at the battle of Lake Erie, and almost flanking the memorial monument itself is a Confederate gun which was captured by one of the brave batteries which went from Cuyahoga county. Within

SOLDIERS' AND SAILORS' MONUMENT, CLEVELAND.

the adjacent municipal territory are the grand new federal and county buildings and the Chamber of Commerce.

Cleveland is the pioneer in the movement which has spread througout the country for the establishment of such civic centers as is being formed around Monument park. With her magnificent City Hall, Public Library and Union railway station of the future, this downtown district will hardly be surpassed in impressiveness or beauty by any in the country. The plan ultimately involves the grouping of magnificent public buildings about the park, which will extend from the principal business thoroughfares directly to the lake, where the grand Union station is to be erected. The realization of this plan invokes an outlay of about $20,000,000.

Soldiers and Sailors' Monument.

As stated, the civic pride and patriotism of Cleveland is now symbolized by the Soldiers and Sailors' Monument. Its erection was first proposed by William J. Gleason at a meeting of Camp Barnett of the soldiers and sailors' society, held in Cleveland, October 22, 1879, and at a grand reunion of ex-soldiers and sailors of Cuyahoga county, held in Case hall, October 30, 1879, a special committee reported in favor of the erection of this memorial in the center of Monument park. Not to go into unnecessary details, it is sufficient to state that the monument was unveiled and dedicated July 4, 1894, and that its completion involved an expenditure of $280,000, raised by public taxation.

The shaft of this magnificent architectural structure is 125 feet in height. The principal features of the exterior of the monument are described by the Monument commissioners thus: "There are four realistic groups of bronze statuary, representing in heroic size the four principal branches of the service: Infantry, Artillery, Cavalry and the Navy; not in the stiff and inartistic attitudes of dress parade, but in fierce conflict, with worn garments to accord, and the supple action of men whose muscles are trained by rushing through brush and swamps to capture breastworks. With this in view it was deemed inappropriate to have for a background to such scenes a building in classical Gothic, Romanesque or other popular style of architecture, but instead to substitute a style made up entirely of military and naval emblems. The foundation of the column, or shaft proper, is twelve feet square, around which is the tablet room, the four walls of which are lined with beautifully colored marble tablets on which are engraved the names of 10,000 of Cuyahoga's brave sons, who were willing to risk their all for their country. To have an ample space from which to view these tablets necessitated the planning of a room forty feet square, and, to be properly proportioned, twenty feet high. The walls are three feet thick. Surrounding the building is an esplanade five feet above the grade line and approached by circular steps at the four corners. Upon the same are built four massive pedestals, each nine by twenty-one feet and ten feet high. To secure a proper walking and standing space around these pedestals and the necessary railings, required the building of an esplanade 100 feet square. To the top of the surmounting figure above the carefully proportioned column and building is, as stated, 125 feet.

"The steps and massive platforms composing the esplanade are of red Medina stone, polished to a smooth surface. The building is of black Quincy granite, with Amherst stone trimmings. The roof of this structure is made of slabs of stone twelve inches thick, ingeniously fitted together so as to be absolutely watertight. Above the roof is a connecting pedestal to the die of the column in the form of a bastioned fort with guns in barbette, the projecting bastions forming an outline that blends with the sloping gables of the building, making harmonious connections between the column and the broad base of the monument.

"The die of the column is of Amherst stone, representing a section of a fortified tower.

and is nine feet in diameter with projecting moldings twelve feet. The shaft of the column is of polished black Quincy granite in ten blocks. At the alternate joints of the shaft are six bronze bands, seventeen inches in width, containing the names of thirty of the most prominent battles of the war, commencing alphabetically at the top in the following order: Antietam, Atlanta, Bentonville, Cedar Mountain, Chickamauga, Corinth, Donelson, Five Forks, Fort Fisher, Franklin, Fredericksburg, Gettysburg, Kenesaw, Knoxville, Missionary Ridge, Mobile, Monitor-Merrimac, Nashville, New Orleans, Pea Ridge, Perryville, Petersburg, Resaca, Richmond, Shiloh, Spotsylvania, Stone River, Vicksburg, Fort Wagner, Wilderness and Winchester. The above list was compiled after corresponding with some of the most prominent historians and generals of the army.

"The bell of the capital is divided by eight bent fasces, between which are the emblems of the eight principal branches of the services —infantry, cavalry, artillery, navy, engineers, ordnance, signal and quartermaster. The infantry group, representing 'The Color Guard,' was from an actual incident of the war and depicts with vivid truthfulness, as the sculptor saw it, the gallant defense of the flag of the 103d Ohio Infantry, at the battle of Resaca, where the lion-hearted sergeant, Martin Striebler, and his gallant guard of eight corporals, stood before the enemy's fire until they were all killed or wounded. The artillery group, 'At Short Range,' represents a piece in action, fully manned, with an officer in command. The officer, who has been looking with his field glass, has not noticed his wounded men, and pointing with his finger, says 'A little more to the right, Corporal.' The cavalry group, 'The Advance Guard,' represents a detachment that has struck the line of the enemy. The confederate soldiers were introduced in this historical group to show to posterity what they and their flag were like.

"The navy group, 'Mortar Practice,' represents a scene near Island No. 10 on the Mississippi river, where an officer and five men are loading a mortar, preparatory to shelling the intrenchments.

"Over the doors at each of the north and south entrances are panels with the dates 1861-1865. Over the north entrance is the Ohio state seal, and over the south entrance the United States seal, flanked by battle axes and draped flags. The gables at the east and west sides have, respectively, the badges of the Grand Army of the Republic and the Loyal Legion, bordered with draped flags. In the north and south gables in gold letters are engraved: 'Soldiers' and Sailors' Monument.'

"Upon entering the building from Superior street, the visitor is struck with an effective group of life size figures in a cast bronze panel, seven by ten feet, representing the 'Emancipation of the Slave.' The central figure, in full relief, is Abraham Lincoln. On the right hand of the president stand Salmon P. Chase and John Sherman, the financial men of the war period, and on the left are Ben Wade and Joshua R. Giddings, who were Lincoln's mainstays in the anti-slavery movements. In the background, in bas-relief, are represented the army and navy. The panel on the west side of the shaft is called 'The Beginning of the War in Ohio.' The three central figures are the war governors, Dennison, Tod and Brough, flanked on the right by Generals McClellan, Cox and Garfield, and on the left by Generals Rosecrans, Hayes and Gillmore. The panel on the south side represents the sanitary commission, the Soldiers' Aid Society and the hospital service. The figures shown are Mrs. Benjamin Rouse, president; Miss Mary Clarke Brayton, secretary; Miss Ellen F. Terry, treasurer; Miss Sarah Mahan, clerk, and vice-presidents, Mrs. John Shelley, Mrs. William Melhinch and Mrs. J. A. Harris. The fourth panel is entitled 'The End of the War; or, The Peacemakers at City Point.' The scene is where Lincoln left his steamer 'River Queen' and went ashore to visit Grant's headquarters. These bronze historical panels are framed with molded col-

ored marble bases, with massive fasces at the four corners, and heavy molded caps. Above the panels and extending to the ceiling, the shaft is encased in colored marble.

"In each of the four fasces are three large-sized bronze medallions of prominent Ohio commanders, the officers chosen being Hon. E. M. Stanton, secretary of war; Generals J. B. McPherson, James B. Hazen, A. McDowell McCook, Manning F. Force, James B. Steadman, J. S. Casement, A. C. Voris, J. J. Elwell, George W. Morgan, Emerson Opdycke and Dr. C. A. Hartman. Between the arches of the windows on the east and west walls are six niches in which rest bronze busts of officers who were killed in action: Colonel W. R. Creighton, Lieutenant-Colonel Mervin Clark, Major J. B. Hampson, Captain Wm. W. Hutchinson, Captain William Smith and Captain W. J. Woodward. By a vote of the commission, the bronze busts of General James Barnett and Captain Levi T. Scofield were ordered placed over the north and south doors, the former in honor of his distinguished patriotism during the war, he having held the highest rank of any soldier of our county; the latter in recognition of his brilliant services as architect and sculptor, to the people of the county and to the commissioners."

Some of the details of the official description are necessarily omitted, but the quotations given cannot but give a fair idea of the magnificence and significance of this splendid tribute to the fidelity, even unto death, of the soldiers and sailors of Cuyahoga county.

The Captured British Gun.

In the "Annals of the Early Settlers' Association" have been preserved historic facts both of the gun taken by Commodore Perry from the British at the battle of Lake Erie, and the Confederate gun, which was captured by the Cleveland light artillery, not far from Laurel Hill, West Virginia, during the campaign of July, 1861, under the command of General Rosecrans. As ascertained from these sources, the British gun known as a "Long 32," was made at Woolwich Arsenal, England, about 1808, and was considered in those days a powerful siege gun. It was first used at Fort Malden in a battery planted to command the mouth of the Detroit river and when Commodore Barclay's fleet was fitted out to give battle to that of Perry, it was among the guns furnished him from this fort. The gun, which is now planted opposite the Soldiers' and Sailors' monument, was a bow-chaser on the "Detroit," which was the flagship of the British admiral. After the battle of Lake Erie the guns of the "Detroit" were taken to the city by that name. Fort Malden afterward gave place to docks and warehouses and three of the guns which had been used for various purposes were given to the city of Detroit and placed in her public park. One of these was finally presented to the Western Reserve Historical Society and originally stood near the monument which had been erected to the memory of Commodore Perry. When the monument itself was removed to Wade park the gun remained upon its present site.

The Captured Confederate Gun.

The Confederate gun was captured by the Cleveland Light Artillery during the retreat of the Confederates, after their left flank had been turned by the Union troops at Laurel Hill, West Virginia. Not many miles away at the ford of Cheat river, the enemy made a stand to protect their supply train. After a brief engagement, the artillery fire of the Confederates was silenced and, as the Union forces pushed forward, the special gun which had given more trouble than all the rest of the rebel artillery was taken possession of by the Cleveland Light Artillery. The gunner who was serving this rebel piece was killed by a cannon shot while putting down a charge which was as far down as the trunnions when he was shot to his death, his body falling over the axle of his gun. In recognition of the bravery of the Cleveland Light Artillery, when that command was ordered back to Ohio for

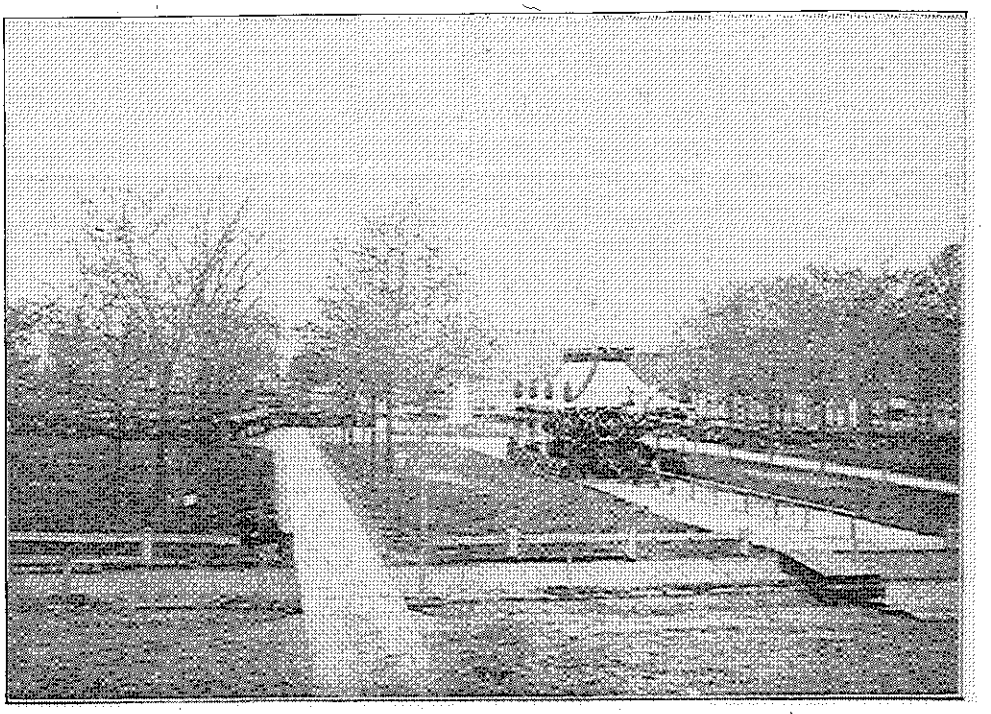
muster out, the commanding officer allowed them to take with them this captured gun; not only the gun, but the mules to whom had been assigned the duty of bringing it into action. For several years this old gun was used to announce the news of a Federal victory; in 1870 it was turned over to the city of Cleveland and since that time has found a resting place in its public square.

