

A Story of Early Colorado

By JOHN H. DOYLE

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John H. Doyle

A STORY *of* EARLY TOLEDO

Historical Facts and Incidents of the Early Days
of the City and Environs.

By JOHN H. DOYLE

C. S. VAN TASSEL, Managing Publisher
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PUBLISHER'S INTRODUCTION

Within the following pages Judge Doyle has unquestionably given the public one of the most valuable collections of historical facts and incidents ever compiled on Toledo and its environs. It is not the quantity but quality of the material that counts. Indeed, it would have been much easier to expand this document to three times its size in words, than to have put the same in the condensed form he has; for he has given a prodigious lot of information in a small package. A hearty reception is sure to be given the work and the publisher only adds that he finally prevailed upon the Judge to allow a biographical sketch of himself to accompany the volume as a most fitting testimonial.

BIOGRAPHY

John Hardy Doyle, of Toledo, Lawyer and former Judge of the Court of Common Pleas and of the Supreme Court of Ohio, was born in Monday Creek Township, Perry County, Ohio, on the 23rd of April, 1844. Through both of his parents Judge Doyle is of Irish descent.

His father moved in early manhood to Providence, now part of Lucas County, and while residing there married. In 1843 the family moved to Perry County, where Judge Doyle was born, and in 1848 moved back to Toledo. The father died here in 1852 and the mother in 1894.

John H. Doyle received his general education in the Toledo public schools and at Dennison University in Granville, Ohio. During the winter of 1862-63 he discontinued his studies with a view to entering the military service of the United States as second lieutenant of Company A, Sixty-seventh Ohio Volunteer Infantry, his appointment being conditioned upon his securing twenty recruits for the service; but before completing his task he was stricken with typhoid fever and was consequently obliged to forego his ambition for a military career. He then studied law under the preceptorship of Edward Bissell, a notable member of the Toledo bar. Being admitted to practice on his twenty-first birthday, he accepted a partnership offer from Mr. Bissell and became a member of the law firm of Bissell and Gorrill, and the abstracting firm of Bissell, Gleason & Company. He soon made his mark in his profession and achieved a reputation as one of its rising men in northwestern Ohio. Among the famous cases he conducted is the River Tract 6 case, mentioned at the close of the history, where he successfully defended the title of the residents on the tract, and the now celebrated case of Comptore vs. The Wabash Railroad Co., where, after 30 years of litigation, his client collected over \$900,000 on bonds not secured by mortgage.

In 1879, when thirty-five years old, he received the unanimous endorsement of the Republican members of the

Lucas county bar for the office of judge of the Court of Common Pleas of the Sixth Judicial District. He was nominated unanimously by the judicial convention, was elected by a large majority, and, assuming the position, discharged its duties with distinguished ability as long as he continued in it. At the Republican state convention of 1882 he received the nomination for judge of the Ohio Supreme Court, but his candidacy chanced in a Democratic year and he was defeated with the rest of the party ticket. In the same year, however, a vacancy occurred on the supreme bench, and Judge Doyle was appointed for the unexpired term by Governor Foster. He was again nominated by his party for the same office and again suffered defeat on account of continued Democratic ascendancy in the state.

Retiring from the Supreme Court upon the expiration of his term, on February 9, 1884, he returned to the practice of law in Toledo, as senior member of the firm of Doyle & Scott, in which his associate was Alexander W. Scott. In 1885 Charles T. Lewis was admitted to partnership, and from that time the firm name was Doyle, Scott & Lewis, until Mr. Scott's death in 1895, when it was changed to Doyle & Lewis, the present style. Since concluding his service as supreme judge, he has adhered without interruption or distraction to his profession, uniformly refusing both nominations and appointments to office. The position of judge of the United State District Court for the northern district of Ohio was twice offered him—by Presidents McKinley and Taft,—but in each instance the honor was declined. At the age of over seventy Judge Doyle is pursuing his profession with unabated vigor, in the enjoyment of a very extensive and valuable practice and with a reputation as one of the ablest, most accomplished, and most successful members of the bar of Ohio.

His especial characteristics are industry, rapidity as a worker, and great promptitude in mastering the essentials of a case. In his early experience as a lawyer he accustomed himself to quick analysis and the collocation and citation of the really pertinent authorities with as little waste of time as possible upon irrelevant or minor aspects and materials. He thus acquired the habit of proceeding almost immedi-

ately with the preparation of his cases, to the exclusion of preliminaries generally, or at least their reduction to a minimum; and at the present day it is questionable whether there is another lawyer at the Ohio bar who is his equal in respect of ease and alacrity of preparation. As a judge he displayed very similar traits. "Judge Doyle," says Harvey Scribner ("Memoirs of Lucas County and the City of Toledo," Volume I, page 405), "was an ideal common pleas judge; he followed and comprehended the bearings and competency of evidence at all stages of the trial. His rulings were prompt and almost always correct." It was his uniform practice to prepare for his own information very thorough briefs of the law and authorities governing cases as they developed before him; and the singular advantage of such a policy and method to the interests of the righteous and correct administration of the law can very readily be understood. His elevation to the supreme bench by gubernatorial appointment was in recognition entirely of his high judicial qualifications, and his service under that appointment was able and creditable to an eminent degree.

For nearly seventy years a resident of Toledo, Judge Doyle is an authority—perhaps the foremost authority now living—on the early history of that community and northwestern Ohio generally. He has written and privately published various monographs and papers of local historical interest. Throughout life he has been a student of history in its broadest aspects, and has taken especial interest and satisfaction in reflections upon many subjects and questions. He is the author of some forty monographs and papers of more or less formality on miscellaneous topics—historical, literary, legal, etc.,—which have been given to the public as voluntary and entirely unrecompensed lectures on special occasions. He has devoted a portion of his time to the instruction of students in St. John's Law School on the subject of constitutional law.

In politics he has been a consistent Republican from early life, and at various times has participated somewhat actively in campaigns as a speaker. But he has never accepted a nomination for office except as judge.

He is a member of the Toledo Club, Toledo Commerce

Club, Toledo Country Club, Toledo Yacht Club, Toledo Transportation Club, Lawyers' Club of New York, Ohio Society of New York, Union Club of Cleveland, and Columbus Club of Columbus. He has served at various times as president of the Toledo, Ohio, State, and National bar associations.

On October 6, 1868, he married Alice Fuller Skinner, a descendant of Governor Roger Wolcott, of Connecticut, and Oliver Wolcott, signer of the Declaration of Independence. Mrs. Doyle is a member of the Daughters of the American Revolution, the Colonial Dames, and the Daughters of Colonial Governors. To Judge and Mrs. Doyle three children were born: Mrs. Elizabeth D. Scott, who has a daughter, Grace Isabel Scott; Mrs. Grace D. Graves, wife of Charles L. Graves, whose children are John Graves, Angeline Graves, and Charles Graves; and Helen Genevieve, now deceased, who married Judge John S. Pratt, and is survived by one child, Alice Pratt.

During the present war on Europe Judge Doyle has prepared and delivered a series of war lectures, under the titles: "Some Things We Ought to Know," "The Legal and Moral Relations of the United States to the Present War," "The League of Nations and the Freedom of the Seas," some of which are printed. They have received the most flattering comments and notices and have been characterized as among the ablest papers on the subjects.

THE PUBLISHER.

AUTHOR'S PREFACE

Some time ago, the Toledo Chamber of Commerce, by its trustees, requested the writer to prepare a narrative of some of the important events in the early history of Toledo and vicinity, for the purpose of having a record for future use, of incidents that depended on the memory of those now living, or on records that might be lost, if not thus preserved. What follows is the writer's compliance with this request. It is not intended to include in this narrative any part of the history which is not fairly included in the phrase, "The early history of Toledo."

It will not be possible to give specific credit to the publications, documents or records which I have examined, and to some extent appropriated. I have used every material that was useful, and the recitals of facts not of record and from memory, I have taken great pains to have accurate. That the history is incomplete is apparent. That it supplements any previous written record is also apparent.

A condensed narrative of some of the principal events in the history of that part of the Maumee Valley, adjacent to and including Toledo, is all that is claimed. I claim no originality of thought or research. I am merely a compiler and not a historian, having put together in a single paper facts related by others in many papers.

Many of the facts related are of older date than the birth of any persons now living. They are recorded in many records, documents, narratives and archives accessible to any one having the patience

to search for them. To a moderate extent I have done this out of personal interest in the subject.

I am not going back to the prehistoric man, the glacial period or the mound builders, nor quite as far back as the discovery of America, or the landing of the Pilgrim Fathers.

CHAPTER I

Early History of the Valley

Between the settlements of the Dutch and English, up the Hudson river, and later into interior New York and the territory now occupied by Ohio, was the Iroquois confederacy, and the Iroquois claimed to control Ohio as their hunting grounds.

Some early French maps show the lake region to be inhabited by the Iroquois to the east, the Eries in the central part, and the Miamis to the west, including this valley, with the Shawnees immediately south, but as late as 1744 a French geographer furnished a map for "Charlevoix's New France," a work published that year, with words printed along the shore of the lake, which translated read, "All this shore is nearly unknown."

The word "Miami" as it is now pronounced was in the Indian "Mee-ah-Mee" and very early in the known historical period these Miamis were found here by the Wyandottes of Montreal, with evidences that they had occupied the valley for a long time.

Some of the same people or nation were found on the banks of two rivers emptying into the Ohio, and to distinguish them, this was called the Miami of Lake Erie, and the others the Big and Little Miami of the Ohio. Our word Maumee is simply a corruption of the word Miami.

So far as we have any authentic knowledge of the subject, the earliest white settlers of Ohio were parties sent out about 1680 by Count de Frontenac, the French governor of Canada, for the purpose of

erecting posts or stores for occupancy and trade. One of these parties built a stockade a short distance this side of what is now Maumee, which was maintained as a trading post for many years, until it was moved to the head of the river, where Fort Wayne now is. This stockade is supposed to have been located about where the British in 1794 built the strong fortification known as Fort Miami.

MISSIONARIES APPEAR. — Jesuit missionaries appeared in the lake region early in the seventeenth century, but their location is lost in the mist of geographical uncertainty. Moravian missionaries appeared as early as 1762, but they suffered massacre or were driven away. All these preceded the first important settlement of the state at Marietta in 1788.

While authentic records of these settlements exist they show that they were not permanent, and prior to 1794 and the battle of "Fallen Timbers" the Indians had substantially complete possession and control of the valley for an unknown number of centuries.

It was their favorite hunting ground, the earthly paradise of the great nations which inhabited it, controlled it, fought for it, and finally departed from it with broken spirits and saddened hearts.

Our struggle with the Indians who were constantly urged to hostilities by the British located in Canada prior to 1792 need not be detailed.

In April, 1792, President Washington appointed General Anthony Wayne major general of the army, with special reference to operating against the Indians of the northwest, but before proceeding to

hostilities he appointed a commission to negotiate a treaty of peace and boundaries with the north-west tribes. These commissioners were Benjamin Lincoln, Beverly Randolph and Timothy Pickering.

COMMISSIONERS' DUTIES. — They were clothed with authority to settle boundary disputes, and terms of peace. They had special instructions to secure the confirmation of a treaty entered into at Fort Harmer in 1789, in which territory including this valley was ceded to the United States. They were authorized as a part of the terms of settlement to yield certain territory and places granted for trading posts by former treaties. The commissioners went first to Niagara, where they had a meeting with Governor Simcoe of Canada, for the purpose of securing his co-operation in removing the prejudices then existing with the Indians against the United States, and received his affirmative assurances of such co-operation. A meeting was later held at the foot of the rapids of the Maumee at which Colonel Butler, a British superintendent of Indian affairs, Governor Simcoe, Captain Brandt, about fifty chiefs from different nations, and the three commissioners, were present. The question of a convention, or meeting, of representatives of the Indian nations and the commissioners for holding a treaty was discussed, but without success. At this meeting were chiefs and leading men from the Wyandottes, Delawares, Shawnees, Miamis, Pottowatomies, Ottawas, Chippewas and others, who in a very able and skilfully prepared paper, signed by all the chiefs, demanded that the Ohio river should be the boundary

line between them and the whites, which closed all negotiations, and General Wayne at once commenced the organization and equipment of his army, with full knowledge that in the coming struggle the Indians would have the support of the British in moral and substantial ways.

Conclusive evidence exists that Governor Simcoe and his Canadian associates, if not his British superiors, were not only advising and influencing the Indians to refuse to treat with the United States, but promising British support in the impending conflict.

INDIANS TAKEN PRISONERS. — In June, 1794, two Pottowatomies were taken prisoners, and their examination is a matter of public record, in which they stated that their nation received an invitation from the British to join them in war with the United States. That this invitation was extended on the first of the last moon, being brought to the Pottowatomies by three chiefs, a Delaware, a Shawnee, and a Miami. The message advised them that the British were then at Roche de Bœuf, on their way to war against the States. That the number of British there was about 400 with two pieces of artillery and a militia company from Detroit. That they had made fortifications around the house and store of Colonel McKee, where they had supplies, clothing, provisions, and ammunition, which they would furnish the Indians if they would join them.

They further said that on May 1, 1794, Indians had joined the British at Roche de Bœuf, from the Chippewas, Wyandottes, Shawnees, Tawas, Dela-

wares and Miamis. That Governor Simcoe had the previous winter sent messages to the Pottowatomies urging war, and repeated it in May from Roche de Bœuf.