First Military Organization.

The military history of Cuyahoga county commences with the first militia muster, which was held at Doane's corners, June 16, 1806, Nathaniel Doane being captain; Sylvanus Burke, lieutenant, and Samuel Jones, ensign, with about fifty privates. As the surveying party was at Cleveland upon this date, and many strangers were also attracted by this first muster, never had so many whites been collected together in Cuyahoga county as on this occasion.

"Cleveland Grays" and Civil War.

It was not, however, until 1838, that a distinctive military organization was formed in the city. The "Cleveland Grays" came into existence in that year. This was one of the first companies to volunteer in the Civil war, entering the service as Company E of the first volunteer infantry. This command also took a leading part in the dedication of the "Cleaveland" statue in 1888 and is still in existence as a live military organization, occupying one of the finest armories in the west. The "Cleveland Grays" were soon followed to the front by the famous Seventh Ohio regiment, which was mustered into the service about two weeks after the firing upon Sumter, and during the entire progress of the Civil war, the city and county furnished the Union cause eleven field and staff officers. Three complete companies of men were among other privates who were drafted into the ranks. Many Cuyahoga county men served in the Eighth Ohio infantry, and especially distinguished themselves at Gettysburg. Two hundred and fifty men of the Twenty-third regiment were drawn from Cleveland and had the honor of serving under Sheridan at Cedar Creek, where he made his famous ride to save the day at Winchester. This regiment had the historic distinction of being commanded by two colonels who afterward became presidents of the United States. After the battle of Bull Run, Cleveland raised the Forty-first regiment, commanded by Captain William B. Hazen, of the United States army, and Company G of the Forty-second regiment, commanded by Garfield, was chiefly composed of citizens of Cleveland and Cuyahoga county. Nearly 600 men composing the One Hundred and Third regiment and a large portion of the One Hundred and Twenty-eighth, which guarded Johnson's island, and of the One Hundred and Fiftieth and One Hundred and Sixty-ninth, which garrisoned Washington in 1864, was largely composed of Clevelanders. Many sharpshooters were also drawn from her citizenship, and the Second cavalry, whose campaigns were chiefly conducted in the southwest against Indians, and Morgan's men, consisted of citizens of Cleveland, many of whom were of considerable social prominence. The First Ohio Light Artillery, which went to the front on two days' notice, in command of Colonel James Barnett, and fired the first shot of the Civil war at Phillippi, West Virginia, consisted almost entirely of Cleveland soldiers. The Sixth and Tenth Ohio cavalry and Nineteenth and Twentieth batteries were also largely recruited in this county, and in the famous Fifth United States Infantry, composed entirely of colored men, were fifteen enlisted men from Cleveland. This regiment had the remarkable and significant distinction, during its service in the Civil war, of losing 342 men, killed and wounded, out of a total strength of 559. These scattering and incomplete statements will give only a fair idea of the achievements of Cuyahoga county in the war of the Rebellion; but no statements, however full and eulogistic, could hope to do the subject justice.



CLEVELAND'S SADDEST LOCAL INCIDENT.

Remains of President Lincoln lying in state, in the Public Square.

One of the first centers for aiding the soldiers was at No. 95 Bank street. This was headquarters for one of the most successful women aid societies in the United States, and the women of Cleveland devoted the best of their energy and their time to this relief work. It had at one time 525 auxiliary societies in adjacent territory, and there was no quarreling and no disagreement in the ranks. In five years the society collected $130,405.09 in cash and $1,000,000 in stores, making a grand total of $1,133,405.09. This amount was received mainly from contributions, though the excess over the million dollars was from the proceeds of exhibitions, concerts and the great sanitary fair. The net proceeds of this fair were $79,000.

No one not living at that time can imagine the amount of work done. These women not only gave up their home life and all pleasures, but many of them went to the front themselves with supplies. They opened a soldiers' home where sick and disabled soldiers, going to and from the field, were given lodging and meals. The money for this purpose was all arranged by the women themselves. The government gave them no aid. Altogether 56,420 soldiers received aid here, at a cost of $27,000. These women also kept a record of the soldiers, so that they could furnish information for those wanting it, and they had an employment agency, and secured positions for 205 discharged soldiers. They cared for the families of soldiers over and over again, many of them being regularly supplied with provisions, and when they were all through they had $9,000 left, which they used to settle war claims, bounties, back pay, etc., free of charge to the claimant. It is a pity to have to dismiss such a wonderful work as this in so few words; but other details of the splendid relief work of Cleveland women are given in the general history. When we hear women ought not to have a voice in governmental affairs because they cannot fight, we feel like stating that if they cannot maim and kill their fellowmen, they at least can bind up their wounds and help to make them whole.

Commencement of the Park System.

The grand system of public grounds for which Cleveland is so widely noted, comprises some 1,700 acres of beautified land and water and consists of nine large parks and numerous smaller ones. Three of the former are on the beautiful shores of Lake Erie. The system, which, generally speaking, is semicircular in form, is connected by thirty-five miles of beautiful roadways and boulevards.

The commencement of this public park system was the gift of Jeptha H. Wade, so prominent in the establishment of early telegraph lines in this part of the country, of more than eighty acres to the city. This tract of land, which is now known as Wade park, is located four and one-half miles from Cleveland on Euclid avenue and contains, as its chief attraction, the Perry monument, which was first unveiled in the public square during September, 1860, and removed to its present location soon after Wade park was founded. Here is also the beautiful statue of Harvey Rice, father of Cleveland's public schools, which was built by one-cent contributions from pupils. The large pond in Wade park is called Centaur lake and is a favorite resort, enjoyed by skating parties in the winter, and in the summer by lovers of boating. Its other principal attraction is its "Zoo."

Jeptha H. Wade.

Jeptha H. Wade, founder of Cleveland's first real park, was a native of Seneca county, New York, born in 1811, the son of a surveyor and civil engineer. Although in early life he gave evidence of decided mechanical business ability, he studied portrait painting and earned considerable reputation as an artist. He also became interested in the new invention of the daguerreotype, but his attention was diverted from the latter to that of telegraphy. He opened a telegraph office in Jackson, equipping the line along the Michi-

gan Central railroad, the first to be built west of Buffalo, and later entered into the construction of telegraph lines in Ohio and other western states. He is said to have been the first to build a submarine cable, which he laid under the Mississippi river at St. Louis, and eventually he became the general manager of the first important consolidation of companies under the well known name of the Western Union Telegraph Company. Largely through his efforts a transcontinental telegraph line was completed to California, and upon the consolidation of the existing lines west of the Mississippi, he was made the first president of the Pacific Telegraph Company, which, in turn, was consolidated with the Western Union. Mr. Wade eventually became president of the entire system. This office he filled with remarkable energy and ability until 1867, when he retired from active business. His contributions to the progress of Cleveland did not stop with his donation of Wade park, but he erected at his personal expense a large building for the Protestant Children's Home, and otherwise contributed with generosity and good judgment to numerous other charities of both a public and private nature.

Gordon and Rockefeller Parks.

Gordon park, which lies along the shores of Lake Erie, west of the former village of Glenville, is the easternmost of the semicircular system of parks, which has already been mentioned. Here is also the beginning of the beautiful Lake Shore boulevard, which is finely macadamized and extends many miles east into Lake county. The one hundred and twenty-two acres covered by Gordon park are tastefully laid out and complete facilities afforded to lovers of bathing, boating and music. The drives in this portion of the park system are especially attractive. The site of the park was donated to the city, in 1893, by William J. Gordon.

Adjacent to Gordon park is Doane Brook park, more popularly known as Rockefeller park. On Founder's day, July 22, 1896, the oil magnate gave the city of Cleveland 276 acres of land to complete its ownership of the valley of Doane Brook, which thus became the binding cord of the entire system of parks. This beautiful stream of water flows for seven miles through Cleveland's parks and finally empties into Lake Erie at Gordon park. Doane Brook, or Rockefeller park, consisting of over 800 acres, is considered by landscape architects as the most beautiful in the entire system of public grounds. As Rockefeller gave in addition to the land $260,000 to reimburse the city for its previous outlays in securing title to the valley of Doane Brook, his entire donations in this line amount to about $600,000.

Within Cleveland's system is also Shaker Heights park in the township of East Cleveland, just within the city limits. It was donated to the city in January, 1896, and consists of 279 acres, receiving its name from the fact that in the early times its site was occupied by a famous Shaker settlement. Edgewater park, the remaining link in Cleveland's system, has a frontage of more than a mile along Lake Erie and extends inland about one-third of that distance. It became city property in 1894.

In addition to these beautiful grounds under the control of the corporation of Cleveland, there are a number of fine amusement parks under private ownership, the most popular of these is the White City on Euclid avenue, just west of the city limits.

Cleveland Cemeteries.

The first interment in Cleveland was that of David Eldridge. The surveyor's diary in the first chapters of this work tell the details of his death and burial. The spot was on the east side of Ontario street, at the corner of Prospect, now East Ninth street. The oldest cemetery, now called Axtell street, is supposed to have been opened about 1800. In 1801 3,000 bodies were moved to Harvard grove, the land having been sold to a railroad company.

Erie Street Cemetery.

In 1826 the Erie Street cemetery was laid out. In 1871 the iron fence which surrounds it was erected. Here are buried many of the men and women who were identified with the early history of Cleveland: James Kingsbury and wife, Lorenzo Carter and wife, Seth Doane, Zalmon Fitch, Abraham Hickox, Peter Weddell, Samuel Dodge and Levi Johnson. An effort to do away with this cemetery, removing the bodies and using the lot for business purposes, is meeting with much opposition on the part of old citizens and historians.

Monroe cemetery was opened in 1841; Lake View cemetery was established in 1869; the Riverside cemetery in 1876, and of the Catholic cemeteries there are St. Joseph, consecrated in 1849; St. John's, purchased in 1855; St. Mary's, located in 1861, and Calvary, opened in 1893.

Lake View Cemetery.

Lake View cemetery, which contains the Garfield memorial, Rockefeller monolith, Wade memorial chapel and the Hanna mausoleum, besides being the last resting place of John Hay, is located just east of Wade park and south of East Cleveland. It is the largest and most magnificent cemetery in Cleveland. Its grounds were first laid out in 1869 and now contain over 200 acres.