Roche de Bœuf is on the north side of the Maumee river, a few miles from Waterville in Lucas county. General Wayne, having this information, started his forward movement to the seat of war. In July Colonel Scott, with 1,600 mounted Kentuckians, joined him at Greenville. The army reached the junction of the Auglaize and Maumee rivers, where General Wayne built Fort Defiance in July, 1794.

WAYNE ADDRESSES INDIANS.—From Fort Defiance, on the 13th of August, 1794, he addressed a message to the Indians, in a last effort to secure peace, informing them that some Indian prisoners would be held as hostage for the safety of his messengers. He closed his message in these words:

“Brothers, be no longer deceived or led astray by the false promises and language of the bad men at the foot of the rapids. They have neither power nor inclination to protect you. No longer shut your eyes to your true interest or happiness, nor your ears to this overture of peace, but in pity for your innocent women and children come and prevent the further infusion of your blood. Let them experience the kindness and friendship of the United States and the invaluable blessings of peace and tranquillity.”

The Indians answered, asking ten days to consider, but the General, understanding the purpose

of that, immediately marched down the river, reaching Roche de Bœuf on August 18th, and about five miles from there was fought the battle of "Fallen Timbers." The British had invaded our domain and built Fort Miami. The Indians were encamped, before the battle, on Swan creek in the rear of that fort, with Little Turtle, a noted Miami chief and warrior, in command of about 2,000 picked warriors from the Miamis, Wyandottes, Pottowatomies, Delawares, Shawnees, Chippewas, Ottawas and Senecas. The army of Wayne, known as the "Continental Legion," consisted of about the same number of men. Before the battle it is related that Little Turtle called his chiefs together and made this speech to them:

"We have beaten the enemy twice under separate commanders. We cannot expect the same good fortune always. The Americans are now led by a chief who never sleeps. The night and day are alike to him, and during all the time that he has been marching on our villages, notwithstanding the watchfulness of our young men, we have never been able to surprise him. Think well of it. There is something whispers to me it would be prudent to listen to his offers of peace."

The hot-headed chiefs reproached him, intimating a lack of courage, and he said no more but prepared for battle. Where the forces met, the presence of a large amount of fallen timber, the result of a recent tornado, prevented the advance of the American cavalry and furnished a formidable protection to the enemy.

An impetuous and irresistible charge drove the Indians and a few Canadians and Detroit militia

from the field and resulted in a signal victory for General Wayne's forces.

REPLY TO CAMPBELL.—While occupying the field of victory, Wayne discovered this Fort Miami with a British garrison commanded by a Scotchman, Major William Campbell. After the battle Campbell, by letter, demanded why Wayne had taken post within reach of the guns of his fort. Wayne replied by saying that if Campbell was entitled to any answer at all, "The most full and satisfactory one was answered from the muzzles of his small arms yesterday morning against the horde of savages in vicinity of your post," and added:

"But had it continued until the Indians were drawn under the influence of the post and guns you mention it would not much have impeded the progress of my victorious army, as no such post was established at the commencement of the present war between the Indians and the United States."

A warm correspondence followed, but its only effect was that Wayne's forces destroyed everything of the enemy that was destructible, within the vicinity of the fort, even to the point within reach of its guns.

This short account of the battle of "Fallen Timbers" is given as an introduction to the treaty of Greenville, the battles of the War of 1812, the building of the canal and the war with Michigan over the boundary question, and their influence on the location of what was even then prophesied would be a great metropolis at the head of the lake.

AN INTERESTING CHARACTER. — An interesting character connected with these events was Captain William Welles. When he was twelve years old and an inmate of the family of Hon. Nathaniel Pope, in Kentucky, he was captured by some Indians of the Miami nation and brought to this vicinity. He grew up as a member of the tribe, bearing the Indian name of "Black Snake." He became very influential in the tribe and married the sister of the famous chief Little Turtle.* In the battle between the Indians and whites, under Generals Harmer and St. Clair, he fought with the Indians under Little Turtle, but always disturbed by recollections of his early boyhood, and his white associates. When Wayne's army approached he determined to join his white brethren, and taking Little Turtle to the banks of the Maumee river, said to him: "I leave your nation for my own people. We have long been friends. We are friends yet until the sun reaches that point (pointing). Then we are enemies. Then if you wish to kill me you may. If I want to kill you, I may." He then bade him farewell, crossed the river, joined Wayne's army and became captain of its scouts or guides. He had three daughters and one son by his Indian wife. One of these daughters became the wife of Judge Wolcott of Maumee, who was a descendant of the Connecticut family of that name, so prominent in Colonial and Revolutionary events.

After the treaty of Greenville Captain Welles with his family settled at "Old Orchard," near the confluence of the St. Marys and St. Joseph rivers,

*It is a disputed question whether Welles married a sister or a daughter of Little Turtle. See Waggoner's "History."

where the government granted him a preemption of 320 acres of land. His achievements and adventures are detailed in a number of historical records of the locality and period.

In June, 1795, the chiefs of the Indian nations began to assemble at Greenville. On July 15th there was a council at which were present the chiefs of the Wyandottes, Delawares, Ottawas, Pottowatomies, Chippewas, Miamis and Wabash. General Wayne presented the terms of a treaty for their consideration and on July 30th the same was approved by the unanimous vote of the tribes and nations present, represented by 1,130 chiefs and leading men.

TERMS OF TREATY.—The terms of that treaty I must pass, except that after defining the boundary lines and other matters, there were certain reservations to the United States, among which were one of twelve miles square at the foot of the rapids of the Miami of Lake Erie, and one of six miles square at the mouth of the river for military and commercial purposes.

The twelve-mile square reservation came down the river far enough to include the mouth of Swan creek, and what is now part of the city of Toledo, including the business portion of the city, to a point near Madison Avenue. It included both banks of the river and its center was supposed to be on Big Island at the foot of the rapids this side of Maumee.

After this treaty and in 1796 the British government surrendered its posts within the limits of the United States, including Fort Miami, at the foot of the rapids of the Maumee.

There was substantial peace in the valley after the treaty of Greenville until the War of 1812 broke out between the United States and England.

OLD FORT INDUSTRY. — Shortly after the treaty and about the year 1800, there was erected by the government, in the vicinity of what is now the corner of Monroe and Summit Streets, a fort which was called Fort Industry. This was erected and garrisoned to enforce obedience to the treaty and to protect the reservations from depredation, and for a number of years a company of regulars was stationed there. At this fort in 1805 another treaty was concluded with the Indians, by which their title to the fire lands (now Erie and Huron counties), was finally extinguished. In the War of 1812 this part of the country suffered severely. I need not recount the surrender by General Hull of Fort Detroit to the British on August 16, 1812, for which he was afterwards court-martialed and convicted of cowardice and neglect of duty. This was followed by the River Raisin massacre in January, 1813, where the British and Indians ambushed General Winchester and his 800 men and where, under promise of protection if he surrendered, one-third of his men were butchered. Immediately following this, and on the first of February, 1813, General Harrison advanced with a force from Fremont to the rapids, where he set about the construction of a fortification which he named Fort Meigs, in honor of the governor of Ohio. He anticipated, and the subsequent events proved correctly, that the British would advance from Detroit and Malden and inter-

vening points occupied by them to the river for the capture of this fort, and the control of this harbor from the lake.

On April 28th the British commenced the investment of the fort, under the British General Proctor, and by May 1st they had their batteries in position directly opposite the fort on the northerly side of the river. On May 5th General Clay of Kentucky came down the river with 1,200 troops for the relief of General Harrison. Before they reached the fort, however, General Proctor sent Major Chambers to the fort demanding its surrender, to which General Harrison replied:

HARRISON ISSUES DEFI.—“Tell General Proctor if he takes this fort, it will be under circumstances that will do him more credit than a thousand surrenders.”

COL. DUDLEY'S DEFEAT.—During the Bombardment Harrison sent orders that Colonel Dudley, commanding under General Clay a part of the reinforcements, to land his regiment of 800 men above the British batteries, make a rapid assault, and capture and spike the guns, and then withdraw under the bank of the river, leaving the enemy on the plains above exposed to the fire of Fort Meigs. Dudley by a brilliant movement and charge captured the guns, spiked most of them and drove the body of the enemy from the ravine where they were sheltered, onto the upland. Unfortunately, his troops, fired with success and anxious to avenge the massacre at River Raisin, instead of withdrawing

under the bank as ordered, pursued the retreating British and Indians across the ground now occupied by the old Maumee courthouse, a long distance into the wilderness, where a body of Indians coming from Malden for the relief of the British joined the latter, and learning of the situation, formed an ambush on the low ground on the side of Swan creek, surrounded by woods, into which the Kentuckians rushed and were slaughtered, without mercy, only 148 of the 800 surviving, and that many only because the great Indian Chief Tecumseh stopped the massacre and taught the civilized English general a lesson in what was honorable warfare. The survivors were marched to Fort Miami, where many of them had to run the barbarous Indian gauntlet to escape death.

RETREAT OF PROCTOR. — On the 9th of May Proctor decided on his final retreat and left for Malden.

Following this was the defense of Fort Stevenson and the battle of Lake Erie, resulting in Perry's victory, with their great influence in bringing about the close of the war.

By act of Congress at the session of 1816 and 1817 the reservation of twelve miles square at the foot of the rapids was ordered surveyed and sold. A company of Cincinnati men bought about 400 acres adjacent to the mouth of Swan creek, for \$76.06 an acre, agreeing to pay for it one-fourth down and the balance in three equal annual payments. They defaulted on the deferred payments and Congress passed a relief act, allowing them to

retain a part of the property for their down payments and surrendering the balance to the government. The University of Michigan was organized and was given the right to locate a certain amount of land within the territory of Michigan, in aid of the university. This territory was then supposed to be in Michigan. The university located these tracts and its title was afterwards confirmed by Congress.

All these events had attracted the attention of the country to this valley. Indiana was seeking the aid of the government in the construction of a canal to reach the navigable waters of Lake Erie, and had received a grant from Congress of alternate five miles square of land on each side of the proposed canal from the Wabash to Lake Erie. The terminus of the canal became a matter of great importance.

CHAPTER II

Ordinance of 1787—Boundary Disputes

Under the Ordinance of 1787, for the government of the Northwest Territory, it was provided that the territory should be divided into not less than three or more than five states, and in case of making only three states, the northern line of the eastern states should be drawn due east from the southern boundary of Lake Michigan.

The provision of Article 5 of the Ordinance is:

“Provided, however, and it is further understood and declared that the boundaries of these three states, shall be subject so far as to be altered that if Congress shall hereafter find it expedient, they shall have authority to form one or two states in that part of the said territory which lies north of an east and west line drawn through the southerly bend or extreme of Lake Michigan.”

In the convention at Chillicothe for the framing of the constitution for the admission of Ohio into the Union it was proposed and adopted as follows:

“Article 7, Sec. 6. That the limits and boundaries of this state be ascertained, it is declared that they are, as hereinafter mentioned.

THE STATE BOUNDARIES.—“Bounded on the east by the Pennsylvania line, on the south by the Ohio river, to the mouth of the Great Miami river, and on the north by an east and west line drawn through the southerly extreme of Lake Michigan, running east, after intersecting the due north line aforesaid, from the mouth of the Great Miami

river until it shall intersect Lake Erie or the territorial line and thence with the same through Lake Erie to the Pennsylvania line aforesaid. Provided always and it is fully understood and declared by this convention that if the southerly bend or extreme of Lake Michigan should extend so far south that a line drawn due east from it should not intersect Lake Erie, or if it should intersect said Lake Erie east of the mouth of the Miami river of the Lake, then and in that case with the assent of the Congress of the United States the northerly boundary of this state shall be established by and extended to a direct line running from the southern extremity of Lake Michigan to the most northerly cape of the Miami bay, after intersecting the due north line from the mouth of the Great Miami river aforesaid, thence northeast to the territorial line, and by said territorial line to the Pennsylvania line."

With this constitution Ohio was admitted into the Union.

About 1817 a man named Harris was sent by the surveyor general to survey a line between Ohio and the territory of Michigan. Surveyor General Tiffin had given his instructions to follow the provisions of the constitution of Ohio, and with the aid of assistants and some Indian guides, he ran and established what is known as the Harris line.

DISPUTE STATE LINES.—Governor Cass, of Michigan, complained of this as being in violation of the Ordinance of 1787, and President Monroe ordered the surveyor general to cause a new line to be

run in accordance with the provisions of the Ordinance, and in the following year a surveyor named Fulton was sent out and established what has since been known as the Fulton line, which in this vicinity is about eight miles south of the Harris line, and if adopted would have placed Toledo in Michigan.

Very little importance was given to the boundary question or which line should be adopted, for a number of years, but in 1824 and following, Ohio began to manifest considerable interest in this Wabash & Erie Canal project, and also to contemplate a canal from Dayton to Lake Erie in connection with the Wabash & Erie Canal.

Then this disputed piece of territory between the Harris and Fulton lines began to assume very great importance, as it included the entrance of the Maumee river and bay to the lake.

It became evident that wherever these canals terminated by entrance to the river or lake, a commercial city would grow up, and it was quite evident that the canal ought to enter the Maumee for its lake connection somewhere between the foot of the rapids and the Maumee bay.

Ohio wanted this strip to develop it and with it its northwest territory. Michigan wanted it to prevent its development, as it anticipated that serious injury would be done to Detroit and Monroe by building up a city at the head of the lake and the mouth of the river.

Ohio had control of the great question of the terminus of the canal and it delayed action on that question until the boundary line should be settled.

In 1833 the sessions of Congress, the Ohio Legis-

lature and the Legislative Council of Michigan were concurrent, all in session at the same time.

The Legislative Council of Michigan rashly passed an act called "The Pains and Penalties Act," which provided severe penalties for any one within the limits who should acknowledge any other authority than was derived from the territory of Michigan. When the news of this was brought to the Ohio Legislature it stirred up a storm, and it met the Pains and Penalties Act by an act authorizing the governor of Ohio to call out 10,000 militia and placed \$250,000 at his command, authorizing him to re-mark the Harris line, appoint officers and organize government in the disputed territory.

GOVERNOR LEADS MILITIA. — Governor Lucas led in person 500 militia to the Maumee to protect the commissioners whom he had appointed to re-mark the Harris line.

Some of the surveyors were fired at by Michigan militia and for the time being further work of re-marking the line was abandoned, because about that time President Jackson sent two commissioners, Rush and Howard, to the disputed territory to effect a compromise. They proposed terms which Ohio agreed to accept but Michigan rejected.

An election was then ordered in the disputed territory for local officers under the authority of Ohio, which was a complete challenge to Michigan authority to enforce the provisions of the Pains and Penalties Act. Major Benjamin F. Stickney, Platt Card and John T. Baldwin acted as judges of election. This action caused excitement to run very

high; a war between the state and territory seemed very imminent. Congress, in the session of 1834-5, had the boundary question for serious consideration. The Senate decided in favor of Ohio, by a vote of 30 to 10, but the House, under the leadership of John Quincy Adams, who favored Michigan, declined to concur.

Michigan also attempted to organize government in the disputed territory and appointed a justice of the peace and constables, who attempted to administer the provisions of the Pains and Penalties Act by prosecutions against those recognizing Ohio. An officer from Monroe, James Wood, attempted to arrest Two Stickney and was warned to keep his distance. He insisted on making the arrest, when he was stabbed by a knife in young Stickney's hands, the only blood actually shed during the strife.

DEMANDS SURRENDER. — Michigan demanded young Stickney's surrender and appealed to President Jackson, who made an order directing the governor of Ohio to surrender Stickney to the Michigan authorities for prosecution. Governor Lucas replied to the president that the whole military power of the United States would not compel him to comply.

In July, 1835, Governor Mason of Michigan sent a force of 250 men to Toledo to hunt for and capture young Stickney, but he had retired to the central part of the state and was not found.

CHAPTER III

Lucas County Established

The county of Lucas was established by act in 1835 and the 8th of September was fixed for the holding of the first term of the court of common pleas of Lucas county. Governor Mason organized a force of 1,000 men who marched to Toledo to prevent the court from assembling. The troops came to Toledo, but the court met without their knowledge and organized. Toledo sympathizers in Ohio were quietly organizing to drive these men back to Michigan, and it was with difficulty that Governor Lucas was prevented from taking the field in person with his 10,000 militia. Wiser counsels prevailed. The great strength of Ohio and the comparative weakness of the territory might have turned the current of opinion toward the weaker, if open hostilities had been precipitated by the act of the stronger.

About this time Governor Mason was removed and Governor Horner, his successor, because of his conservative consideration of the subject, was burned in effigy by the hot heads who approved of Mason's depredations.

CONGRESS SETTLES QUESTION. — In the session of 1835-6, on June 30, 1836, President Jackson in the meantime having come over to the Ohio side, Congress settled the question by an act establishing the Harris line as the boundary. The canal was completed with its terminus near the Maumee bay in what was then Manhattan, now North Toledo.

Down the river, just below the Wheeling bridge,

on the east side, was the site of the encampment of Pontiac, the great Indian chief of 1764, and from that time down to and including the period covered by this narrative, it was a prosperous Indian village. The Indians were of the Ottawa nation and from 1807 for many years were ruled over by the head chief, Tishqua-gwun, a descendant of Pontiac.

Pontiac's widow, Kan-tuck-ee-gum, and their son, Otussa, also lived near by. Mesh-ke-Ma, a cousin of Otussa, ruled on the opposite side of the river, and he was the great orator of the nation. Other nations and tribes occupied other parts of the river banks.

In 1807, Peter Navarre, born in Detroit, a son of Robert de Navarre, a French officer, came with his brothers and his father to reside at the mouth of the river near the settlements mentioned. He became famous as an American scout and guide in the wars with the Indians and British. He and one of his brothers carried the dispatch from General Harrison to Commodore Perry to engage the enemy's fleet as soon as practicable.

NAVARRE FINDS PERRY.—Navarre reached Put-in Bay on the 9th of September, delivered the dispatch, found Perry ready and waiting for the enemy, and the engagement occurred the next day.

In 1808 Ellsk-wa-la-wa, a brother of Tecumseh and a famous Shawnee prophet, visited these people on the banks of the river and claimed to have a mission from the Great Spirit to induce the Indian nations to rise and reclaim the lands ceded to the United States. Tecumseh was trying to unite the

western and southern tribes to the same end, and the English were sending agents into the same villages to revive their prejudices against the United States.

Unfortunately for the Indians, when the War of 1812 was declared, many of them believed the time had come when that might be accomplished.

Prior to this declaration of war there were about 67 white families settled on this twelve-square-mile reserve, living at peace with the neighboring Indians.

During the hostilities, their homes, farm utensils, cattle, and everything that they could not take with them in their hurried flight, were destroyed. But the Indians suffered the most. The last 100 of this tribe of Ottawas that, in 1837, left their beautiful hunting grounds and their peaceful homes in the Maumee valley to go west of the Mississippi, were principally vagrants and drunkards.

The wars, the treaties, bad bargains, bad judgment and bad whiskey rid them of all their power and possessions.

Circumstances, perhaps not entirely creditable to the white man, but in obedience to an irresistible law that the savage must become civilized or perish under the wheels of that modern juggernaut called "progress," proved fatal to their continued life in the valley.

CHAPTER IV.

Early Years in Toledo

It has been frequently said that a very large proportion of the present residents of Toledo know little or nothing about the early history of the city, and what is probably true, have concerned themselves very little about it. The city has grown in population so rapidly that the newcomers, if we include as newcomers those whose residence does not go back more than a dozen or fifteen years, outnumber very greatly those of longer residence, and that the descendants of the older inhabitants are now very largely in the class of grandchildren and not in possession of very much accurate knowledge of the pioneer days and struggles of their grandparents.

There is not much of the early history of Toledo that is not of record somewhere and that is not accessible to those who have the patience or curiosity enough to hunt for it. Histories of the state, including the Valley of the Maumee; histories of the valley itself, histories of the northwest, and histories of Toledo and Lucas county, have been written and published, and in each of them some parts of the information sought to be aggregated and at the same time condensed here, can be found, and to which the compiler is indebted for many of these facts. This little book is in the main a compilation. Its merit, if it has any, is that it gathers in a brief compass facts, well authenticated, which could not be obtained elsewhere without much of the same time and labor bestowed by the compiler, which very few of its readers would care to bestow upon it. Many

facts are from personal recollection of the writer.

And yet the city is not old. Many of the early events related are within the memory of many persons still living. That in 1836 it had less than 100 in population; in 1846, only about 2,000, and in the census of 1850 only 3,100, does not depend upon written history to a great number of people still living who know. That the most hopeless and repellent spot in the limits of the city is now its great business center is within the knowledge of living citizens who learned to skate and paddle a canoe in the vicinity of where the Spitzer and Nicholas buildings and the principal business area are now. Living men remember the awful years of the cholera plague, 1852 and 1854, which necessarily impeded the growth of the city, followed by the panic of 1857, and, notwithstanding these obstacles, they know that the growth in population from a little over 3,000 in 1850 exceeded 13,000 in 1860. If sixty or seventy years of life in a city makes one a pioneer, there is quite a number of pioneers still living in our midst. The marvelous thing is that a pioneer sixty or seventy years witnessed the growth of a city from 3,000 to 250,000 people, and in all that makes a city, its growth is in the same proportion.

EARLY LAND INTERESTS. — It is this fact that led the Toledo Commerce Club to believe that the days of the infant city should not be entirely obliterated or forgotten in the activities and absorbing influences of the days of its strength and size. It must be understood at the outset that this narrative is to be confined to the early years of the city

and to events which may pass out of memory when the pioneers of sixty or seventy years, spoken of, pass away.

It has been stated that by special act of Congress, at the session of 1816-17, this twelve miles square reserve at the foot of the rapids of the Miami of Lake Erie was ordered surveyed and sold. The tract was surveyed and divided into several tracts numbered from one up. River Tracts one and two are interesting here. A company of men, including William Oliver, Martin Baum, Jacob Burnet, William C. Schenck, John Piatt, Robert Piatt, William N. Worthington and others, purchased at the sale these two tracts, with others, from the government at \$76.06 per acre on terms requiring one-fourth down and the balance in three equal annual payments, and these gentlemen, before making any but the down payment, adopted a plat, with streets and town lots, and called it Port Lawrence, and immediately offered these lots for sale at an auction to be held September 17, 1817, at Fort Meigs, and a number of them were sold on the same terms of payment as provided in the purchase from the government.

Unfortunately they were unable to make the deferred payments to the government when they became due, and Congress passed a special act for their relief, allowing them to retain part of the land for their down payment upon surrendering the remainder. Under this arrangement, the Port Lawrence property was relinquished, including all the lots that had been sold. The territory of Michigan had created a university by the name of the Univer-

sity of Michigan, and under an act of Congress authorizing the location of certain lands for aid to the university, it located these surrendered lands and the title was confirmed by Congress.

Then three of the original purchasers, Martin Baum, William Oliver and Micajah J. Williams, entered into negotiations which resulted in their purchase of these lands by exchange for other lands included in the original purchase, Oliver taking title in his own name.

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WAREHOUSE IS BUILT.—Before surrendering this land to the government, the proprietors, in connection with Benjamin F. Stickney, built a warehouse on what is now lot two of the Port Lawrence Division, and now covered by the Bostwick & Braun Company building. It was built of logs, was two stories high, and was the occasion of an interesting gathering of people to a "log raising" and with refreshments and music, games, dancing, etc. The event was duly celebrated by the settlers around Fort Meigs, Perrysburg, Maumee and the vicinity.

Another structure in the vicinity was an old blockhouse, a part of Fort Industry, in the vicinity of what is now the corner of Monroe and Summit Streets, on the riverside, where the present Fort Industry block stands.

Among the earliest settlers on this tract were John T. Baldwin and his family, consisting of his wife, four sons and one daughter, who came from Palmyra, in Portage county, Ohio, in February, 1823, and who settled in this warehouse, built in 1817, and lived in it until 1833. Marquis Baldwin, one of the

sons, never left Toledo except for sixteen years he lived on a farm in Washington township, near Toledo, and then moved back into the city.

There were many residents on the Maumee river, at Maumee, Perrysburg, Orleans (Fort Meigs), and Miami, but in the territory now occupied by Port Lawrence, the Baldwins were among, although not the earliest permanent residents.

There was, in 1822, a small frame house on Perry Street, between Summit and St. Clair, owned by Joseph Prentice, father of Frederic Prentice, who later became a large landowner here. In this house Frederic was born December 22, 1822, and is supposed to be the first white child born in Port Lawrence. His father, above mentioned, was employed by the Port Lawrence proprietors to erect the warehouse previously mentioned, in 1817. Frederic lived to be 93 years old and died in New York in 1915. A log house stood on Superior Street, near the present police station, owned by Joseph Trombley; a hewed log house on Summit Street, near Jefferson, owned and for a time occupied by William Wilson. A part of Fort Industry, with pickets of the fortification extending to Jefferson Street, was still standing in 1823. This statement is of course confined to Port Lawrence. The settlements at Tremainsville, now a part of Toledo, are briefly stated later. Down the river, in what was afterwards known as Stickney's Addition, north of Vistula, was a brick residence on Summit Street, between Bush Street and Stickney Avenue, built and occupied by Benjamin F. Stickney. Back from the river on what is now Collingwood avenue, Noah F. Whitney lived, and Coleman

I. Keller, Sr., lived in a house nearby, and lower down the river, Peter Navarre and his four brothers, Jacob, Francis, Alexis and Antoine, lived on the east side, about where Ironville now is.

FIRST STORE IS BUILT.—John Baldwin and Cyrus Fisher opened the first store in Port Lawrence, and John Baldwin & Co. sold dry goods there up to about 1829; the first store being in the log warehouse built in 1817.

After the collapse of the original Port Lawrence Company and the acquisition of title in the name of Oliver to river tracts one and two, the Port Lawrence Company was resurrected and in December, 1832, a new plat was made which included the land between Jefferson and Washington streets and back from the river to Superior street, but the names of the streets were different in these instances. What is now Summit street was named Erie street. St. Clair street was Ontario street, and Superior street was Huron street.

There were about seventy-two lots in the plat and most of them sold in 1833 and 1834, the price running from \$25 to \$200 each. Many changes in the personnel of the Port Lawrence Company occurred in 1833, 1834 and 1836, by sales of undivided interests, to and from many persons. The change of ownership, the additional plats, etc., it is impossible to give in detail. By various additions the plat was greatly enlarged.