The most stately and impressive tribute to the dead in Lake View cemetery is the Garfield memorial, the general form is that of a graceful and magnificent tower, fifty feet in diameter. It is composed of Ohio sandstone, its base consisting of a beautiful chapel, whose principal feature is a lifelike statue of the great president, the panels portraying scenes in his grand and impressive life. The figure represents the martyred president while he was a member of the House of Representatives. He has risen from his chair and is represented in the attitude of commencing one of his earnest and eloquent addresses to congress. In the chapel are also thirteen memorial windows, representing the thirteen original states and especially applicable to the career of Mr. Garfield.

This splendid memorial was formally dedicated May 30, 1890, the society which provided the means for its erection was formed eight years before, with Governor Charles B. Foster, Ex-president Hayes and Senator Henry B. Payne as its most prominent members. Some $225,000 were finally raised, of which Cleveland provided $75,000. President Harrison, Vice-president Morton and Ex-president Hayes were present at the dedication. The remains of President Garfield were brought to Cleveland September 24, 1881, and and after being laid under a canopy in the public square and viewed with reverence and sorrow by thousands of people of that city until the following Monday, were finally brought to Lake View. Soon afterward the movement to erect the memorial was started by the incorporation of what was known as the Garfield National Monument Association. The casket which contains the remains of the beloved statesman and president can be seen in the crypt below the statue. Not far away are also the remains of Mr. Garfield's beloved mother.

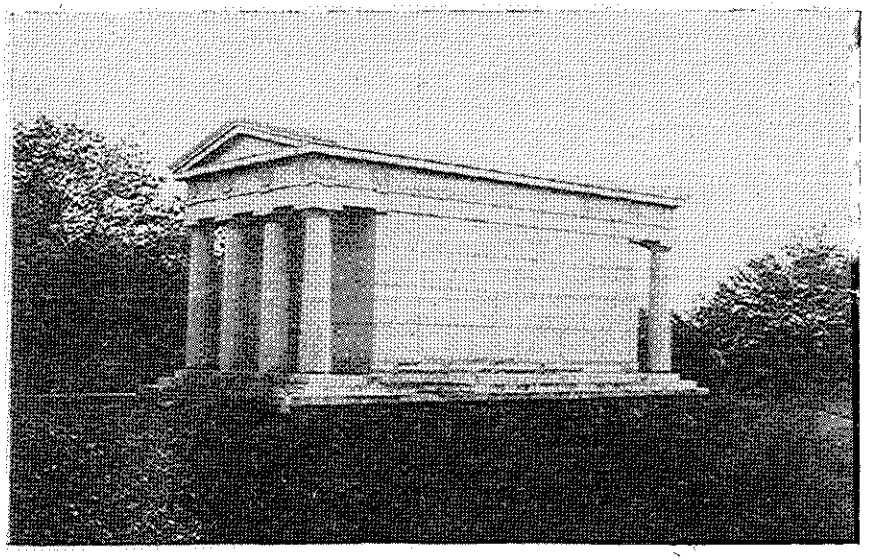
Riverside Cemetery.

Riverside cemetery, which lies on the west shores of the Cuyahoga, comprises 102 acres, which have been in continuous process of improvement and beautification since 1876. There also should be mentioned the West Side cemetery of 100 acres, situated in Rockport township and laid out in 1895; Woodland cemetery of 67 acres, platted in 1851, first interment in 1853, and Brooklyn cemetery, which became city property by the annexation of the village.

Euclid Avenue Seventy Years Ago.

Cleveland's public thoroughfares of today stretch through forty-two square miles of area for distances amounting to nearly 700 miles. Such men as *Leonard Case have spent a* large portion of their lives and generously

INTERIOR OF GARFIELD MEMORIAL.



THE HANNA MAUSOLEUM.

STATELY MEMORIALS IN LAKE VIEW CEMETERY.

donated their means in the creation of the "Forest City," and Euclid avenue is probably the best known residence street outside of New York City.

The Euclid avenue of seventy years ago is thus described, in 1894, by George F. Marshall, an old resident of Cleveland:

"Some one adequate to the task should write the history of the architecture of Cleveland, and give us the eras in which it assumed its multiform shape. If the Grecians, the Romans or the Egyptians should find fault with us when we intermix the Doric, the Ionic or the Corinthian with Queen Ann or McGillicudy, it is none of their business. We will build as we please and have our homes to suit our conveniences, with plenty of closets and ample verandas.

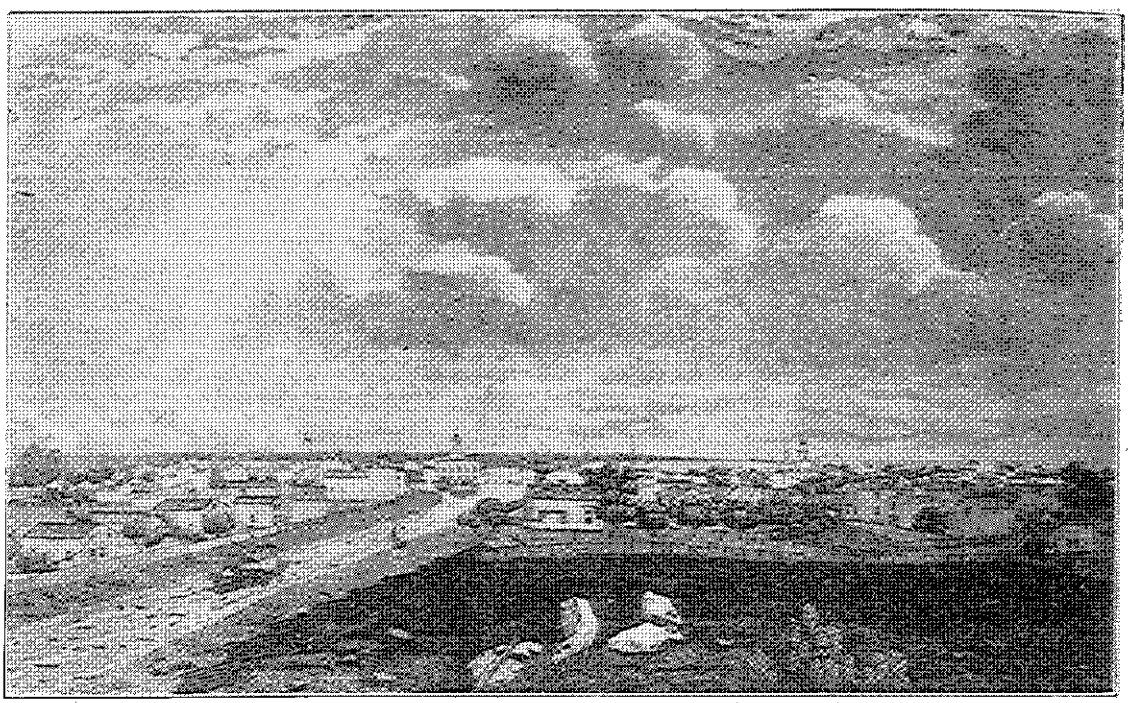
"Fifty-seven years ago my venerable friend, Truman P. Handy, made about the first departure in the line of going out of town to build a resident. Many of our people regarded it as a wild scheme to go so far from his place of business for a home. He went away up Euclid street, almost as far as Erie street, and there he had erected an elegant mansion. It is now a substantial and comely edifice, and in the hands of the aristocratic Union Club the face side has not been in the least disfigured from its original make-up, standing a monument to the taste of Hon. T. P. Handy. Soon after Mr. Handy had gone so far out of town for a residence, Irad Kelley and Peter M. Weddell followed his example, and went still farther out of town and built on Euclid street substantial stone residences, each of which has long since given place to more magnificent edifices, keeping pace in architecture with the modern idea. Then, also, Dr. Long thought it best that he, too, had better abandon a city home for one far in the country. He built on Kinsman street (now called Woodland avenue) a rare and stately home, with its tall, fluted columns, which has all these years been equally admired as that of Mr. Handy's.

"Turning our eyes westward, we can now see that fine old mansion on Washington street, built by the late Charles Winslow, and now occupied by his son-in-law, C. L. Russel, Esq., with its fluted columns, decorated in more modern colors, yet its face is as familiar as it was fifty-seven years ago. On the same street we no longer see the old mansion owned by E. T. Sterling, also adorned with fluted Greek columns, after the style of the Pantheon.

"We should never forget that in 1835 Deacon Whittaker followed the Grecian order and built a stately house at the foot of Water street, which stands as a monument to the venerable deacon, but in the present day the surroundings are not as they were. Some years later General Dodge followed the Greeks and built for himself a home on Euclid street long before that thoroughfare was dignified with the appellation of avenue. The early settler will not forget that the first mayor of Cleveland had erected for his home a most comely cottage on Michigan street, with the proverbial Doric columns for its frontal adornment; but that historic home has long since taken its abiding place fully a mile to the eastward of St. Clair street. And now, while we are on the subject of fluted adornments, the Payne cottage on St. Clair street, the early home of our honored ex-senator, stood for years as a notable edifice worthy of any lord or lady.

"Can we all call to mind the day T. P. May built his brick house at the head of Superior street, on Erie, in order to head off the extension of our main business street? Nor yet the house George B. Merwin built at the head of Prospect street on Hudson street, now Sterling avenue?

"In casting our eyes back for Doric columns in our city, that comely cottage situated near where Bishop Horstmann's place now stands, and so long occupied by J. B. Bartlett, for so many years city clerk, still has its existence a little farther to the north on Muirson street. In later years the venerable James Farmer held to the Grecian order of architecture and erected on Superior street a residence



(Courtesy of S. P. Orth.)

CLEVELAND IN 1833 (Showing the Buffalo Road, or Euclid Avenue).

so closely in the shadow of the stately Hollenden that it loses a great share of its former stately appearance."

The Modern Avenue.

A graphic writer of today thus describes the same thoroughfare in terms which, although somewhat general, are, nevertheless, very suggestive. "Bayard Taylor put on record that glowing sentence which has ever since been the Shibboleth of loyal Clevelanders, that 'Euclid avenue is the most beautiful street in the world.' When he said that the avenue stretched clear down to the square, an unbroken front of handsome houses embowered in lawns as full of sheer delight as any England could furnish. Since then, trade has nibbled away the fringe of the street, but if the interested visitor will board an east-bound car to Perry street, and then walk up Euclid avenue to Case avenue, where he can find a car again, he will acknowledge the present truth of Taylor's words, and himself repeat them. The massive houses, artistic in design and solid in workmanship, may seem too severe at close range, but they stand far from the road on a gentle ridge, from which the emerald lawns sweep down to the street in graceful curves. These stately homes are typical to Cleveland. No other city has anything that equals their beauty and dignity."

When Cleveland's present plan of boulevard improvement is completed, more than thirty miles of handsome streets will completely encircle the city on all but the Lake side, connecting its superb system of parks. Among the most stately and noted homes of Cleveland is that of John D. Rockefeller, which is located in East Cleveland. It is occupied and enjoyed by its owner only during two or three of the summer months.

Cleveland's Arcades.

Cleveland's three arcades have proved to be useful and ornamental. The one running from Euclid avenue to Superior was completed in 1899 and cost $850,000. The Colonial, running from Euclid to Prospect, cost $100,000, and the Wm. Taylor, Son & Co. was erected in 1905.

Cleveland's Viaducts.

Cleveland's first viaduct was completed in 1879 at a cost of $2,250,000, including right-of-way. It is known as the Superior street viaduct; is more than 3,200 feet in length and spans the river sixty-eight feet above its surface. In 1886 the Kingsbury run, or Humboldt street viaduct, was finished, at a cost of $250,000; its length is over 800 feet. The so-called Central viaduct, completed in 1888, is (including its approaches) more than a mile in length and cost $675,000. Besides these viaducts, which connect the distinct sections of the city, there are between seventy and eighty large and modern bridges in constant use.

The East Side of Cleveland.

The east side of Cleveland lies on a broad plateau above Lake Erie, with Euclid avenue stretching along the old Ridge and gently sloping toward the lake, and Wade, Rockefeller and Gordon parks set into it like variegated gems. As a residential locality, this portion of Cleveland now leads all others in beauty and transportation conveniences. Both Euclid and East avenues are magnificent thoroughfares which bind this region of charming parks and attractive homes.

Lying somewhat further out, but already surrounded by many fine residences, is the proposed Dugway Brook boulevard, which is to extend from John D. Rockefeller's property on Euclid avenue, through a natural ravine of rugged beauty, to St. Clair avenue, just east of East One Hundred and Tenth street, and thence through the village of Bratenahl to the lake. It is probable that no part of Cleveland has seen a more wonderful growth within the past decade than the section east of Fifty-fifth street, and certainly no section is cleaner, or more free from the smoke which is a necessary evil of great industrial centers.

THE "HERALD" AND THE HARRISES.

The origin of the press of Cleveland has been noted in the issue of its first newspaper, the *Gazette and Commercial Register,* on July 28, 1818. The *Cleveland Herald* made its appearance on the 18th of the following year. Edwin Cowles, perhaps the most able journalist which Cleveland ever produced, learned his trade in the office of the old *Cleveland Herald* and among the most prominent and popular of its early editors was J. A. Harris, who became connected with that journal in 1837.

It was during this time that Mr. Cowles was serving his apprenticeship as a printer and boarded in the Harris family. His description of the operations of the *Herald* in those days, with the interesting personality of Mr. and Mrs. Harris, is here reproduced: "Mrs. Harris was a worthy helpmeet of her husband when he tackled the *Cleveland Herald* in 1837, and for years was struggling to make the venture a success. He boarded nearly all of his employes, which was a custom in those good old days, in order to keep down expenses. It was my fortune to be one of Mr. Harris' apprentices, and I boarded with him along with the rest of the boys. I can testify to the kindly care Mrs. Harris used to exercise over 'her boys' and to her great popularity among them all. (Records of this kind are found in almost all private letters of this kind—the pioneer woman was a brave one.) I first made his (Mr. Harris') acquaintance in the winter of 1838-9, when he was seated at the 'Old Round Table' in his office in the Central building, then located on the present site of the National Bank building. I had then commenced learning my trade, that of 'the art preservative of all arts.' Mr. Harris was a man of extraordinary industry. He was editor of the *Herald,* and his own city editor, reporter, commercial editor, financial editor, mailing clerk and bookkeeper. In those days the *Herald* was considered a great newspaper, and Mr. Harris a great editor. The expense of publishing the *Herald,* including everything, did not exceed eighty dollars a week. The hand press turned out only 240 impressions on one side per hour, equal to 120 sheets printed on both sides. The news was received by mail carried in the old-fashioned stage coach. They had no telegraph news, no special dispatches, no special correspondents, no staff of editors, and no lightning presses.

"Now, for the purpose of showing the contrast between the *Herald* when I first knew it and the papers of today, I will compare it with the *Leader* as a sample. My apology for doing so is that I am familiar with the cost of running it and with its details. (Mr. Cowles was at the time of writing editor of the *Leader,* which was a rival of the old *Herald.*) The weekly cost of publishing this last named paper ranges from forty-two hundred to forty-five hundred dollars a week. Its presses have turned out during the Garfield funeral 500 papers per minute, printed both sides, pasted, cut and folded. Its staff consists of one editor-in-chief, one managing editor, a writing editor, news editor, commercial editor, financial editor, railway editor, city editor, telegraphic reviser and eight reporters. In addition, the *Leader* has two correspondents stationed at Washington, who are considered members of the staff. Scattered all over the country are nearly two hundred correspondents, who are paid for every piece of news they send. Instead of waiting for a stage coach to arrive with a later batch of newspapers, from which to cull our news, as Mr. Harris used to do, the night editor will receive a dispatch from, say, New York, as follows: 'Several failures in Wall street, great excitement, how many words?' The reply would be, perhaps, 'Send one thousand.' A dispatch from Cincinnati will be received saying, for instance, 'A riot brewing. It promises to be a serious affair. How many words?' The reply would be, 'Send full account.' Our Boston correspondent may send as follows: 'Beacon street terribly excited. A girl of wealth and culture eloped with her father's coachman. How many words?' The answer

may be, 'Four hundred.' It is in this manner the great modern dailies gather the news by telegraph from all parts of the Union. Also by means of the Associated Press news from Europe, Africa, Asia and South America. Yet, in spite of the difference of circulation being in favor of the modern paper, as compared with that of the *Herald* forty-five years ago, Mr. Harris, as editor, was considered a far greater man than your humble servant is as editor of the *Leader* today. In fact, Mr. Harris was considered the biggest man in the city. Editors have rather degenerated in the estimation of people, compared to what they were forty years ago."

EDWIN COWLES, JOURNALIST.

For more than forty years Edwin Cowles was not only the dominant force in Cleveland

EDWIN COWLES.

journalism, but was acknowledged to be one of the greatest editors in the country. Born in Austinburg, Ashtabula county, September 19, 1825, he was descended from New England ancestry, the family line, on his grandmother's side, coming down from Perigrine White, the first American child born in New England. In 1839 Mr. Cowles' father moved to Cleveland and Edwin, then in his fourteenth year, was sent to school and also learned the printer's trade. When he was nineteen years of age he associated himself in the job printing business with Timothy H. Smead, and the firm of Smead & Cowles continued about nine years. Among other work done by the office was the printing of the *True Democrat*, an anti-slavery paper whose editor and publisher so radically differed from each other on political questions that often the same paper would contain savage editorials on opposite sides of the question. In the midst of this unique wrangle the brothers, Joseph and James Medill, came to Cleveland and established the *Forest City*, a Whig paper. Not long afterward the *True Democrat* and *Forest City* were consolidated with the job printing office of Smead & Cowles. Mr. Smead not long afterward retiring, left the consolidated paper known as the *Forest City Democrat* in control of the Medills and the Cowleses. This was in 1853, and in the following year the name of the paper was changed to the *Leader*. In the following year the two Medills and Alfred Cowles went to Chicago and purchased the *Tribune*, thus leaving Edwin Cowles as sole owner of the *Cleveland Leader*. In 1859 he also assumed its editorial management, and from that time until within a few years of his death, March 4, 1890, his life was virtually a history of the paper. He was a man not only of remarkable editorial ability, but his business judgment and acumen were equally strong. As stated, "He was a unique personality in the newspaper world; no man in it is more widely known by reputation, even if others had a more extensive personal acquaintance." He had a slight impediment in his speech and his effort to talk added to his real energy; made all associates feel—at least momentarily—energetic.

In the winter of 1854-5, Mr. Cowles was one of those who, in the editorial room of the *Leader,* took the initiatory steps which resulted in the formation of the Republican party of Ohio. In 1861 President Lincoln appointed him postmaster of Cleveland, the first Republican who had ever filled that position. He retained the office five years and was succeeded by George A. Benedict, editor of the *Herald.* During the first year of the war Mr. Cowles suggested, through his paper, the nomination by the Republican party of David Tod, the War Democrat, for the governorship of Ohio. He took this bold course in order to unite all the loyal elements in support of the Union, and in 1863 suggested, through the columns of his paper, the nomination of John Brough, both of whom became noted as two of the three great War governors of the Buckeye State. In 1866 Mr. Cowles organized the Leader Printing Company, and became its president. In 1870 he also urged, through his paper, the building of the great viaduct spanning the valley of the Cuyahoga and connecting the two hill tops, crossing what had been grimly christened, on account of the many railroad accidents, the Valley of Death. The viaduct, as has been seen, was not only built, but, according to his suggestion, was completed by the city itself. During the later years of his life Mr. Cowles became heavily interested in the Cowles Aluminum Company, which was organized to carry out the patents of one of his sons. His promotion of the interests of that company kept him in Europe for several years and prevented him from giving his active supervision to the paper, which, however, remains as the great memorial to the power and wisdom of his life-work.

The "Cleveland Plain Dealer."

The other great force in the local journalism of Cleveland is embodied in the *Plain Dealer,* which was founded by J. W. Gray in 1841. The rather unattractive appearance of the Cleveland of that year is thus given: "Superior, the main street, was unpaved. P rooted at the roadside where great canvas-covered freight wagons, drawn by a half-dozen horses with bells on their saddles and bear skin covers on their heavy leather collars, were drawn up. The town pump was at Superior and Bank streets. A grove of oak and walnut trees covered a part of the public square. A white-washed fence was around the court house. Loafers lounged in front of the stores and there were few homes east of what is now East Ninth street.

"The founder of the *Plain Dealer* was a brisk young lawyer and school teacher, who came to Cleveland from New Hampshire, and for more than twenty years he wielded the editorial pen and conducted the newspaper with honesty, sincerity and ability. In politics the paper was Democratic, as it is today, with decidedly independent proclivities. At first it was an evening paper, but from the commencement was published daily. During the Civil war, the *Plain Dealer,* under the management of Mr. Gray, was a stanch force for the Union, but a bitter opponent of Lincoln and most of his policies. The founder of the *Plain Dealer* died by an accidental shot from a pistol in the hands of his young son, and with that ended the first period of the newspaper's life.

Among the early writers of the paper, there were a number of brilliant men whose reputation still survive. One of them is known in national literature as "Artemus Ward," but as a *Plain Dealer* editor was known as Charles F. Brown. The old desk in the newspaper office which he used to such good advantage is still preserved in the Western Reserve Historical museum.

In 1865 the *Plain Dealer* passed into the hands of Major William W. Armstrong, an Ohio man who died about 1906. During his administration, which continued until 1885, he twice changed the paper from an evening to a morning journal.

In 1885, when the paper passed into the hands of L. E. Holden, the establishment of

the present morning and *Sunday Plain Dealer* became permanent. In 1898 a contract was entered into by Mr. Holden with Elbert H. Baker, for years connected with the *Cleveland Leader*, and Charles E. Kennedy, former manager of the *Plain Dealer*, by which they agreed for nine years to edit and publish the paper. When this contract expired in 1907, Mr. Kennedy retired, and Mr. Holden made a like contract with Mr. Baker, which still stands. Soon after the *Plain Dealer* passed into the hands of Mr. Holden the *Cleveland Herald* was merged with it. At this time both morning and Sunday editions were established and the evening newspaper (the *Herald*) continued as a separate publication until its sale several years ago. On Sunday morning, February 2, 1908, the building in which the *Plain Dealer* had been published so many years was totally destroyed by fire, together with most of the printing material. Notwithstanding this calamity, the *Plain Dealer* force was transferred without confusion to the *Cleveland News* office and at midnight of Sunday the paper was issued as usual in time to be distributed through the early railroad trains to all parts of Ohio and the country.

The *Plain Dealer* of today, it is needless to add, is modern in every detail, its staff consisting of forty-five editors and reporters, with hundreds of individual correspondents in different parts of the country.