A few of the sales, the names of the purchasers and the prices at which the lots were sold, follow:

John Baldwin, lot 11, \$25; Philo Bennett, lots

17, 18, 23, 24, \$250; Coleman I. Keeler, lots 33, 34, 40, \$50; John Baldwin lot 8, \$200; Abraham Retter, lot 46, \$125; George Bennett, lots 22, 51, \$75; Henry W. Goettel, 1-2 lot 12, \$100; W. J. Daniels, 6 feet of lot 10, \$25; C. J. Keeler, lot 44 and 20 feet of 42, \$200; W. J. Daniels and Company, lots 88, 89, 406 and 407, \$70; W. J. Daniels and Company, lot 19, \$50; Platt Card, 127, 129, 140, 16, 27, 28, 210, 242, 146, 147, 77, 164, 233, 290, 274, 202 and 21, \$8,100. The last sale to Mr. Card was at a later date than the others.

VISTULA.—Benjamin F. Stickney became interested in Port Lawrence first by purchase of lots in the 1817 plat and afterwards in the new plat. He burned the brick for the purpose of building on this plat, which he afterwards used in building his residence downtown between Bush and Stickney avenue. He became dissatisfied with what he called lack of enterprise in the Port Lawrence proprietors, withdrew his interest from it and in 1833 laid out the town of Vistula on land immediately adjoining the Port Lawrence property on the northeast. He made a contract with Edward Bissell, then of Lockport, New York, for certain improvements, involving a large outlay by Bissell for buildings, roads, docks, etc., and in 1833 the sale of lots began, and continued until the fall of 1835. The Vistula proprietors included Benj. F. Stickney, Edward Bissell, Isaac S. Smith, J. B. Macy, Hiram Pratt, W. F. P. Taylor, Robert Hicks and Henry W. Hicks, with others.

Docks were built from Lagrange to Elm street, a warehouse and other improvements.

To celebrate this successful inauguration of the new town, a grand ball was given in the old warehouse above mentioned, then occupied by the Baldwins, the upper story being used for the dance, participated in by residents all along the river from Perrysburg and Maumee to the bay, that being the only room fit for the accommodation of such a festivity in the vicinity.

CHAPTER V.—TOLEDO NAMED,

Before the union of Vistula and Port Lawrence, there had been laid out the town of Manhattan, and improvements had been made there. A hotel was built. Two warehouses out on the edge of the channel approached by docks built on piling, some of which can yet be seen in low water.

Manhattan and Perrysburg seemed to unite against the two embryo Toledo towns. Marengo and East Marengo and Austerlitz were laid out and the claim made that the canal should enter the river at Delaware creek, which was called "The Head of Navigation," and there would be the site of the future great city. The channel of the Maumee river was a great distance from the Manhattan shore, being nearer the east side at that point. At Toledo it was close to the west side. And yet, many steamboats would land at Manhattan, pass Toledo on the way to Perrysburg, unless compelled by traffic conditions to stop, and it became evident that these two rival towns, Port Lawrence and Vistula, had better settle their jealousies and unite their energies in combating the common enemy.

A conference was held, a union agreed upon, and in that conference one James Irvine Brown suggested the name of Toledo and it was adopted. Brown was a purchaser of some lots in the Vistula plat, and in 1833 came here from Easton, Pa., to live, under an arrangement with Edward Bissell to start a newspaper, which he did, locating his newspaper office on Lagrange street, between Summit and Water streets and on August 15, 1834, he published his first

number of the Toledo Herald, the present limits of Toledo. Mr. Brown set his own type and worked his own press and assisted in editing the paper. It has been claimed that this name was suggested first by Two Stickney, and in the Toledo Blade of December 12, 1903, Mr. Knabenshue, the editor, attributes it to Willard J. Daniels, but Mr. Andrew Palmer, who was present and one of the principal citizens at the time, in an early communication, gave Mr. Brown the credit.

DIFFERENT JURISDICTIONS.—It must be remembered that the territory included in the boundaries of the city of Toledo has been under many jurisdictions. About 1610 the French government claimed the territory and after planting the French flag at Sault Ste. Marie, for 120 years it was French domain. In 1763, Great Britain dispossessed France, and until 1783, and the treaty of peace between Great Britain and the colonies, it was British. In 1787 it became a part of the northwest territory. In 1796 it became a part of Wayne county in said territory. In 1800 it passed to the territory of Ohio and in 1802 to the state. In 1803, Greene county, Ohio, included this part of the state. In 1805 Logan county. At this time and until the treaty of 1817 all of this territory except the reservations provided for in the treaty of Greenville was Indian territory, and not subject to the civil authority of Ohio. In 1805 the new territory of Michigan was formed and it was claimed that it was in Wayne county, Michigan. In 1827 Monroe county, Michigan, was organized and claimed it. In 1820 Wood county, Ohio, was organiz-

ed and had jurisdiction so far as Ohio could give it. In 1827 Port Lawrence township, Monroe county, Michigan, was organized; which included this township. In 1833 the agreement to consolidate Port Lawrence and Vistula was entered into. In 1835 Lucas county, Ohio, was organized by the legislature of Ohio to include Toledo. In 1837 the incorporated town of Toledo was created by act of the Ohio legislature. The date of the settlement of the boundary question has been given.

TOLEDO THE COUNTY SEAT.—The act creating Lucas county provided that the county seat should be located at Toledo, and the first session of the county commissioners of Lucas county was held at Toledo, September 14, 1835, and the first session of the court of common pleas was held here on the 7th of September, 1835, and the county seat remained here until June, 1840, when commissioners appointed by the legislature to determine the controversy between Maumee and Toledo decided in favor of Maumee, and the county seat was moved there as soon as the county buildings were completed in 1842. The court was held at Toledo in a small frame school house on Erie street, between Monroe and Washington, afterwards on the corner of Monroe and Summit, and later in a building owned by Richard Mott, near the corner of Summit and Cherry streets. By vote of the people in 1852, they decided to move the county seat back to Toledo, which was done, the county leasing the Duell block on Summit, between Cherry and Walnut streets, where the county offices

were located, until the court house on the site of the present structure, was finished in 1854.

In August, 1838, the proprietors of Oliver's division, which was platted and laid out in 1837, having set apart grounds near the old Oliver house at the junction of Ottawa street and Broadway, for a court house, proposed to the commissioners of the county to donate the ground and \$20,000 in money towards the construction of the county buildings. On August 3, 1838, this offer was accepted by the commissioners, ground was broken and the foundation partly finished, when work was suspended because of the agitation to move the county seat to Maumee.

In 1834 and 1835 Miss Harriet Wright, a niece of Governor Silas Wright, of New York, taught school in this building in which the court was held. She was married to Munson H. Daniels of Toledo (thereafter the first sheriff of Lucas county). Mrs. Daniels died in Toledo in 1842. So far as we have any reliable information, she was the first female teacher in Toledo, and on July, 1835, the proprietors of Port Lawrence voted to give her as a complimentary present, on the occasion of hers being the first marriage at Toledo, lot No. 335, Port Lawrence.

TREMAINSVILLE, WEST TOLEDO.—It was somewhat difficult to determine the comparative dates of the settlement of Port Lawrence and Prairie or Tremainsville. Baldwin settled in the old log warehouse in February, 1823, and continued to live there with his family for 10 years, and members of his family continued to live in Toledo until their death. As already stated, there were other houses

and other settlers here at that time. The Wilkinsons arrived and settled in Tremainsville in October, 1823. There were living in the vicinity at that or an earlier date Major Coleman I. Keeler, Eli Hubbard and William Sebley, descendants of the Hubbards, and Keeler continued to live here, and Mr. Solomon Wilkinson still lived there when, 94 years old. There are no doubt many names of earlier settlers which ought to be mentioned. It is not intended to do more than to preserve the names of a few of the early settlers. The Stickneys and Navarres are probably entitled to the first place in that respect as settlers within the present city limits.

It is quite well established that Rev. John A. Baughman of the Monroe Methodist circuit preached at Tremainsville in 1825, and formed a class at Ten-Mile Creek, and that a church edifice was later occupied on the land now occupied by the Lenk Wine Co. In the territory covered by Toledo, before Tremainsville was annexed, and from 1828 to 1832 there were 38 persons and 10 families living here, viz., Benjamin F. Stickney, William Wilson, Joseph Trombley, Bazel Trombley, Seneca Allen, John Baldwin, Joseph Prentice, Hiram Bartlett, Dr. J. V. D. Sutphen, Captain Forbes and Joseph Roop.

The nearest postoffice was Tremainsville, and Benjamin F. Stickney carried the mail until 1833, when a postoffice was established at Toledo, just after the agreement for the union of Port Lawrence and Vistula.

CHAPTER VI.

CONTEST FOR COMMERCIAL SUPREMACY.

MANHATTAN.—All along the river from Maumee to the bay for many years the question where would the canal enter the river, and hence where would be the great commercial city was the absorbing one.

Maumee, Port Lawrence and Vistula, with occasional spasms of hope by the owners of Marengo and East Marengo, and Orleans, were for a time the principal competitors. On the union of Port Lawrence and Vistula in 1833, all of the conditions pointed to Toledo, but that was not conceded.

About this time a number of Buffalo gentlemen, principally engaged in the forwarding business on the Erie canal and the lakes, became convinced that this western terminus of the lake with its harbor and river, would in time become an important commercial point, and they obtained title to a large amount of property near the mouth of the river, not jointly, but in the purchase of individual and separate tracts.

Among these owners were Jacob A. Barker, H. N. Holt, Charles Townsend, Sheldon Thompson, John W. Clark, Stephen G. Austin, all of Buffalo, and George W. Card and Platt Card, living where Manhattan was finally located.

These men decided to consolidate their interests, lay out a town, make improvements and place the lots on the market. In October, 1835, they organized "The Maumee Land and Railroad Company," and appointed three trustees, John W. Clark,

Stephen G. Austin and John T. Hudson, to whom the necessary authority was given to plat and sell. They laid out the town of Manhattan. They built docks, warehouses and a large and spacious hotel. The hotel was opened in 1836. The proprietors of Manhattan and its settlers celebrated with great doings the fact that the real terminus of the canal was fixed at Manhattan, with only a side cut through Swan creek at Toledo.

Shortly after the town of Manhattan was laid out, the same gentlemen with the addition of Daniel Chase, organized another company known as the "East Manhattan Land Company," to develop the land on the east side of the river and near its mouth.

Under a treaty of February, 1838, certain tracts of land were granted to Indians of the Ottawa tribe and others, among them grants to Wa-Sa-On, Au-to-Kee-Guion, Paul and Leon, Kee-tuck-ee, Wa-sa-on-o-quit and the Navarres. Most of these lands were purchased by the above companies, mainly through the agency of Daniel Chase.

The capital stock of the Maumee Land and Railroad Company, originally \$350,000, was increased in 1837 to \$2,000,000, and the capital stock of the East Manhattan Land Company was nominally \$960,000, and this company was largely interested in and instrumental in projecting the Ohio Railway Company, elsewhere mentioned. These warehouses built at Manhattan for a number of years had a large business. As already stated, many boats landed at Manhattan and skipping Toledo, went through to Maumee. A line of steamers, owned by these forwarding merchants at Buffalo, who were the projectors

and stockholders of the corporations above named, as long as they could, without loss, made the Manhattan docks their main terminus, and it continued until their loss of traffic ended the contest and the warehouses were abandoned.

The canal which the projectors supposed was to make Manhattan great, in fact, was in part the cause of its downfall. Its entire traffic came into Toledo as soon as it was completed, and the warehouses and elevators at Toledo furnished the traffic for the east by water and the boats had to come here.

About opposite Manhattan there was an early French settlement, probably as early as 1807 or 1808, and this settlement adjoined a village of Ottawa Indians who had resided there, certainly since the days of Pontiac, whose family lived there as early as 1763. In 1807 the Navarre family moved there and Peter and his brother Robert erected a cabin there, which Peter occupied most of his lifetime.

Who these early French settlers at this village were, other than the Navarres, we have no authentic record. At the breaking out of the war of 1812, Pontiac's widow, with a son and grandson, still lived there.

It is not intended in this narrative to include the early settlers at Maumee, Perrysburg, Miami, or the different points on the river south of Toledo. In 1812 there were some 60 families living in the 12-mile square reserve south of what is now Toledo, and they were earlier than any settlement in the latter by a number of years.

The records show that in July, 1835, Wa-sa-on-quit, chief of the Ottawas, for \$2,030 sold to Platt

Card the Wa-sa-on-o-quit reservation, near the mouth of the Maumee, granted to that chief by the treaty of 1833, containing 160 acres.

In May, 1836, Aush-Cush and Kee-tuck-ee chiefs of the Ottawas sold to Daniel Chase for \$2,000 the 160 acres reserved to them by the same treaty. Paul Guoin in May, 1836, sold the Guoin tract to Daniel Chase, and Leon Guoin, his tract to James L. Chase and Daniel V. Edsel, and so on.

ORLEANS AND LUCAS CITY.—An interesting story connected with the final location of the future great city includes the building of the first steamboat on the lakes, "The Walk on the Water." Messrs. McIntyre and Stewart of Albany, New York, built this steamer in 1818 in Buffalo, and she was built for the purpose of running from Buffalo to Perrysburg. The above named gentlemen purchased a tract of land near Perrysburg, which included the site of Fort Meigs, and laid out on the river near the fort and on the low ground a town which was designed for the metropolis of the lake. It was named "Orleans of the North," and it was in aid of this town enterprise that McIntyre and Stewart built this pioneer steamboat, under license from Fulton & Livingston, the patentees. The steamer on her trial trip reached Toledo and found that she drew too much water to cross the bars and shoals between the lake and "Orleans," and the town of Orleans drifted into obscurity. The improvements which had been made were washed away by the flood of 1832.