The *Press* was the first penny newspaper in Cleveland, and either the first, or one of the first, two or three penny newspapers in the country. It was established by Edward W. Scripps, November 3, 1878. The present editors are H. N. Rickey, editor-in-chief; E. E. Martin, editor; R. W. Hobbs, managing editor. The *Press* is independent in politics, and its circulation of about 160,000 copies per day is said to be the largest per capita circulation of any newspaper printed in this country; by per capita circulation is meant circulation, as compared with the population of the city in which the newspaper is published.

Generally speaking, the one hundred newspapers now published in Cleveland cover every specialty known to the journalism of today. Among the prominent publications of the city, besides those mentioned, are the *Advertiser, News, Recorder, World, Anzieger* and *Wachter am Erie*, the last two being especially influential organs among the Germans. There are also about seventy weekly, bi-monthly and monthly papers devoted to such subjects as agriculture, manufactures, railroads, business specialties, religion and science, and they are printed in half a dozen different languages.

Industrial Character Early Fixed.

In classifying the activities of most large cities it is customary to speak of one of their important divisions under the head of Commerce and Industries; but in the case of Cleveland, the order of these must be reversed, as for half a century her industries have far overshadowed her commerce. In 1808 the trustees of the infant town voted to make donations of city lots, especially for the encouragement of "useful mechanics who shall actually settle and reside in said town." Mention has been made of several of Cleveland's early industrial plants, but the foundation of her great iron interests was not laid until 1840.

In that year came into existence the Cuyahoga Steam Furnace Company, whose plant was not far from the present corporate limits of Cleveland and was the first substantial enterprise in that line to be found in the county. It is probable that at that time there were not half a dozen establishments that had machinery propelled by steam within the corporation of Cleveland.

Great Grain Market.

It should be remembered that in this period of the city's history there was still a struggle for supremacy between its industries and its commerce, and that the promise seemed to be that Cleveland was destined as one of the greatest grain markets of the West. In fact, it held that position for a time, and the wheat,

corn and oats that came hither by canal and were transshipped both east and west appear to be unequalled both in quantity and quality.

First Steam Power Press.

In 1846 a local impetus was given to the manufacture of steam machinery by the setting up in Cleveland of its first power press under the management of M. C. Younglove. This first steam press was placed in the Merchants' Exchange building and for some time did all the work for the *Herald* and *Plain Dealer* and other rival newspapers. It thus widely advertised the advantages of steam over hand machinery.

Iron Ore, Coal and Oil.

In the previous year the Brier Hill coal mines were opened up, which within a few years had a marked stimulating effect upon both the industries and commerce of Cleveland, especially as about the same time the first shipments of iron ore were made from the great Lake Superior region. In the fifties the pioneer railroads of Cleveland were completed, placing the city, with her growing industries and commerce, in connection with the wide territory of which she was the natural metropolis. Greatly increased facilities were therefore provided for handling both the iron ore and the vast quantities of coal necessary for the operation of her industrial plants, so that by 1861, which year also marks the commencement of the great industry of coal-oil refining, there was no doubt whatever as to the permanent supremacy of Cleveland's industries over her commerce. In 1865, 220,000 barrels of crude oil were received in this city for the purpose of being refined, and within the intervening forty-five years this amount has been increased to nearly 4,500,000 barrels.

Henry and William Chisholm.

No personal forces could be mentioned which had a more pronounced bearing upon the founding of Cleveland's industries upon their present firm basis than the Chisholms, otherwise Henry and William, the former, the founder and president of the great Cleveland Rolling Mill Company, for years the largest establishment of the kind in the world. Henry Chisholm was born in Scotland in 1822 and came to Montreal, Canada, a penniless carpenter of about twenty years of age. His skill at his trade as well as his pronounced business ability made him, before many years, a master builder, and in this capacity he was first introduced to the Western Reserve, in connection with the construction of the Cleveland breakwater. In 1857, when Newburg was in its prime, he founded the firm of Chisholm, Jones and Company—the nucleus of the Cleveland Rolling Mill Company, which has employed at various periods of its existence from 8,000 to 9,000 men.

Early in the history of this great iron manufactory of Cuyahoga county, William Chisholm, the inventor, joined his brother, Henry, the two engaging for some years in the manufacture of spikes, bolts and horseshoes. In 1871 they organized the Union Steel Company of Cleveland, which first employed Bessemer steel in the manufacture of screws. The Chisholm brothers afterward devised new methods and machinery for the manufacture of steel shovels, spades and scoops, establishing a factory for the new industry. In 1882 they began to make steam engines of a new model, designed to operate the various transmitters for conveying coal and iron ore from vessels and to railroad cars. In this line of iron manufactures Cleveland early became prominent, and up to the present time her plants have supplied much of this machinery required throughout the Western Reserve.

Charles F. Brush, Electrician.

Charles F. Brush, of Cleveland, is an inventor of international reputation, whose patents in the field of electric lighting have not only brought him personal fame, but have been the means of establishing one of Cleveland's greatest industrial plants. He is a

native of Cuyahoga county, born in Euclid in 1840; was educated at the University of Michigan and when a youth of fifteen was constructing microscopes and telescopes and devising improvements for the lighting of city streets by gas. After returning from college he fitted up a laboratory in Cleveland and obtained a fine reputation as a chemist, turning his attention to electric lighting in 1875. He is the acknowledged inventor of modern arc electric lighting, and was the first to put it into practical operation in 1876. Since then he has produced more than fifty patents which have become the basis of the great manufacturing business conducted by the Brush Electric Company, of Cleveland, of which he is president, besides being a director in many other leading industries. Mr. Brush was decorated by the French government in 1881 for his achievements in electric science; was the recipient of the Rumford medal in 1899; has been twice honored with the degree of LL.D., and is a member of the leading engineering and scientific societies of both the new and the old worlds.

Industries in 1870.

Two greater men who have figured in the development of the industries of Cleveland could not be mentioned than the above, and to them is largely due the remarkable progress of Cleveland in this field since 1870. In that year the city had sixty-seven manufactories of iron which had an aggregate capital of $4,682,050 and turned out $6,497,579 worth of products. Its thirteen flour mills had an output valued at nearly $2,000,000, while its manufactories for the production of clothing were yet in their infancy, producing only $588,000 worth of goods. Altogether, Cuyahoga county had nearly 1,150 manufacturing establishments, practically all of which were within the city limits. In this line were thirty-eight incorporated companies, with an aggregate capital of $11,690,000. The total capital invested in manufacturing plants was $13,645,000; the hands employed numbered 10,000, and the wages paid aggregated $4,539,000.

Industrial Growth from 1870 to 1900.

The decade from 1870 to 1880 was one of financial depression and therefore Cleveland's industrial growth was not so pronounced during this period as from 1880 to 1890. In 1880 the city ranked fifteenth in manufacturing in the United States, the capital thus employed being $19,430,000; the wages paid, $8,502,000, and the value of manufactures, $48,604,000. During the succeeding ten years the number of establishments increased 40 per cent; the capital, 13.39 per cent, and the value of manufactured products, 74.5 per cent. By the year 1900 Cleveland led all other American cities in the production of merchant vessels, and was second only to New York in the manufacture of women's and children's clothing. The city was first in the production of wire and wire nails, of malleable iron and of high class automobiles. According to authentic statistics of 1905, Cleveland is running Detroit a close race in the manufacture of automobiles. Cleveland's total output is now valued at $4,256,000. In this connection it is interesting to note that the first American factory-made "auto" was the product of a Cleveland factory and came forth as late as March, 1898.

Great Steel and Iron Center.

Andrew Carnegie has been quoted as saying that Cleveland is destined to become the greatest steel and iron center in the world, both because of its transportation facilities and its geographical situation. The output of steel and iron in 1905 formed more than 22 per cent of the total value of its manufactures, which amounted to $172,115,000. This estimate of the importance of that branch of the metal industries does not take into account the output of the foundries and machine shops, which, if taken into consideration, would materially increase the percentage.

In the manufacture of children's and women's clothing, knitted goods and hats and many other articles of a personal nature, Cleveland still holds a high rank among the cities of the country, and it is almost needless to say what her position is as regards the refining of petroleum oil. As a whole, the statistics which represent the present status of her industries are as follows: Number of establishments, 1,617; capital invested, $156,509,000; salaries paid, $8,308,000; wages paid to 64,000 employes, $33,471,000, and cost of materials, $97,700,000.

Women's Part in the Industries.

The part which women play in this intense industrial life is thus condensed in a "Study of Women's Work in Cleveland," made in 1908 by the investigation committee of the Consumers' League, under the direction of Mrs. Florence Woolston:

"There are employed in Cleveland factories and sweatshops over 210,618 persons, at least 15,500 of whom are women and girls. Cleveland is said to produce greater diversity of manufactures than any other American city. It was estimated in 1906 that 12,500 different articles are made in its 3,740 shops. Cleveland outranks all other American cities in production in more than nine lines of industry. These are mainly the construction of steel ships, machinery, tools and instruments. Women are employed in shops of this kind to a great extent. Those so engaged are usually foreign-born Slavs. This city takes high rank also in the manufacture of paints, oils and chewing gum, all of which employ women and girls to a considerable extent. In the manufacture of women's clothing, it is second only to New York. Foreign-born persons make up approximately 41 per cent of the city's total population, and it is these foreigners who constitute the great majority of factory employes."

Manufactures in 1909.

According to the figures furnished by the Cleveland Chamber of Commerce for the year ending June 30, 1909, the total number of manufactures in the city is 3,148; capital, $171,539,925; wage earners, 75,855; wages paid, $42,906,848; cost of materials, $100,778,813, and value of products, $211,489,753.

Shipping and Fish Industries.

Cleveland's great shipping industry is now represented by five immense shipping yards, which employ some 18,000 hands and turn out 150 iron and steel vessels every year. Nearly all the shipping used in the iron ore traffic is now owned in Cleveland, fully three-fourths of the modern steel ships in service on the great lakes being the property of local vessel owners. The entire vessel tonnage owned in Cleveland is valued at more than $65,000,000, and the 350 or more vessels included in the Cleveland customs district have a tonnage of 594,682.

The fish industry of Cleveland is also vast, the city itself still maintaining its position as the largest market for fresh and salted fish in the United States. Its product in this line is not far from 80,000 tons, nearly half of this amount being what is popularly known as lake herring.

There are few cities in the United States in which labor is more closely or strongly organized than in Cleveland, and an impressive evidence of this fact is found in the dedication May 14, 1910, of the thirteen-story building erected by the Brotherhood of Locomotive Engineers, from contributions collected from the members of the order throughout the United States. This is the first structure of this kind ever erected solely by any branch of organized labor, and the building will cost approximately $1,250,000, its location being on the corner of Ontario street and St. Clair avenue, N. E. The idea of having its own headquarters originated at the convention of locomotive engineers at Columbus, in the spring of 1908, and the salaried officers of the brotherhood were authorized to buy property and erect a permanent home in Cleveland. Notwithstanding serious obstructions met in

the construction of the building, it is expected that the building will be ready for occupancy July 15, 1910, when the Brotherhood of Locomotive Engineers will occupy what has been generally recognized as the finest labor temple in the world. The dedication ceremonies occurred on the evening of May 14, in Central Armory, where about 5,000 persons, consisting of locomotive engineers and their families, gathered to listen to the speeches of Mayor Baehr, Governor Harmon, former Governor Herrick and other notables. In the midst of the impressive ceremonies tender tributes were paid to the memory of P. M. Arthur, who so wisely guided the affairs of the order for twenty-nine years. His widow, upon this occasion, presented a speaking likeness of her husband to the brotherhood, which will find an appropriate and prominent place in this temple dedicated to the best interests of labor.