In the spring of 1836 there appeared in the Toledo Gazette an advertisement of "Lucas City lots,"

announcing that about 1500 of these lots would be sold; that Lucas City was at the mouth of the Miami river, near its junction with Lake Erie, and giving extensive praise to its advantages, and referring to all masters of lake vessels for confirmation of its future "as the great outlet of the west." It was signed by Willard Smith, E. C. Hart and George Humphrey, trustees. Nothing further seems to have been heard of it. "Lucas City" was supposed to be located where Ironville now is.

Jesup W. Scott, after whom the Scott High school is named, in June, 1832, bought of Dr. J. V. D. Sutphen 70 acres, being part of the southwest fractional quarter of section 36, which includes now a part of Adams street, and having near its center the ground where the old high school stands, for \$12 an acre. Dr. Sutphen then bought the west half of the northwest quarter of Section 35, and for this 80 acres he paid \$480. In 1835 he sold this land to Scott and Wakeman for \$35 an acre. In 1838 Scott sold an undivided one-half to Noah H. Swayne, afterwards justice of the supreme court of the United States, for \$200 an acre. A division was made by which Scott took the north 37 acres and Swayne the south part, about 43 acres.

The lands embrace a considerable part of the business section on Adams and Madison, adjoining the Port Lawrence tract, Jefferson street, about where the Locke residence is. Swayne place, and Scottwood addition on Collingwood, Parkwood, Monroe, etc.

The north line of the river tract on which Port Lawrence was laid out commenced at a point on the

river east of Adams and near Lynn streets, and extended west, crossing Madison street between Erie and Ontario streets and Monroe street about Twenty-second street, and all of the present city south of that line embraced in tracts one and two belonged originally to the Port Lawrence Company. It will be impossible to give the various additions to the city made since the city of Toledo was incorporated.

The first city directory was issued in 1858. It contained 116 pages of names with an average of 20 to a page, or about 2300 names, with a Tremainsville suburb supplement containing 18 names.

CHAPTER VII.

EARLY TOPOGRAPHY.

MUD CREEK AND THE HOGS BACK.—In the front of the Toledo house, Summit and Perry streets, hereafter, mentioned, the ground was pretty nearly the present level of Summit street, but near it was a depression, which formed the runway for the water from the low ground of Mud creek, and this was covered by a log bridge, the logs covered with earth, and there began the bluff or rise in the ground to the ridge called "The Hog's Back." This included all of Summit street from the point to nearly Oak street, and at about Jefferson street it was from 15 to 20 feet higher than it is now. Its slope on one side was to the Maumee river, Water street not then being filled in, and on the other side to the creek above mentioned. A roadway was graded to the top of the bluff on the Monroe street end, where it was quite steep and on the top of the hill was a frame building, afterwards known as the National Hotel. This building stood there in 1836, and in 1845 was occupied by Lyman T. Thayer as the hotel above named. It was still in an abandoned and tenantless state in the writer's recollection. On the other slope and near its end on Summit, between Adams and Oak streets, Edward Bissell built a two-story building which was the first postoffice of Toledo, built at this point, midway between Vistula and Port Lawrence, just after the union, as a part of the compromise. The low ground from Monroe street to

Swan creek had the appearance of the bed of a former bay, and the topography of Mud creek indicated that it was at one time a considerable stream or an estuary of the lake.

To those not familiar with the early topography of Toledo, the following facts will seem like a fairy story: Lower town and Upper town, Vistula and Port Lawrence, as late as 1850 were connected only by Summit street. A broad open space extended from Cherry to Adams and northwesterly to the canal. Summit street was graded through this Hog's Back, leaving embankments on either side between Oak street and Monroe from 5 to 20 feet high, and Summit street at this point resembled the channel of a canal with the water drained out. The earth from this excavation and the subsequent grading of the hill was used to fill up and practically make Water street at this point. These two sections of the city were connected only by a plank walk on the northwesterly side of Summit street and through the Hog's Back. In rainy weather that sidewalk was subject to landslides and became a very uncertain means of communication.

Trinity church, commenced in 1844, was built on the extreme edge of the dry ground on that slope, the bed of Mud creek extending from that point on Adams street to about Michigan street, at Adams street and farther as you looked easterly, the waters of the canal at that point being sustained between earth walls built through the creek.

To show something of the condition of the ground, now the principal business portion of the city, it may be related that there was a proposition

from the Port Lawrence Company to donate the lot on St. Clair street where the First Congregational church stood, on condition of a church being built there. Jesup W. Scott offered the lot on the corner of Huron and Adams to the same church on the same conditions.

A committee was appointed to select from the two offers the most desirable and that committee reported that the Adams street lot was surrounded by water, to get to it the committee was compelled "to pick their way on bogs, logs, and isolated points of earth, and the lot itself was a piece of ground above water about large enough for the church surrounded by water of more or less depth and within a foot of the land surface."

The St. Clair street lot was dry and it was selected and on it the First Congregational church was built in 1844. This rejected lot on Adams street, corner of Huron, 103 feet on Adams and 180 feet on Huron, is probably worth five or six times as much now as the St. Clair street lot, 60 feet front, which was selected, and Rev. William H. Beecher, then pastor of the church, predicted that result.

The Adams street lot is now occupied by the new Lasalle & Koch building.

The canal ran through the city at the edge of the present library building, about where Ontario street crosses Adams, and the low ground, the bed of the creek, included the territory from near Orange street southwesterly with varying widths to its entrance to the river, near Monroe street above mentioned, now the most valuable part of the business property of the city.

The morass or creek included the part of the city on Jefferson and Monroe about to Tenth street on Jefferson and after Jefferson street and Michigan street were graded and filled, the region for many years was known as Smoky Hollow, occupied by squatters in small squalid shacks. The ground on which the old High school building stands sloped down to the creek and it included the territory northeast of Adams street, and crossing Cherry street about at Woodruff avenue extended northeasterly to a point near the site of the Bay View park and included a part of the original town of Manhattan. The hill from Cherry street down Superior and onto the ice of Mud creek was the famous toboggan hill for the boys in winter time for many years and as late as 1855.

Dr. Walbridge, the first rector of Trinity church, in a letter describing the manner of getting to his church says: "Let us go now and see the church, observing on our way its immediate surrounding. We can reach it from down town by the plank walk on the northwesterly side of Summit st., the only one connecting the two nuclei of residences, which are distinctly separated by a broad unoccupied space extending from Cherry street to Madison street. Near the northwest corner of Cherry street are two frame dwellings, one occupied by Egbert S. Brown, a vestryman of the parish. Passing diagonally across the head of St. Clair street and looking in the direction of that street over the lowland, here and there dotted with bogs, a little more swampy than the rest, we see scarcely a house of any kind short of Ira L. Clarks at the corner of Washington and Michigan

streets, and Edward Bissel's one story cottage at the corner of Monroe and 11th. Passing on we see neither store nor dwelling on either side of Summit street until ten or twelve rods of Adams street, what was evidently intended for a dwelling, now occupied by a furniture shop, and near it is a small brick building in which is the postoffice. Nearing Adams street is a deep excavation made preparatory to the erection of a hotel, which the boys call Trinity Pond. Nearly opposite is a two story wooden structure standing on log stilts over the head of a deep ravine, the office of the Toledo Blade. Looking towards the river, over ponds of water, enclosed by the filling of Water street, we see here and there a number of storehouses dotting the river front. Or suppose we come from the opposite direction, from the Indiana House, a pretentious edifice with ponderous columns supporting nothing. We first pass a few stores closely packed together till arriving midway between Monroe and Jefferson, we come to a high clay bank on which stand a dilapidated structure, called The Jefferson House; beyond that the continuation of the same bank with nothing on it; then Stows' jewelry store at the corner of Jefferson, crossing which save one wood frame loftily perched we find no building of any kind on either side of Summit street. Going along Adams to near its intersection with St. Clair we came to the churchyard gate.

It was partly from this swamp, as it was called that Toledo got the name of "Frog Town." Frogs were very plentiful, and it was a source of earning spending money for many of the boys of the town on Saturday and during vacations, to capture the frogs and sell the legs to the hotels.

This swamp, and the fact that the region to the east and south of Toledo, called the black swamp, heavily timbered, but undrained and flooded most of the year, and the sluggish Maumee river, often covered with green scum, except the channel and the boat passages, were responsible for the prevalence of the ague, which, in those days, no one hoped to escape. In June, 1837, some rhymester caused to be published eight or ten verses on the Maumee, the whole of which can be found in Wagoner's History of Lucas County, two verses of which, devoted to the ague, are as follows:

On Maumee, on Maumee,
Tis ague in the fall;
The fit will shake them so,
It rocks the house and all.
There's a funeral every day,
Without a hearse or pall;
They tuck them in the ground,
With breeches, coat and all.

A few years later, and in the Blade of December, 1852, a poetical contribution was published entitled "Summit Street," and having nine verses of eight lines each, the first of which is as follows:

O'er Summit street where'er I cast my eyes,
What curious thoughts along my senses creep.
Napoleon crossed the Alps; his high emprise
Won him a deathless name, but not a step
Of all the peaks he crossed, so hard to rise
As Summit street, beneath whose lowest deep
There is a depth no mortal ever scanned
A gloomy deep of mud devoid of sand.

The remaining verses are devoted to accidents to man, woman and beast in traveling through this cut on Summit street through the Hog's Back, and between the Kingsbury house and Monroe street.

The principal means of transportation was by lake and canal. The "Packet Dock" as it was then called was the front on Swan Creek, between Perry street and Lafayette street. This space was filled with stores supplying the numerous canal boats and their crews, and these were headquarters of the canal men when sober and on duty. The sailors and canal men hated each other intensely and whenever they met there was a free fight and often the clash of arms. Intemperance prevailed in both classes to an alarming extent, and all the incidents of a reckless and riotous population they furnished.

This disposition to fight was not confined to the boat men. The feuds between upper and lower town were many and bitter. They extended to the school children, and whenever on Saturday or a holiday a crowd of upper and lower town boys met it was the surest signal for a free fight resulting in many bloody noses and black eyes, of which the writer furnished an occasional example. Upper town, or what was then called "The Hill" embraced that section west of Monroe street and north of Swan Creek and was thought to be the tough part of the town. In the vicinity of the canal and along Swan Creek, and at the locks and aqueduct were drinking places, boarding houses for the packet men, and many scenes of riot and lawlessness.

I deem it proper to say here that this section of the city is now inhabited by a thrifty, temperate, in-

telligent and law abiding people, for which much credit is due to that splendid man, whose death a few years ago called from the press and the pulpit such words of praise, and such evidences of affection as are bestowed upon the memory of but few men, and deserved by few as he deserved them, the Rev. Father Hannin.

It must not be supposed, however, from this that Toledo was an unsightly site entirely. The high ground westerly and northerly of this morass, now the beautiful residence part of the city, was always attractive. It was covered by magnificent forest trees, many still standing, and its contour and soil, its elevation and extent were peculiarly adapted to the needs of a beautiful city. There is nothing left of the unsightly creek. The great business structures of the city are in the main occupying the ground formerly Mud creek. The streets have been filled in and their grade established so as to enable the magnificent sewer system of the city to be established at a grade high enough to reach the river and lake and the morals of the population has kept with the cities' growth until certainly they equal the average cities.

Swan creek was crossed by a ferry at a point near Superior street and in 1838 the council appropriated \$100 to build the ferry with the necessary rope and approaches, and made a contract with a Mr. Crane to operate the ferry for one-half the receipts, it being a toll ferry, and in 1840 the city granted a license to William Consaul to operate a ferry across the Maumee river at the foot of Adams street for which Consaul was to pay the city clerk 50 cents.

In 1840 building a sidewalk on Monroe street was declared inexpedient by the council on account of the condition of the treasury, and until the Summit street sidewalk was completed which caused the first deficiency in any fund in the city treasury.

In 1830 the council appropriated \$80 to defray the expenses of defeating the removal of the county seat to Maumee, and appointed a committee to expend the same, but the county seat was removed, perhaps because the appropriation was not sufficient.

In 1833 there was a warehouse, belonging to William P. and Willard J. Daniels, between Monroe and Jefferson streets. This warehouse was on the water front where the Hog's Back was at least 30 feet above the level of the house, and the earth had been dug away from the bank to allow the building and to fill in the dock in front of it, access to which was by a road commencing at Jefferson street and cut sidewalks down the bank.

CHAPTER VIII.

IMPROVED TRANSPORTATION.

EARLY RAILROADS IN AND ABOUT TOLEDO.—It is an interesting fact only about 230 miles of steam railroads were completed in the United States when the first projected railroad in this section took at least the form of a paper railroad. This was as early as 1832. Through the influence of Daniel O. Comstock, a member of the legislative council of Michigan, a charter was obtained for a railroad company by the name of Erie and Kalamazoo Railroad Company, which contemplated a railroad running from Toledo to Adrian and to traverse Lake Michigan by way of Adrian and Kalamazoo. The company was organized in 1835, and in 1836 the road was built to Adrian. It was a strap rail, 2 1-2 inches wide and 5-8 of an inch thick and was spiked to a wooden stringer. When the road was opened in 1836, it was drawn by horses, but later two small locomotives were secured. The history of this railroad would make a volume in itself. By its charter certain banking privileges were granted to it, and the Erie and Kalamazoo bank was an adjunct of it and passed out of existence among the financial troubles which involved the railroad company. In 1837 Edward Bissell was manager. In 1838 Richard Mott was president. In 1839 E. S. Dodd was president. In October, 1839, the road was placed in the hands of George Crane as receiver and the receivership terminated in 1840. In 1848 the entire capital

stock was sold under a decree to Washington Hunt of Lockport and George Bliss of Springfield, Mass. In those days the more modern plan of building railroads by placing bonds on the market and finding ready buyers had not materialized and the financial struggles of these energetic pioneers of our locality make a pathetic story.

The tracks of this railroad terminated at first at Monroe and Water streets and its office was on Summit street in a small frame building located where the Bostwick & Braun Co. building now stands, towards Perry street. Later the track was extended down Water street to Lagrange, with its depot near Cherry street, which was also the depot of the Cleveland and Toledo Railroad Company, connected with the East Side by ferry, until both were removed to the middle ground in 1855.

On July 4, 1835, the proprietors of Port Lawrence passed a resolution that each proprietor should take and pay \$1000 of the stock of the railroad company for each 1-10 of the interest which he holds in the original plat of Port Lawrence. These were William Oliver, 5-16; M. T. Williams, 4-16; Isaac S. Smith, J. D. Macy, Hiram Pratt, William F. P. Taylor, Edward Bissell, Andrew Palmers and the firm of Raymond & Lynde, each 1-16.

In the Toledo Blade of May 16, 1837, is an advertisement with a picture of the small engine and one car with four wheels and which read as follows:

"TO IMIGRANTS AND TRAVELERS.—The Erie and Kalamazoo railroad is now in full operation between Toledo and Adrian. During the ensuing season trains of cars will run daily to Adrian, there

connecting with a line of stages for the west, Michigan City, Chicago and Wisconsin territory. Emigrants and others destined for Indiana, Illinois and Western Michigan will save two days and the corresponding expense by taking this route in preference to the more lengthened, tedious and expensive route heretofore traveled. All baggage at the risk of the owners.

EDWARD BISSELL,
W. P. DANIELS,
GEORGE CRANE,

Commissioners Erie and Kalamazoo Railroad Company.

Buffalo, Detroit and other papers on the lakes will publish this notice to the amount of \$5 and send their bills to the agent."

In the effort of the state of Michigan to overcome the loss of Toledo as a lake port, she provided for a loan of \$5,000,000 towards internal improvements, including the Southern railroad from Monroe, to traverse the southern tier of counties to Lake Michigan at New Buffalo. The building of the Northern Indiana from the Michigan and Indiana state line to Chicago, the building by the owners of the Erie and Kalamazoo of the Palmyra and Jacksonburg line in 1838 (now the Jackson branch of the New York Central system), and the final consolidation of these roads in 1855 and the proceedings by which they became a part of the great New York Central system, need not be detailed more completely than what follows:

THE EARLY EASTERN RAILROADS.—Two companies were organized in 1850 as rival lines, one the Toledo Norwalk and Cleveland Railroad Company constructed its line from Toledo to Cleveland via Fremont, Norwalk and Oberlin, and the first train over it arrived at Toledo December 30, 1852. The other was called the Junction Railroad Company, its line contemplated running from Cleveland via Elyria, Sandusky, Port Clinton, Milbury, Perrysburg, Maumee City, to Swanton, Lucas county, Ohio; where it was designed to connect with the Air Line branch of the Michigan, Southern and Northern Indiana, and then make a cut-off and diversion of trade via Sandusky. Work was prosecuted on the construction until 1852, when it was consolidated with the first named company and formed the Cleveland and Toledo railroad. This is now the Sandusky division of the New York Central.

Very much earlier, however, on March 8, 1836, there was a charter granted to a corporation known as "The Ohio Railroad Company," to build a railroad from the Pennsylvania line to the Maumee river, Manhattan being its proposed western terminal point by way of Cleveland, Sandusky and Fremont. This charter had the advantage of what was afterwards called "The Plunger Law," by which the state was pledged to furnish its bonds to the extent of one-half of whatever railroad, turnpike and canal companies received on stock subscriptions for their work, and also was given, as in the case of the Erie and Kalamazoo, certain banking privileges. In March, 1842, the engineer reported that the superstructure was completed from the Maumee river to

Lower Sandusky (Fremont), but the scheme finally collapsed in 1848. The history of its efforts, schemes and failures, however interesting need not be recounted. Its projectors are named under the heading Manhattan.

In 1868 the Lake Shore and Michigan Southern Railway Company was formed by consolidation of the Michigan Southern and Northern Indiana; the Cleveland and Toledo; Cleveland, Painesville and Ashtabula (Cleveland and Erie); Buffalo and Erie (Erie to Buffalo), with others, making a line from Chicago to Buffalo, and by purchase Toledo to Detroit, etc.

In a recent pamphlet issued by the New York Central lines, it is said that one Nehemiah Allen, a Quaker, first suggested a railroad along the shore of Lake Erie from Toledo to Buffalo, and was thought to be crazy to suppose that a railroad could compete with water traffic; that Mr. Allen was a resident of Toledo, a real estate agent and a prominent citizen.

A map issued by the Toledo Commerce Club, showing the number of railroads, steam and electric, entering Toledo, makes it unnecessary to enumerate them here. They number 21 steam railroads and nine electric interurban lines running in all directions, making Toledo one of the largest railroad centers in the United States.

On March 20, 1848, the city subscribed for \$25,000 of stock of the Toledo Plank Road Company. This company built a part of the roads contemplated, struggled for 10 or 12 years and then failed. The works of the company helped to develop the terri-

tory, and the city probably received a sufficient return for its \$25,000, but it lost its stock. In 1851, March 5, the city voted a subscription to the Dayton and Michigan railroad, now part of the Cincinnati, Hamilton and Dayton. In 1869 the city issued \$450,000 of bonds to build a road to Woodville, which was built, and, without giving its history or the reasons for its sale, it was later sold to the Pennsylvania Company without limitations or conditions for \$225,000.

RIVER, LAKE AND CANAL TRAFFIC.—It will be impossible to give anything like a complete list of boats, sail and steam, built on the Maumee river or making Toledo one of their ports. Probably among the first schooners trading on the river was The Leopard, a 28-ton craft owned by Capt. John T. Baldwin, heretofore mentioned. He came here first with the craft in 1818. At that time Mr. Baldwin located his family at Orleans, a name then given to Fort Meigs. As hereinbefore shown, they afterwards moved back to Portage county until February, 1823, when the family moved her and occupied the old log warehouse in Port Lawrence.

It is related by those who knew that one Capt. Jacob Wilkinson, owner and captain of the schooner Black Snake, sailed the Maumee river as early as 1815. His nephew, David Wilkinson, was on board and he afterwards became very prominent in lake and river navigation. Between 1810 and 1846 there were 20 schooners, 12 steamboats and three propellers built at Perrysburg and Maumee and three at Toledo.

As early as 1824 the custom house records show that between 1822 and 1824 there were 28 sail vessels of different kinds doing business on the Maumee river as part of their usual trips. In the Toledo Blade of April 25, 1838, was the following announcement: "THE STEAMBOAT SUN, C. K. Bennett, Master. "Will make her trips this season as follows: Will leave Manhattan every morning at 7 o'clock, Toledo at 8, Maumee City and Perrysburg at 10:30, Toledo at 2 p. m. and Maumee and Perrysburg at 5 o'clock and arrive at Manhattan at 7 p. m. April 25, 1838."

During this same year the steamboat Andrew Jackson made two trips a day between Perrysburg and Manhattan, and the following year, 1839, a daily line from Detroit, consisting of the steamers Erie and Newberry, was installed, making stops at Toledo, Manhattan, Monroe, etc. During the following years the lake traffic increased with great rapidity. Up to 1844 there were 115 steamers built on the lakes, sailing vessels increased in number and size. The junction at Toledo of the canals and the lake, with the enormous volume of freight destined for the east, especially grain and pork, stimulated the lake traffic until for a time both the lake and the canal traffic were put out of business by the railroads.

In 1838 the Wabash and Erie canal was being built through Lucas county, but the canal was not opened until 1843, when the first boat from Lafayette arrived, and a great public celebration was had, with speeches by Hez. D. Mason, George B. Way, Myron H. Tildon, Benj. F. Stickney, John Fitch, Herman Walbridge and others. A fleet of canalboats from Lafayette arrived April 16 to 18,

1844, carrying 471,922 pounds of lard, 415,098 pounds of bacon, 41,949 barrels of ashes, 3,983 bushels of wheat, 1,445 barrels of pork, 860 barrels of flour and other miscellaneous articles.

The Miami and Erie canal gave Toledo the first canal boat from Cincinnati on June 27, 1845. On June 28, 1847, the packet boat *Empire* left Dayton for Toledo and arrived on the 30th. Among the passengers were Governor of Ohio William Webb, ex-Governor Thomas Corwin, Robert C. Schenck and other distinguished citizens. The trip occupied 48 hours.

The canal tolls in Toledo in 1847 amounted to \$63,869. The number of boats in commission, 417. The number of clearances by canal boats in 1848 was 3,753; aggregate tonnage, 142,071,204 pounds. Tolls paid, \$117,220.25.

The number of canal boats, the tonnage and the tolls increased rapidly for a number of years, and indeed up to about 1855.

RAILROAD COMPETITION.—Enter now the railroads as competitors for this business, and the effect of that locally: About the year 1848, what is known on the early government maps as Lower Island, but generally known as the "Middle Ground," belonged to the proprietors of Oliver division. There were 30 acres of the Middle Ground, mostly marsh and about 14 acres of upland and the whole was offered at \$70 an acre on conditions that a depot should be located there in two years. This was finally accepted after continued negotiation by the Erie and Kalamazoo Company, by its then owners and the re-

sult was that in 1855 the railroads moved there, and built the docks, Island house, station bridge, etc. The upland is where the present union depot is located and the railroad bridge across the river was built.

The canal had three connections with the river, one at Manhattan, one at Maumee and the one at Toledo at the junction of the canal with Swan creek, and this was the only one that was used to any extent. The canal from the locks to Manhattan never had any use and there never was any good excuse for it, and in 1870 it was abandoned. The Maumee connection was of no value and it was abandoned. The "Packetdock," so-called, was the land fronting on Swan creek between Perry and Washington streets, which was entirely occupied by stores supplying the canal boats, and having a large control of that trade. The elevator and grain warehouses on Water street from Monroe to Adams, about 15 in number, received the grain and other products brought down by these canal boats and in turn loaded them into vessels for the east.

The Wabash railway, planned in 1852, and built in 1853 to 1855, reached much of the section supplying the canal, but finally extended to the grain fields of the southwest. It acquired certain parts of the middle grounds by both purchase and lease, including a large frontage on the river. It also purchased lands adjoining and also fronting on the river further south.

On this middle ground property large elevators were built, both by the railroad companies and private corporations where the different railroads from all directions could run the cars directly into them

for unloading and where vessels of any draft which plied the lakes at that time could lay alongside of them for direct loading.

The competition for a while was sharp, well fought, but the canal business died first, and the lake business was put to sleep, and was comatose for a number of years except as owned and operated by the railroad companies.

The railway companies put on steamboat lines to aid in the quick transportation, which was becoming a persistent demand of dealers. The Wabash line, the Erie line, and the New York Central line consisted of about 30 steamboats and steam propellers plying between Toledo and ports on the lakes.

The immense grain business handled by the railroads with Toledo as its transfer point from rail to lake, led to the building of these elevators to such an extent that in 1888 there were 12 in number, with a grain capacity of 7,250,000 bushels and a daily receipt and shipment of 1,240,000 bushels.

It is not the purpose of this paper to give in detail the present condition of Toledo, its trade commerce, manufactures, etc., but a history of its start and some facts indicating its early conditions. We content ourselves here with the following statement of the exports and imports of the city for the year 1851 of the articles named:

EXPORTS.

Corn, bu.	2,775,149
Wheat, bu.	1,639,744
Oats, bu.	64,441
Flour, bbls.	242,677
Pork, bbls.	38,658

Spirits, casks	21,934
Ashes, bbls.	4,847
Black walnut lumber, ft.	2,134,073
Staves, number	2,504,804
Merchandise, lbs.	403,513
Butter, kegs	3,119
Eggs, bbls.	568
Wool, bales.....	2,839
Total value exports—\$7,915,344.00.	

It will be noticed that there were practically no manufactured articles exported which were made here.

IMPORTS.

Merchandise, tons	23,260
Barley, bu.	27,505
Beer and ale, bbls.	1,354
Whitefish and trout.....	10,490
Salt	102,030
Salt bags	79,080
Lumber, ft.	11,837,747
Shingles, number	6,277,000
Lath	2,569,715
Total value imports—\$23,034,367.00.	

These figures are given to show the growth of Toledo from 1850 with its population of a little over 3,000 to 1860 with a population of over 13,000, with its growth seriously retarded by the cholera seasons of 1852 to 1854. It was building—performing the athletics that were to make it strong when it reached municipal manhood.

REVIVAL OF LAKE COMMERCE.—As already stated, the railroad companies established ex-

tensive lines of steamers for lake connections with their lines of railroad. The lumber business furnished a large traffic from northern Michigan ports.