Cleveland's Commerce.

The iron ore from the Lake Superior region and coal from the fields of southern Ohio and Pennsylvania and the gigantic output of Cleveland's manufacturing plants constitute the bulk of the commerce which is moved by her lake marine and the railroads which radiate from the city. The comparative importance of the water and iron ways in the movement of this great bulk of manufactures and raw materials is indicated by the following late figures: Freight received in Cleveland by rail, 11,177,000 tons, and forwarded by the same means, 7,171,000 tons; by lake, during the same period, there were received 4,477,000 tons, and forwarded 3,841,000 tons. Thus the freight which passed through Cleveland, as moved by rail and lake, is in the proportion of 8 to 18, in favor of the railroads. In examining the figures bearing on the movement of coal through Cleveland, it is to be noted that, although the annual receipts average about 5,000,000 tons, the shipments amount to but 2,500,000, thus indicating that fully one-half of the coal received is consumed in local manufactories and households, although the latter consumption is comparatively small.

Cleveland's Harbor.

Prior to 1870 the entrance to Cuyahoga river constituted about all of Cleveland's harbor. The first important improvement was the extension of the sea wall from the foot of Waverly avenue to a point about 700 feet beyond the shore line. The original wall was constructed of timber, and about one-half of this section of the harbor is still composed of wood, with a sheet-iron facing, the balance, however, being of solid masonry. The improvements of the general government contemplate a further extension of the harbor east to Gordon park, four miles from the mouth of the Cuyahoga river, with converging arms from the east and west extensions of the old breakwater, 1,000 feet out to sea. When all the improvements in contemplation are completed some $10,000,000 will have been expended and Cleveland will have a harbor three-fourths of a mile wide and five miles long, not to be surpassed in security by any on the Great Lakes. The city dockage is over ten miles in extent and is generally divided into two classes—one for unloading iron ore from the huge freighters of the Great Lakes, and the other for loading coal for transmission by rail.

Cleveland's Railroads.

The opening of the first section of Cleveland's first railroad, the Cleveland, Columbus & Cincinnati, March 16, 1850, has already been described and in 1852 the Cleveland, Painesville & Ashtabula road and the Cleveland & Pittsburg line were opened for traffic, while in January of the following year the line from Cleveland to Norwalk and Toledo was completed. It was not until February, 1854, that the first through train from Buffalo reached this city over the Cleveland & Mahoning railroad, and in the development of these early lines into more extended systems,

much of the energy of Cleveland's capitalists and railroad men was absorbed for the following quarter of a century.

In 1866, when Cleveland's Union depot was first thrown open to the public, it was pronounced the largest and best appointed railway station in the country. In May of the following year the Lake Shore & Michigan Southern was established, this being the predecessor of the great railway systems which now furnish the city—both its industries and great traveling public—with complete transportation facilities.

The six grand trunk railways, which now place Cleveland in intimate connection with every part of the United States, embrace a mileage of 15,856 and are capitalized at $1,170,000,000. There are six principal depots within the city limits—the Union, situated on the Lake front at the foot of Water street, used by the Lake Shore and Michigan Southern; the Cleveland, Cincinnati, Chicago and St. Louis (Big Four) and Cleveland and Pittsburg railroad (operated by the Pennsylvania company); Erie depot, Superior and South Water streets, used by the Cleveland and Mahoning line; Western and Lake Erie railroad, at the foot of Water street; New York, Chicago and Lake Erie (Nickle Plate) on Broadway; Baltimore and Ohio on the corner of Champlain and South Water streets; and the Euclid avenue station of the Cleveland & Pittsburg railroad. These great systems virtually absorb the bulk of the freight and passenger traffic which centers and passes through Cleveland, while the old Ohio canal, with its four feet of water, which still stretches from Cleveland to the Ohio river, more than 300 miles in length, is little more than a memory.

The Chamber of Commerce.

No institution in Cleveland is typical of the breadth and progress of its industries, its commerce, its transportation facilities and its civic honor and strength, except the Chamber of Commerce. The name fails to do justice to the scope of its work and the vast benefits which it is daily conferring on the public. As has been fairly suggested, it should be more fittingly designated a Chamber of Citizenship. Representing, as it does, the best ability of Cleveland, it is a welcome adviser to the city council and the State legislature, and there is hardly a movement for the development of manufacturing and commercial Cleveland in which it has not participated. Through its standing committees, it represents the manufacturer, the wholesale and retail merchant, the shipper and the transportation agent. It has taken up sanitary problems, brought capital and labor together, and, as a body of earnest, conservative, intelligent citizens, oiled the wheels of municipal progress in countless ways. It is, in fact, Cleveland more truly typified than any other association of its people. The necessity for such a representative body was early recognized, resulting in the formation of a Board of Trade in 1848, which was reorganized as a Chamber of Commerce in 1893. Its present magnificent home was dedicated in May, 1899.

Churches and Charities.

Cleveland's claim has never been seriously disputed, to the effect that there is no city in the West which has a greater percentage of houses of worship in proportion to its population, and that Brooklyn alone exceeds it among all American cities. The western "City of Churches" has about 350 church edifices, among which are many of architectural beauty and significant historical association.

The first minister to appear among any community in Cleveland was Rev. Seth Hart, but as he was an agent for the Connecticut Land Company, his time was mostly taken up with business, rather than religious affairs. Rev. Joseph Badger, the Connecticut missionary, preached in Cleveland at least as early as 1801, and often visited the village thereafter.

Trinity Church.

Trinity Parish was organized at the residence of Phineas Shepherd in 1816. Later Rev. Robert Searle, the pastor of St. Peter's, at Ashtabula, perfected it and preached for the congregation. This Shepherd house was of logs and stood at No. 230 Pearl street. The first confirmation was in 1819. In 1827 a lot was bought of General Perkins, corner of St. Clair and Seneca streets, for $250, and a church was erected at a cost of $3,070. It was known as "The Church" for many years, and now stands at the corner of Euclid and Perry. For a long time Richard Lord and Josiah Barber were the only male members of Trinity church.

Old Stone Church.

The First Presbyterian church, organized September 19, 1820, held its first services in the old log court house on the public square. It is still familiarly known as the Old Stone church, the building which the society now occupies standing on the site of the original structure of 1834.

Catholics in Cleveland.

The first Catholic priest to hold service in Cleveland was the Rev. Thomas Martin, in 1826. Previous to the making of the canal, there had been few foreigners and, consequently, few Catholics in Cleveland. Today it has a large Catholic population.

In 1855 a church was built in the valley which conformed to the present Columbus street.

Among the most imposing churches of the present is the St. John's Catholic Cathedral, on Superior and Erie streets, in which is the fine statue of Amadeus Rapp, the first Catholic bishop of Cleveland. The first resident Catholic priest of Cleveland was Father John Dillon, who conducted services in 1837, and on the following year Rev. P. O. Dwyer founded St. Mary's parish on the flats. When Bishop Rapp took possession of the see in 1847, St. Mary's church became a cathedral, the edifice now occupied on the corner of Erie and Superior street being erected in 1852.

Jewish Organizations.

In 1839 the first Jewish organization was established. This was followed by other organizations, by divisions and consolidations until now the Hebrews are exceedingly strong. Their temple stands on Willson avenue.

The Methodists.

In 1827 a Methodist class of five women and two men was organized. Andrew Tomlinson was the leader. The same year a class was formed at Doane's Corners by eleven women and nine men.

Birth of the Epworth League.

The Epworth Memorial church is the successor of what was long known as the Central Methodist Episcopal church, and in May, 1889, the world-famed Epworth League was born in its auditorium. B. E. Helman is credited with being the chief founder of that society, which has spread over so much of the civilized world.

The first Baptist meeting was held during 1832 in the old Academy. A society formed the next year, with fourteen members.

Among other well known churches are the Plymouth Congregational, founded in 1852, and the Pilgrim church, of the same denomination; St. Paul's Episcopal church, established in 1846 and distinguished for many years for the harmony of its choral and musical services; Woodland Avenue Presbyterian, with perhaps the largest Sunday-school in the city; and the Church of the Unity, Unitarian, which is the center of much intellectual life. Among the most magnificent of the churches lately erected in Cleveland, is that of the Euclid Avenue Presbyterian, on Euclid avenue at the entrance of the College for Women, of the Western Reserve University. It is of limestone and almost pure Gothic in its style of architecture.

Early Women's Societies.

As soon as there is a church in any community women sew for missionaries, but the first union sewing society in Cleveland, organized by women from various churches, was in 1832.

The female Charity Society of Trinity Church was formed the day after Christmas in 1837. The female Moral Reform Society was organized in 1840. Seventy-seven years ago a "Ladies' Union Prayer Meeting" came into existence, while in 1830 Mrs. Rebecca Cromwell Rouse organized the Ladies' Tract Society of the village of Cleveland, which was auxiliary to the New York Society.

Cleveland Protestant Orphan Asylum.

The Cleveland Protestant Orphan Asylum was organized in 1852. Mrs. Stillman Witt paid the rent for a house at the corner of Erie and Ohio streets. The house was furnished by contributions. Eleven children found homes there at the opening.

Marine Hospital.

The oldest hospital, the Marine, was established in 1837. The grounds are bounded by Erie, Lake and Muirson streets. In 1875 its buildings were leased by the Lakeside Hospital Association, but in 1896 reverted to the government, and the institution has since continued to be conducted for the relief of old and invalid seamen of the Great Lakes.

City Infirmary and Hospital.

Besides the hospital connected with the Western Reserve University, and the Cleveland Homeopathic hospital already mentioned, are St. Clair, St. Vincent, St. John's, the German Evangelical, the Cleveland General hospitals and the City Infirmary and Hospital, the latter located upon a fine site of eighty acres between Jennings avenue and Scranton, and fifty-six acres between that avenue and the Cuyahoga river. The buildings and grounds are valued at $780,000, and 900 persons are treated daily free of charge. For the maintenance of this grand institution $237,000 is expended annually.

Cleveland State Hospital.

The Cleveland State Hospital embraces grounds in the southeastern part of the city, comprising ninety-eight acres, and was founded as early as 1855. It has often 1,300 patients at one time. Cleveland's Humane Society, established in 1873, has stood as the strong and disinterested protector of helpless children and animals. Its headquarters are in the City Hall. The Western Seamen's Friend Society, organized in November, 1830, still conducts its worthy charities through the Bethel Home, located near the river on Spring street.

Joseph Perkins, Philanthropic Reformer.

If any one individual were to be selected above all others most representative of the breadth and practical usefulness of Cleveland's noble charities, no one could be more safely presented than Joseph Perkins, known for many years both east and west for his disinterested efforts to reform the jail system of the country and further honored as the father of the Ohio Board of State charities. He was a son of General Simon Perkins, one of the real fathers of the Western Reserve, and was born in Warren, Trumbull county, July 5, 1819; graduated from Marietta College at the age of twenty, and, after assisting in settling his father's estate in Warren, removed to Cleveland in 1852, where he spent the remainder of his life. He evinced remarkable ability as a banker and business man and accumulated a fortune, after which he sturdily set to work to devote his means and his life to the highest ends of humanity.