Four important coal-carrying railroads—the Hocking Valley, the Toledo & Ohio Central, the Wheeling & Lake Erie, and the Waldhonding Valley branch of the Pennsylvania—brought and bring immense quantities of coal from the Ohio, Kentucky and West Virginia coal fields to Toledo for shipment to the northwest by water. The building of the straight channel connecting the river with the lake, and deepening it so that the heaviest draught boats could reach the coal and ore docks of these railroads, the unequalled harbor furnished by the estuary of the lake at this point and its advantage as an iron ore distributing point demanded and brought into its traffic the largest steam craft on the lakes. The shipment of bituminous coal from Toledo by lake now amounts to many million tons per annum, while the receipts of ore alone from the same points in the northwest to which the coal is shipped exceeds . . . million tons. The steamers carrying this traffic are from 450 to 600 feet in length and with an ore capacity of 8,000 to 10,000 tons each.

The great trunk lines of railroad have maintained their lake steamers connecting here with these lines of railroad with their cargoes for the east and the north. The growth of the city in population and commercial importance has induced passenger-carrying steamers to make it an important passenger and excursion points, and regular lines are now established between Toledo and Detroit, Cleveland, Buffalo, Mackinac Island, Put-in Bay, Georgian

Bay, Lake Superior, Lake Ontario and intermediate points, with merchandise-carrying craft in all directions reached on the great lakes.

After the construction of these coal roads and the junction at this point by the roads and the lake traffic of the coal and iron, began the later rapid growth of the manufacturing industry of the city, as well as in other respects its commercial importance.

CHAPTER IX

Early Banks and Industries

In connection with the boundary question between Michigan and Ohio it is interesting to note that the first bank in the territory now Toledo was "The Bank of Manhattan," organized under a special charter granted by the "Michigan State Legislature," March 25, 1836. The Supreme Court of Ohio decided that this bank never had any legal existence because, first, the charter was obtained from a body calling itself "The Legislature of the State of Michigan," whereas there was no State of Michigan until January, 1837; and second, Manhattan never was under the jurisdiction of Michigan.

But the bank did business for some years and in 1840 its balance sheet showed total assets, \$122,052.71; liabilities: capital stock paid in, \$50,000; circulation, \$57,381; interest, \$951.41; deposits, \$13,034.

Prentiss & Dow started a private bank in 1843 on the corner of Monroe and Summit Streets. It was not chartered and was not long continued.

A certificate was filed in the recorder's office, October 8, 1845, being a copy of the charter of "The Commercial Bank of Toledo, under the act of 1845 incorporating the State Bank of Ohio and other banking companies as branches." The capital stock of the Commercial Bank was \$100,000. A similar certificate of "The Bank of Toledo" was filed in the recorder's office October 8, 1845, and its capital stock was \$100,000. These were both branches of the State Bank of Ohio.

In December, 1846, Kraus & Co., "money brok-

ers," opened an office corner Monroe and Summit Streets, later moved to Jefferson and Summit, and later William Kraus and William H. Smith succeeded as owners of "The City Bank," another private bank of which George C. Hertzler was cashier, and did business thereafter as Kraus & Smith (or City Bank), until 1873, when they failed.

In 1855 Berry & Day opened "The Mechanics' Bank," which lasted for several years.

In 1851 John Poag and Valentine H. Ketcham opened a bank under the name of Poag & Ketcham, later V. H. Ketcham & Co., and in 1869 Ketcham, Berdan & Co., which is now the First National Bank of Toledo. Mr. Ketcham was its president until his death, May 20, 1887.

The Bank of Toledo above mentioned afterwards became the Toledo National Bank. In 1855 it was purchased by a number of gentlemen of Cleveland, with Samuel M. Young and Morrison R. Waite of Toledo, and in November, 1864, it went under the national banking act. Mr. Young was its president under both organizations for some 35 years.

In 1860 Mr. Parmalee started a bank under the name of The Marine Bank of Ohio, with George W. Davis as president. It is now the Second National Bank of Toledo. Mr. Davis was its president until his death.

EARLY INDUSTRIES.—The first bricks made in Toledo were made by Peter H. Shaw and E. Babcock. Babcock had a contract with the proprietors of the town for 1,500,000 brick, which he did not complete because of his death. Edward Bissell built

a sawmill on Summit Street between Elm and Chestnut, 1834. In 1835 Prentice built a sawmill on the East Side near what is now the end of the Cherry Street bridge. The first foundry in Toledo was built where the present Lagrange Street school is located. In 1838 a mill for grinding grain was at the foot of Elm Street and in March, 1839, the first grist of thirty-two bushels of wheat was satisfactorily ground in fifty-five minutes. The same engine was used when not grinding wheat for running the sawmill adjoining. These mills passed in later years into the hands of William H. Raymond, who operated them until they were burned. In 1851 Wason & Co. commenced making cars, by assembling the parts which they purchased elsewhere. Field & Wilmington in 1853 started the first car works for entire manufacture of cars. The business was later acquired by the Toledo Car Works and continued until 1872, when the operation ceased. In 1851, Calvin Bronson came to Toledo and established the Bronson Tobacco Works. In 1865 he paid the government \$750,322 as the government tax on his manufactured product. His first factory was at the foot of Lagrange on Water Street, and later he located between Madison and Jefferson Streets, where he built a block five stories high, 80 feet front, and running through to Water Street, which is still there.

The Toledo Gas Light & Coke Company was organized in 1853, and its works constructed in 1854. These were the earliest manufacturing industries in the city.

EARLY HOTELS.—The old warehouse, built

in 1817, was for fifteen years the only place for any entertainment in Toledo. Baldwin, who commenced to occupy it in 1823 without announcing it as a hotel, provided accommodation for such travelers as made this a temporary stopping place. In 1828 his son, John, put up a sign on it, "Tavern, by John Baldwin," but abandoned it after a couple of years, and turned it into a store.

In 1835 the Port Lawrence proprietors set apart lots 109, 110, 111, 119, 120, 121, 162, 163 and 215 for a hotel, and in 1836, at a meeting of the proprietors, Edward Bissell and Isaac S. Smith, a committee appointed for that purpose, reported a plan for the hotel which was approved. This property was on the corner of Adams and Summit Streets and extended to the river. They include the buildings where the Thompson-Hudson store now is, Water Street not then being made. The hotel was never built.

The Eagle Tavern, on Summit Street near Elm, was opened in 1834. Next was the Mansion House, Summit Street, east of Locust, a small frame building; next the National Hotel, north side of Summit, near Adams. The Mansion House was headquarters during the Toledo war, and was the place where the Monroe constable was stabbed by Two Stickney, previously related.

The American Hotel, corner of Summit and Elm, built in 1836, was destroyed by fire in 1861. The Toledo House, corner of Summit and Perry, was built prior to 1836, enlarged in 1842 and renamed the Indiana House. In 1847, corner of St. Clair and Jefferson, first called Thayer's Exchange, afterwards

the Collins House, burned about 1860. In 1847 the Ohio House, Summit near Cherry on the river side, afterwards called the Kingsbury House. In 1855 the Island House, on the middle ground, built by the railroad company. In 1853 the Oliver House was planned, but not completed until 1859. In 1869 the Boody House was planned and completed in 1872.

EARLY BUILDINGS.—In 1836 W. J. Daniels & Co. occupied a frame building adjoining the Toledo House, with a store of general merchandise. Nearly opposite and between Monroe and Perry was the store of A. Palmer & Co., and the old store building remained there until 1860. Three stores in a building of brick, three stories high, were built on the corner of Monroe and Summit Streets by the firm of Daniels & Goetel. They had been doing business in a frame structure on the corner of Perry and Swan Streets, but in 1836-7 moved into this brick structure. This was the first brick structure. The postoffice, elsewhere mentioned, between Adams and Oak Streets on Summit, was of brick and was the only building in the vicinity and for some years after.

On Cherry Street near Summit (now occupied by the Clark block), Smith & Macy of Buffalo, elsewhere mentioned, built a two-story frame building in 1836, which was for many years used as a boarding house, and was the social center of Toledo. Many prominent citizens boarded there. Many weddings took place there. In 1874 Clark took down the old frame building and erected the present brick structure, and many residents of Toledo now

will remember the festivities that for many years thereafter took place in the new Clark block, continuing its reputation as a social center. This building is now standing on Cherry Street, adjoining the Daniels building on the corner of Summit and Cherry.

Eighteen hundred and fifty-two was an unusual year for Toledo in a material sense, notwithstanding the cholera scourge. It was an unusual year in the building of business blocks. In that year the Morris block, then so called, on the corner of Jefferson and Summit, about eighty feet front and four stories high, was commenced. Thomas Daniels built a store on the corner of Cherry and Summit Streets that year, and J. F. Schuerman the brick store adjoining the Daniels store on the north. Latimer & Andrews commenced work on the Blade building, adjoining the present site of the First National Bank. Mathew Johnson built the bank building afterwards, for many years occupied by the old Toledo National Bank; C. B. Phillips a brick store a few doors below; Judge Miller, of Mount Vernon, another brick building adjoining. These, with the Poag block, corner of Summit and Madison, where the Waldorf Hotel now is, built a year or two earlier, were all on the east side of Summit Street between Jefferson and Adams, then and for some years afterwards supposed to be the valuable side of the street. A. B. Waite built a store the same year on Summit near Monroe, and James C. Hall two stores near by. There were no substantial buildings on the west side of Summit Street between Monroe and Adams Streets.

EARLY CHURCHES.—It is related, and with undoubted accuracy, that in 1802 a Rev. Dr. Bacon, under the auspices of the Connecticut Missionary Society, during a trip to the west, came to the Indians at this point and found them in celebration on a beautiful dancing ground, about where Elm Street is now located, and after a good deal of parley, got a hearing. Mr. Bacon has left a very extended report of his meetings, his address and the reply of Little Otter, the head chief, the most of the chiefs being drunk, as he reports, and being discouraged he left the grove and went to Mackinaw.

It is probable that the Methodists are entitled to the first place in the early religious services in the territory now occupied by Toledo. (See historical record of the Monroe Street M. E. Church, by Rev. T. N. Barkdull.) We have already mentioned the work of Rev. John H. Baughman, and in 1836, the Methodists purchased a lot on Huron Street between Locust and Walnut and began the erection of a church. This was afterwards purchased by the German Methodists. In 1851 the lot was purchased on the corner of Madison and Superior, now occupied by the new Northern National Bank building.

FIRST CONGREGATIONAL CHURCH.—In 1833 there was organized in Toledo a church which was named "The First Presbyterian Church." This was the first regular church organization in the territory now included in the territorial limits of Toledo. It had for its elders Samuel I. Keeler, Merriam Fox and Sylvester Brown. Prior to this, however, religious services were held by both Methodists and

Presbyterians and about 1832 Rev. Elnathan C. Gavit preached the first sermon in the territory above mentioned of which we have any record (not including early missionary work with the Indians).

In the winter of 1832-3 a few persons desiring to have religious worship met on Sundays at the residence of Samuel I. Keeler, on the Adams Street road, so called, and Rev. Mr. Warriner of Monroe, Mich., was asked to come and organize a church. He came and the congregation met at the residence of Mr. Keeler and a church was formed of seven members, viz: Samuel I. Keeler and wife, Merriam Fox and wife, Sylvester Brown, Hiram Brown and George Bennett. Sabbath School was held at the residence of C. G. Shaw, near the corner of Adams and Summit Streets, about half way between Port Lawrence and Vistula, and known as "Middletown House." These were the people who organized the first church mentioned above.

In the winter of 1834-5, Rev. Mr. Worthington was engaged to preach every alternate Sunday at the residence of George Bennett, on the river side of Summit Street between Monroe and Perry Streets, in the morning, with evening meetings at the residence of Mr. Lathrop, corner of Summit and Lathrop Streets, thus dividing the services between upper and lower town, which will be explained later.

In 1841 the church, under M. Haswell's ministry, changed its form of government to Congregational. The first minister of the church regularly serving was Rev. Warren Isham. He was succeeded by Rev. Isaac Flager, and Rev. George R. Haswell was its third minister. The fourth minister was Rev. Mr.

Lawrence, who was in charge until the incorporation of the church in 1844. During Mr. Lawrence's ministry a portion of the church members, with Mr. Lawrence himself, returned to the Presbyterian form of government, and for a while there were two distinct bodies, until July, 1844, when they reunited and formed the First Congregational Church and incorporated as such under the laws of the state.

In September, 1844, Rev. Wm. H. Beecher was chosen pastor and, although never installed, acted until 1847, when Rev. Anson Smythe became pastor and continued as such until January, 1850.

The first church building erected in Toledo was on the corner of Cherry and Superior Streets and was occupied by the First Church. The money to build this church was furnished mainly by Heman Walbridge and Edward Bissell. This building was never owned by the church. It was dedicated on May 3, 1838, while Rev. Isaac Flager was minister. The dedication sermon was delivered by Rev. C. D. Bloodgood of Tecumseh, Mich.

Under financial difficulties and distress this church property was sold by the sheriff and passed into the possession and ownership of the Catholics. On the lot on which it stood stands now the St. Francis de Sales Cathedral, and the old wooden church structure was moved to the lot on Superior Street and is now the school building fronting on Superior Street in the rear of the cathedral.

Rev. Samuel Wright became the pastor of the church in July, 1851, and served about one year, when, during the awful cholera season of the 1852, by constant exposure and heroic attendance upon

the sick with that disease, he became its victim and died from it. After his death Mr. Smythe supplied the pulpit for about six months.

In 1853 Rev. William W. Williams of Camillas, N. Y., was called and on September 1, 1853, entered upon the pastorate.