In 1867 Governor Cox appointed Mr. Perkins a member of the Ohio Board of State Charities and the latter at once entered into his work, not only with characteristic energy, but with the advantage of being enabled to devote almost his undivided attention to reforms connected with penal and charitable institutions. He not only investigated deeply, but thought profoundly, and, seeing a defect, had the practical ability to thoroughly remedy

it. Finally he perfected a plan which was accepted by the board, and became known throughout the country as the Jail System of the Board of State Charities of Ohio. His aim, which he so thoroughly accomplished, was to classify prisoners and avoid the danger of throwing them together promiscuously, by which even juvenile offenders were often contaminated by hardened criminals.

After accomplishing this much needed reform, Mr. Perkins turned his attention to the Infirmary system of the State, accomplishing as thorough a reform in this department as in the other. It was through him that much of the oppressive restraint which had been placed upon the insane was removed, and this unfortunate class were given more air and outdoor work, which, in the end, improved both their physical and mental health. His infirmary plan, like his jail system, has become a model for the country, and the best buildings erected in the United States have been largely in accord with his investigations and views. He next planned and largely sustained an admirable children's home. Notwithstanding all these splendid works in the cause of state charities and in the cause of reforms which had a national application, Mr. Perkins persistently kept himself in the background and it was only through the insistence of his friends that the board, as a whole, was not given the credit for the investigations and reforms which were conducted almost entirely through him and at individual expense. The death of this admirable man occurred at Saratoga Springs, New York, August 26, 1885. His sons, Dudley and Joseph, and their children, survive him. The beautiful old homestead on Euclid avenue, where he and his remarkable wife, Martha Steele, of Virgina, graciously received their friends, has passed into other hands.

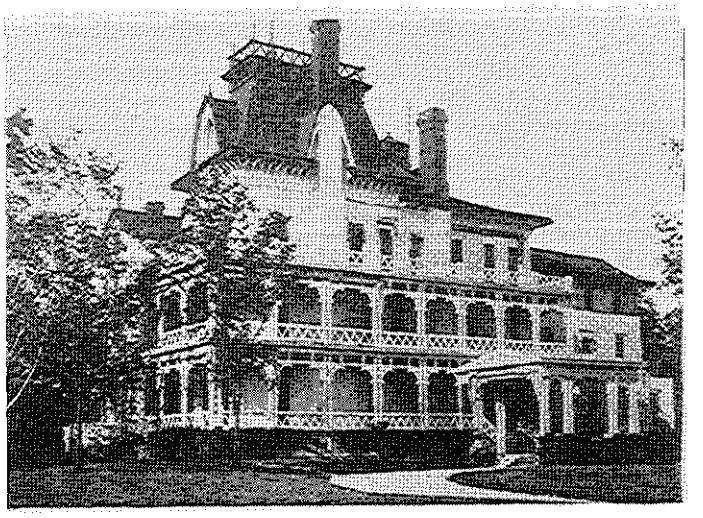
Mother of Woman's Christian Work.

Of the women of Cleveland, Mrs. Rebecca Elliott Cromwell Rouse for many years led in the promotion of its most worthy charities. She was a Massachusetts woman, married at the age of eighteen, and in 1830 moved from her home in New York City to the Western Reserve to engage in Missionary work. Mrs. Rouse had been called "the mother of the Baptist churches and founder of the Woman's Christian Work in Cleveland." In 1842 she became the organizer and president of the Martha Washington society, from which sprung the Protestant Orphan Association, the oldest of the Protestant institutions of Cleveland; of this she was the managing director for years. During the Civil war she was the leading spirit in relief work, being instrumental in collecting and distributing through various Aid Societies, $2,000,000 worth of hospital supplies for sick and wounded Union soldiers.

Other Notables of the County.

Among the famous men and women whose personalities have been more or less closely connected with Cleveland and Cuyahoga county may be mentioned, besides those whose sketches have been interwoven with the general history, the late John Hay, Lincoln's biographer, and the Republican statesman, whose home was for some time in Cleveland, and who died in New Hampshire, July 1, 1905; Constance Fennimore Woolson and Sarah K. Bolton, the widely known authors; the late Hon. Marcus A. Hanna, the Republican leader who succeeded Sherman in the United States Senate in 1897; Hon. Rufus P. Ranney, member of the Ohio constitutional convention of 1857, twice chosen to the Supreme bench of the State, and during the last years of his life a resident of Cleveland; John D. Rockefeller, probably not only the wealthiest man in the world, but the one whose name has been most largely associated with stupendous gifts for the furtherance of higher education and who has been a power in the beautifying of Cleveland; John Henry Devereux, who came to Cleveland from Boston in 1848 and was as prominent as any one man, both in the early history of railroad building in the Western Reserve, in the supervision of mili-

ROCKEFELLER'S BOYHOOD HOME, CLEVELAND.



FOREST HILL, NOW ROCKEFELLER'S CLEVELAND HOME.

tary railways during the war of the Rebellion, and in the regulation of the later great transportation systems; and Reuben Wood and John Brough, war governors of Ohio.

Governor Reuben Wood.

Governor Wood, who was a native of the Green Mountain state, came to Cleveland in 1818 when he was twenty-five years of age. He had already mastered his law studies and at once entered into the practice of his profession; was three times elected to the Ohio state senate, ascended the bench of the Supreme court in 1833; served as chief justice from 1841 to 1844; was elected governor of the state on the Democrat ticket in 1850, but resigned to accept the position of consul at Valparaiso, Chili, and afterward became United States Minister to that country. The climate of Chili proved so enervating to the constitution of the governor, who had so long been accustomed to the more bracing climate of the north that he was obliged to return to Ohio. "The tall chief of the Cuyahogas" then retired to his farm near Rockport, Cuyahoga county, passing the remainder of his days on beautiful "Evergreen Place." There he passed away in 1864, in the midst of the most terrific contests and terrible perplexities of the Civil war.

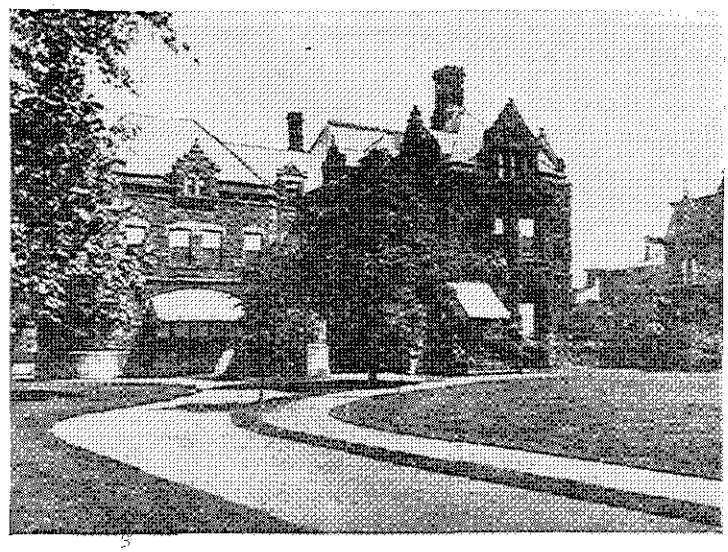
Governor John Brough.

John Brough, the last of Ohio's three war governors, was born in Marietta in 1811 and died in Cleveland during the last year of the war. His death was hastened, if not directly caused, by his excessive application to the service of his state and country. Governor Brough's early life was spent as a printer and editor at Athens and Marietta, Ohio, his first public office being that of state auditor, to which he was elected in 1839. As the state was then still under the malign influences of the panic of 1837, his task in the reorganization of the state finances was one which called for the soundest qualifications of business and statesmanship. When he retired from office in 1846 he had gained a remarkable high reputation as a public officer, leaving, as he did, the finances of the state in a prosperous and sound condition. In partnership with his brother, Charles, he then undertook the management of the *Cincinnati Enquirer* and made it into one of the most powerful journals of the west. At the same time he opened a law office in Cincinnati, became one of the most popular Democratic orators in Ohio, and in 1848 retired temporarily from political life. In 1853 he was elected president of the Madison and Indianapolis railway. Afterward he removed to Cleveland; in 1861 declined the nomination as governor on the Republican ticket, but in 1863 accepted it from the War-Democrat party. The arrest of Clement Vallandigham for disloyalty and his banishment from the United States, with his subsequent nomination by the Regular Democrats for governor of Ohio, brought forth from Mr. Brough such unflinching utterances in support of the Union cause that the Republican party united upon him as its candidate. The result of this political combination was his election by a majority of more than 100,000, the largest ever given for any governor in any state up to that time. Although impetuous and strong-willed, Governor Brough was at heart tender and considerate, and in this crisis of the state's affairs proved not only his remarkable balance of character, but his true statesmanship. No one ever questioned his honesty.

Leonard and William Case.

Among other notables of Cleveland, long identified with epochal periods in its history and with events which had a decided bearing on its progress, should also be mentioned Leonard and William Case, father and son. The elder man, who was a Pennsylvanian, had moved to Warren, Trumbull county, in his boyhood, and after holding various offices connected with the courts, was admitted to the bar in 1814. He was subsequently collector of the sixth district, and in 1816 moved to Cleveland to go into the banking business,

but failed, again practiced law and re-entered politics. From 1821 to 1825 he was president of the village of Cleveland; was a member of the state legislature and assisted in the location of the Ohio canal; became the father of City Beautification, and fixed upon Cleveland its name of Forest City; headed the subscription list for the building of its first railway, and in the later years of his life rebuilt his private fortune, and died, moreover, a beloved and honored citizen, in his seventy-ninth year. His son William, a native of Cleveland, served for years in its council, was twice mayor, was for some time president of the Cleveland, Painesville & Ashtabula Railroad Company, and one of the founders of the city water works. At the time of his death, in his forty-fifty year, he was in the midst of the construction of the Case block, then considered the finest commercial structure in Cleveland. William Case was a good, useful, able, finely educated and warm-hearted man.



THE T. L. JOHNSON RESIDENCE, CLEVELAND.

Tom Loftin Johnson.

The following sketch of Tom L. Johnson is condensed from an article written by Louis F. Post in the *Public* of January 6, 1906. Tom Johnson's ancestors were Virginians, the first one arriving in this country in 1714. One of these ancestors, Robert Johnson, who moved to Kentucky, was a member of the constitutional convention in 1792 and of the Kentucky legislature after statehood. Others of the connection followed into Kentucky and then on into Arkansas, and most of them sympathized with the south during the rebellion. Albert W. Johnson, of Arkansas, was on the staff of John C. Breckenridge and Early. His wife, with her three sons—Tom L., William L. and Albert L.—kept as near to the father through the military service as she was allowed, and at the close of the war they found themselves in Staunton, Virginia, absolutely penniless.

At this time Tom was only eleven years old. He soon began work as a newsboy. He early realized the power of monopoly. He managed to keep all other people from going into the business of selling newspapers. He got fifteen cents for daily papers and twenty-five cents for picture papers. Of course this didn't last long, but he made eighty-eight dol-

lars. This was used to get the family to Louisville. Here his father, already heavily in debt, managed to borrow enough money to operate his cotton plantation. This venture was not successful. He moved to Evansville, Indiana, and finally it was decided that Tom would have to seek work, but his mother "was obliged to wait for a cold day to give her an excuse for wearing a crocheted hood of more comfortable days," when she went to seek employment for her son. She secured a place for him in a rolling mill, and he began work in 1869. He had had a little schooling, but had been rather liberally taught by his father and mother, both of whom were educated. In Louisville he found a relative named Dy Pont who had bought a little street railroad, and during the summer he was offered a place in the office. Here was begun his career as a street railway magnate. In a few months he was secretary of the company. He later became superintendent and served until 1876, when he and two associates bought of William H. English, the Democratic candidate for vice president of the United States, the Indianapolis street car system. Before this young Johnson had invented a fare box, and from this eventually he made about $30,000. This Indianapolis system improved under his management. He made his father president of the company. He was treasurer. Mules were used to draw the cars, and when Johnson made the suggestion to use electricity his associates disapproved and so he sold out to them. He netted from this Indianapolis venture more than half a million dollars. In 1880 he bought a small line in Cleveland and introduced some of the discoveries which he had made in Indianapolis. Then began the great war with Mark Hanna. Johnson and his brother Albert acquired interest in the Detroit street car system and in Brooklyn, but in 1898 he withdrew from the street car business. Through his street car interests he became aware of the money that could be made in steel rails, went into that business, made money, and finally, in the financial depression of 1903, these establishments were nearly swamped. He married his fourth cousin, Elizabeth Johnson. In the eighties, having spent all his time and thought on money-making, he accidentally (on the train) bought Henry George's "Social Problems," and later read his other books, became a single taxer, and has tried ever since to work out this problem. He became a friend of Henry George and together they decided that he should go into politics in order to help their reform. In 1886 he was living in New York. He went to congress in 1888 and there he fought for his single-tax principle, almost alone. In 1901 he was nominated for mayor of Cleveland and there for eight years he fought out his single-tax principles. His friends tell us that his administration found Cleveland the best governed city in the United States. Enemies tell us he was extravagant, self-seeking and unprincipled. A person interested in money-making cannot understand how a man could drop that fascinating business and try to make the world a better place for poor people. Such persons call Tom Johnson a charlatan. He determined upon securing three-cent fare for the citizens of Cleveland, and the fight ran over years, but, at this writing, although Tom Johnson's fortune has largely disappeared, people pay a lower fare than they ever would have paid but for him. No man in Cleveland ever had warmer friends than has he. The loyalty and the love which his fellow workers and associates show him is most remarkable. Most men who work with him, love him. Those who work against him, hate him. Last year he was defeated for mayor and at present is in rather delicate health. Some day Cleveland will point in pride to Tom Johnson, as they do now to Moses Cleaveland and Commodore Perry.

Hon. Marcus A. Hanna.

Marcus A. Hanna was born in 1837 in New Lisbon, Ohio. His father was a country physician of good practice and Mr. Hanna never

HON. MARCUS A. HANNA.

suffered poverty and was not developed through financial struggle as many men are. His father took his family to Cleveland and here Mr. Hanna attended college, enlisted in the war, and immediately thereafter began the building up of his business. He was a very social man, entertained largely in his home, and his wife, who was a daughter of Daniel Rhodes, had tastes like his, so that their home was a social center. He soon took an active interest in politics and became socially associated with Sherman, Garfield and McKinley. He was like a father to McKinley, helping him over rough places and sharing his joys and sorrows alike. When financial distress came to Major McKinley, it was Mr. Hanna who stepped in and helped out. The successful McKinley campaign was due largely to Mr. Hanna. He never held but two political offices—member of the school board of Cleveland and the United States senatorship, although he was offered cabinet positions. Among the men of his political party he was known as the leader. Among the disaffected and the opposing parties, he was a boss. The truth was he was both. He did not introduce the boss system into Ohio. That must be laid at Senator Foraker's door. But like all men who have been successful in business, he was determined as to the carrying out of his policies. He died in Washington February 15, 1904, where he was serving as United States senator. There was a funeral service in the senate, attended by ambassadors from almost every country, and his body lay in state in the Chamber of Commerce in Cleveland. His funeral was held at St. Paul's church on the 19th. President Roosevelt, Secretary Taft and J. Pierpont Morgan were among the distinguished men present. [For full details regarding the life of the late senator the reader is referred to the biographical department of this work.]

Hon. John C. Hale.

The bench and bar of Cleveland and Cuyahoga county have always presented a front of strength, dignity and brilliancy to the legal profession of the country. Among those well worthy of mention is Hon. John C. Hale, long presiding judge of the Eighth circuit court of Ohio. A native of New Hampshire and graduate of Dartmouth College, he came to Cleveland in 1857, where he was admitted to the bar, immediately moving to Elyria, Ohio, where he formed a partnership with W. W. Boynton. Mr. Hale was afterward prosecuting attorney of Lorain county, register of bankruptcy and member of the Ohio constitutional convention of 1872. He was elected to the bench of the court of common pleas in 1877, serving until 1883; then returned to Cleveland, associated himself again with Judge Boynton (whose career upon the bench had also been most noteworthy), and in the fall of 1892 ascended the bench of the circuit court, which he has so adorned with his learning and personal character.

Hon. Daniel R. Tilden.

Hon. Daniel R. Tilden, late judge of the probate court of Cuyahoga county, was a son of Connecticut, who passed all his adult life in Ohio and died at Cleveland, March 4, 1890, in his eighty-second year. After practicing at Ravenna, Portage county, for a number of years, he made Cleveland his home in 1846. In 1854 he was elected judge of the probate court and thus served for thirty-three successive years, retiring from the bench in 1888. Cuyahoga county never had a better judge or a more honorable man.

General Mortimer D. Leggett.

General Mortimer D. Leggett, as a boy of fifteen, moved from his New York home to Montville, Geauga county, and after graduating from the Teachers' Academy at Kirtland, taught for a time before mastering the law. In 1844 he was admitted to practice; became an M. D. and located in Akron, where he assisted in creating the famous school law, and organized the first system of graded schools west of the Allegheny mountains. He

achieved a high name both as a lawyer in practice and theory; settled in Zanesville, of whose schools he was superintendent, and during the Civil war raised and commanded the Seventy-eighth Ohio regiment, rising to a brigadier-generalship and serving bravely under both Grant and Sherman. In 1875 he resigned from the office of commissioner of patents, to which President Grant had appointed him four years before, and settled in Cleveland, where he became prominent in the affairs of the Brush Electric Company, the Cleveland Public Library, the Cuyahoga county Soldiers and Sailors' Monument Association, and in numerous other movements dear to the pride and heart of the Forest City. General Leggett's death occurred January 6, 1896.

Literary Women.

Among the early women of note in Cleveland was Sarah Coolidge Woolsey. She was born in a residence which stood near the Amasa Stone's residence. She was fond of artistic and antique furniture, sketched and painted very well, successfully cultivated flowers, but is best known as a writer of stories for children. She contributed much to "St. Nicholas" and other periodicals of that time.

Another Cleveland woman to obtain a good deal of fame was Constance Fenimore Woolson. She was a grandniece of Fennimore Cooper, and ranked very near the top of story writers of her generation. "Anne" was one of her most popular novels and had a large circulation.

Lydia Hoyt Farmer, a member of the famous Hoyt family, was also a writer of children's books, her works being largely of a biographical order. Her ability was recognized by Gladstone, and she really was a genius.

Sarah K. Bolton was one of the most talented and best known women in Cleveland. She was a graduate of the seminary founded by Catherine Beecher, was associated with literary people and removed to Cleveland at the time of her marriage. She was identified with philanthropic and Christian work in that city; was one of the editors of the *Congregationalist* in Boston. She spent much time in travel, knew personally Jean Ingelow Robert Browning, Miss Mulock, Frances Power Cobb and others. Mrs. Bolton wrote many stories for children and contributed to at least forty publications.

Sarah Fitch.

No history of Cuyahoga county would be complete without mentioning Sarah Fitch, who from early womanhood was actively interested in all charitable work—particularly those which had a Christian sentiment attached to them. The reports of humane, Christian philanthropic and like works in Cleveland contain statements of the immense amount of good she did during her life time.

Martha Steele Perkins.

Mrs. Martha Steele Perkins was one of the most intellectual, refined and conscientious women Cleveland ever had. Her great grandmother, Betty Washington, was a sister of General George Washington, and her grandfather, Colonel Howell Lewis, was the only one of the nephews mentioned in George Washington's will. Her father, Robert Steele a Scotchman, died when she was six years old and her mother moved to Marietta, Ohio in order that her children might be well educated. They had lived in Culpepper, Virginia She married Joseph Perkins and resided in Warren until 1851, when the family moved to Cleveland and both she and her husband became active citizens in the truest sense of the word. She continued her work as long as her health permitted.

Mary Perry Payne.

The marriage of Henry B. Payne to Mary Perry, a descendant of the commodore, gives luster to local history. Mrs. Payne's love for learning and liberality to art, her public spirit and lovely character make for herself a warm

place in the hearts of Clevelanders. Her grandson, Harry Payne Whitney, married Helen Hay, the daughter of John Hay and the granddaughter of Amasa Stone, and thus was united two of Cleveland's oldest families.

VILLAGES OUTSIDE OF CLEVELAND.

East Cleveland, immediately joining the corporate limits of the larger city, has a population of about 2,700, and although a separate corporation has really no distinctive character. Berea, on the other hand, twelve miles southwest of Cleveland, which has a population of more than 2,500, is known throughout the country as the headquarters of one of the greatest quarry industries in the middle west. Of late years this industry has declined, with the unusual growth of the cement industry and its application to constructive work of all kinds. The Berea sandstone industry is almost confined to the manufacture of grindstones, which, in fact, has always been its chief specialty. The founder of this industry, John Baldwin, also established the Baldwin University at Berea. It is estimated that fully three-fourths of the inhabitants of Berea depend upon the quarries for their support. Baldwin University was founded in 1846. In 1858 a German department was established, which was reorganized in 1864 as the German Wallace College, in honor of its most liberal patron, James Wallace. The consolidated institution, known as Baldwin University and German Wallace College, is under the auspices of the Methodist Episcopal church.

Berea has two English newspapers, the *Clarion* and the *Enterprise Advertiser* (the latter founded in 1868), and two German religious journals, namely: *Deutsch-Amerikanische Zeitscrift* and *Kirche*, the latter edited and published by the faculty of Nast Theological Seminary.

Chagrin Falls is a thriving industrial village about eighteen miles south-of-east from Cleveland, its prosperity being founded upon a considerable water-power at this point, caused by the fall of the river of about 150 feet. Several iron foundries, paper mills, wooden-ware factories and other plants are in operation at Chagrin Falls, and as it is situated on the Wheeling & Lake Erie Railroad its facilities are adequate for distributing the products of its factories. Two good newspapers are also published, the *Exponent*, founded in 1874, and the *Republican*, established in 1897.

Bedford, a village of some 1,500 people, twelve miles southeast of Cleveland, is situated on the Wheeling & Lake Erie and Pittsburg, Fort Wayne & Chicago railroads. Its principal industry is a thriving chair factory, and the place is of sufficient importance to have sustained a well edited newspaper, the *News-Register*, since 1891. Bedford early had a free library. It was established by William O. Taylor, father of Hon. V. A. Taylor.

Just northeast of the recently incorporated village of Collinwood are the pleasant summer resorts known as Nottingham and Euclid. Euclid township, in the northeastern part of the county, was one of its earliest settled sections, and the little village of Euclid enjoys the distinction of having erected upon its site the first frame meeting house with a spire ever built upon the Western Reserve. The erection of this house of worship occurred in 1817. The township was first settled by surveyors under General Cleaveland—Joseph Burke and family, in 1798, and Timothy Doane and family, in 1801.

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