EPISCOPAL.—At the court room in Port Lawrence, on April 22, 1837, a Rev. Mr. Lyster held the first Protestant Episcopal service at Toledo that we have any record of, and in 1838 there was an Episcopal organization in Manhattan. In May, 1840, Bishop McWaine visited Toledo and held Episcopal service in the church on the corner of Cherry and Superior Streets, then, as already stated, the church of the Presbyterians (afterwards Congregationalists). Regular services were thereafter held in a building on Summit Street between Cherry and Walnut Streets. In 1842 an association was formed under the name and title of "Parish of Trinity Church in the township of Toledo, county of Lucas and state of Ohio," and "adopted the constitution and canons of the Protestant Episcopal Church of the diocese of Ohio," etc.

Later the church became incorporated and in 1844 began the erection of a church which was completed in 1845, on the same lot on which now stands the beautiful Trinity Church, corner of Adams and St. Clair Streets.

PRESBYTERIAN.—As already shown, the first church building was occupied by Presbyterians, afterwards changed to Congregational. In 1854 steps

were taken to organize a Presbyterian church, and in 1855 it was organized and held services in what was known as the Bethel on Vine Street. In 1865 the lot on the corner of Huron and Orange Streets was purchased and the present structure built thereon. Westminster Church was organized in 1865, and built the church on the corner of Superior and Locust Street.

BAPTIST.—The first Baptist church was organized in 1853 and in 1854 the lot on Huron Street near Cherry was purchased, and the building erected thereon was dedicated December 9, 1855.

LUTHERAN.—In 1845 Salem Church was organized and built on Huron Street between Elm and Chestnut; St. Paul's in 1854, with building on Erie, between Adams and Oak.

CATHOLIC.—Rev. Amadeus Rappe came to Toledo in 1841 and with a parish limits extended from Toledo to the Indiana state line and as far south as Allen county—he had no church building for many years—was a missionary in every sense, but finally his parishioners here bought the church building corner of Superior and Cherry Streets, formerly occupied by the Congregationalists, and the name of the church and parish was "St. Francis de Sales." In January, 1847, the City Council voted Father Rappe fifty dollars for ringing the bell three times a day during the year 1846. In 1847 he was made bishop of the diocese of Cleveland.

It is not possible, within the purpose of this nar-

native, to give any account of the modern work of any of these religious denominations. That must be accepted as an excuse for not mentioning the many strong church organizations with their beautiful temples now existing here.

CHAPTER X

Schools, Library and City Officials

In the little schoolhouse used as the first courthouse, Miss Wright taught school in 1835. We believe that to be the first in the Port Lawrence territory.

October 1, 1838, Charles W. Hill, then city clerk, gave notice of an election to determine the question of leasing, erecting or purchasing a lot or lots, and leasing, purchasing or erecting school buildings, and how much money would be appropriated for that purpose.

We can find no record of the vote or its result. In 1837 the Council provided for school directors. The first district was that part of the city east of Locust Street; second district between Locust and Adams Streets, and the third district all west of Adams Street. Changing Adams Street to Madison and the three wards of the city were the same. What schools were provided is very indefinite. Tuition was in those days paid by the scholars or their parents. The teachers received nothing from the city but were paid entirely out of the tuition taxes. The city furnished only the buildings, or rooms and fuel.

Schools were opened and operated from time to time, by private teachers. In 1841 Miss M. Howlett, corner Superior and Lagrange; the same year, by Thomas Dunlap at the same place; in 1843 by Charles Dodge, corner Summit and Cherry, and in 1844 in the same building a Miss Jenks, a school for girls; by Levi S. Lounsbury, corner Summit and

Monroe, a day and night school. There were no doubt others, and there were three buildings, such as they were, furnished by the city. The General Assembly in 1848 passed an act extending what was called the Akron school system to Toledo, provided the people voted to accept it. An election was held in May, 1849, by the qualified voters and the provisions of the act were accepted. Rev. Anson Smythe, then pastor of the First Congregational Church, was elected superintendent. He resigned his church connection and entered upon the duties of perfecting a school system. He remained until February, 1856, when he took his place as state superintendent, to which he had been chosen.

The Toledo Blade in 1852 in an editorial said:

“We doubt if any schools in the state were in a worse condition than ours when Rev. Anson Smythe took charge of them, and we confidently challenge any superintendent in Ohio to make an exhibition of schools now in better condition.”

At the time of opening the new system in 1849, and for several years thereafter, school was held in the basement of the First Congregational Church on St. Clair Street, between Madison and Jefferson, taught by Miss Fannie M. Deyo; later in the building erected on Superior Street between Madison and Jefferson Streets, near the present Northern National Bank building.

During the same period the High and Grammar schools occupied a two-story frame building on Summit Street, nearly opposite Neuhausels' new building. Then the Grammar department was moved to a frame building on Superior Street between Ad-

ams and Oak, and finally both departments moved into the new High School building completed in 1853-54, without the wings afterwards added. The first graduates from the High school were W. H. H. Smith, Olive Parmelee and Amos W. Crane, in 1857.

The Lagrange Street school, built in 1852, was the first important school building. Both of these buildings were erected while Rev. Smythe was superintendent.

The successor of Mr. Smythe as superintendent was John Eaton, who acted until 1859. He was succeeded by Moses T. Brown, who acted until April, 1864, when Daniel F. DeWolf was chosen as his successor, who served until 1876, and was succeeded by Almon A. McDonald, 1876 to 1880. John W. Dowd, who served six years.

To Anson Smythe and Charles W. Hill is due the gratitude of the city for their work in behalf of the public schools. Mr. Hill was a member of the Board of Education continually from 1850 for fifteen years and he made its success the great hobby of his life. Some fitting memorial is due to General Hill.

After Mr. Dowd came the following Superintendents: Harvey W.N Compton, term, June 14, 1886, to May 3, 1897; A. A. MacDonald, May 3, 1897, to Jan. 28, 1898; C. G. Ballou, Supt. of High Schools—Jan. 31, 1898, to May 31, 1898; J. I. Ward, Supt. of Ward Schools, Jan. 31, 1898, to May 31, 1898; W. W. Chalmers, May 31, 1898, to March 6, 1905; H. J. Eberth, Acting Supt. from March 6, 1905—Appointed, May 17, 1905, to July 1, 1907; C. L. Van Cleve, July 1, 1907, to Sept. 26, 1909; Dr. William B. Guit-

teau, Oct. 18, 1909, who now ably is at the helm. Miss Lillian I. Donat has been clerk of the board of education since 1906, and treasurer of the board since January, 1912.

PAROCHIAL SCHOOLS.—The advent of the parochial schools of Toledo is in the main of a period later than the limits of this narrative. Rev. Amadeus Rappe, elsewhere mentioned, as soon as he secured the the building on the corner of Cherry and Superior Streets, started a school there, and except the temporary suspension during the cholera seasons of the early '50's, it has always been maintained and has always had a high character of teachers and a high standard of moral and scholarship training. The subsequent introduction of parochial schools, as already stated, is of a more modern period. It needs only to be added that, in common with the whole people of Toledo, the school system, public and parochial, has been a subject of interest and pride.

THE ORIGIN OF THE PRESENT PUBLIC LIBRARY.—In December, 1838, there was organized in Toledo "The Toledo Young Men's Association," under a charter granted by the Legislature of Ohio, the declared object being to establish "a lyceum and public library in Toledo." The constitution had on it the signatures of sixty-six men, most of them prominent in the future growth of the city, although none of them are now living. In 1845 it had 500 volumes in its library with ten periodicals subscribed for. The dues were two dollars a year,

and a committee consisting of William Baker, Dr. Calvin Smith and Charles I. Scott reported it in good condition. In 1847 it attempted to create public sentiment in favor of draining Mud creek, elsewhere herein mentioned, by having public debates on the subject. On October 3, 1864, at the annual election for officers and trustees, a surprise was sprung on the members who has been active in its work. A friendly contest was being had between A. W. Gleason and Richard Waite for president. Shortly before the polls closed a large number of men came from the McClellan Club rooms, to whom membership tickets had been issued by the treasurer, and voted on an independent ticket, made up entirely of Democrats. As this occurred during the presidential campaign and shortly before the election, it was one of the political moves of the campaign. It will be remembered that the presidential contest that year was between Abraham Lincoln and George B. McClellan, and during the closing year of the War of the Rebellion. It was a bitter and acrimonious contest, and the attempt to make the association an aid to the McClellan campaign was bitterly resented, and as politics had never before entered into the affairs of the association in any way, substantially all of the 163 members immediately resigned and organized a new association known as the Toledo Library Association, rented rooms on the second floor of the building on the corner of Summit and Madison, and proceeded to start a new library, and make engagements for the lecture course for the coming winter.

The writer had been chairman of the lecture

committee of the old association and during the summer of 1864 he made engagements for the winter with the lecturers, which he transferred to the new association. The new association elected Chas. A. King, president; Richard Waite, vice-president; William E. Fish, secretary; Charles H. Eddy, treasurer, and as directors, John Sinclair, John H. Doyle, L. F. Hubbard, James H. Maples, R. A. Wason, Charles B. Roff and F. B. Dodge. Several of these continued in office during the life of the association.

After a year's effort to run the old association it was proposed to turn it over with its library and effects to the new, which was accepted and in 1867 the new association issued the first catalogue of its books. It had 4,600 volumes in the library and a membership of over 500.

In 1873 it transferred all of its property to the Public Library, after the General Assembly had passed the necessary legislation authorizing the City Council to establish a library, and the necessary action by the Council, when the association turned over to the Public Library 4,878 volumes, a number of engravings, maps, etc., two lots on Forrer Street and \$105 in cash.

PREJUDICE.—What at this date would seem to be impossible? Evidence of the condition of an existing prejudice as late as 1863 is found in the fact that in the fall of that year the writer, as chairman of the lecture committee, among the engagements made by him for the following winter was that with Wendell Phillips. On reporting to the trustees of the association the names of the season's lecturers,

they refused to confirm the engagement with Phillips and later absolutely declined to approve an engagement with Anne E. Dickinson — Miss Dickinson's because they did not approve of women lecturers, Mr. Phillips' because they feared giving offense by engaging so radical an abolitionist. The writer declined to cancel his engagements with these two, and in connection with A. W. Gleason, gave the lectures as individuals, and not under the association's auspices. The audiences were the largest of the season.

AMUSEMENT HALLS.—In the early '50's Morris' Hall was in the third story of the block on the corner of Jefferson and Summit Streets, with an outside stairway leading to the second story, and Stickney Hall on Summit Street, below what was then Oak Street (Jackson Avenue), the latter built mainly of brick taken from the old Stickney residence when it was torn down, and these were the places where minstrel and theatrical performances were had, until White's Hall was built on the site of the present Neuhausel store.

MAYORS.—It will be impossible to give a list of the officers of the city from its organization, but the following is a list of its mayors:

1837, John Berdan; 1838, John Berdan; 1839, Hez D. Mason; 1840-1-2-3, Myron H. Tilden; 1844, George B. Way; 1845-6, Richard Mott; 1847-8, Emery D. Potter; 1849, Daniel O. Morton; 1850, Caleb F. Abbott; 1851, Charles M. Dorr; 1852, Daniel McBain, Egbert B. Brown, Ira L. Clark and Mr.

Brigham; 1853-4-5-6, Charles M. Dorr; 1857-8-9-60-61, Alex. B. Brownlee (Brownlee resigned in '61 and Alex. H. Newcomb filled the vacancy); 1862, Alex. H. Newcomb; 1864-5-6, Charles M. Dorr; 1867-8, Charles A. King; 1869-70, William Krauss; 1871-2-3-4, William W. Jones; 1875-6, Guido Marx; 1877-8, William W. Jones; 1879-80-1-2-3-4, Jacob Romeis; 1885-6, Samuel F. Forbes; 1887-8, J. Kent Hamilton; 1891, V. J. Emmick; 1893, Guy G. Major; 1897 to 1904, Samuel M. Jones; 1904, Robert H. Finch; 1905, Brand Whitlock; 1913, Carl H. Keller; 1916, Charles M. Milroy; 1918, Cornell Schreiber.

In 1852 Morrison R. Waite, afterwards Chief Justice of the United States, was a member of the Toledo City Council from the then Fourth Ward.

THE EARLY PRESS. — James Irvine Brown started the first paper, as elsewhere related, the Toledo Herald. It was revived under the name of the Toldo Gazette. This was in 1834-5. It collapsed in 1837, and in 1836 the Blade was started, published as a weekly until 1846, when it became a tri-weekly, and in 1848, April 17, it published the first issue of the Daily Blade, and it has published a daily ever since.

The Toledo Reporter appeared in 1841, started as a Democratic paper. In 1843 its name was changed to the Toledo Herald. In May, 1844, it suspended and a job printing establishment took its place.

Gazette No. 2 appeared in 1844, but was short lived.

In March, 1849, appeared the Toledo Commercial-Republican, daily and weekly.

In 1880 its name was changed to the Toledo Telegram and in 1883 changed back to the Commercial and its legitimate successor is now the Toledo Times.

STREET RAILWAYS.—While these are of later date than the limits of this history, a few facts are given.

The first street railway company was organized November 20, 1860, and was called the Toledo Street Railroad Company. Its directors were M. R. Waite, C. B. Phillips, William H. Raymond, William Baker, James C. Hall and John T. Newton of Toledo, and Silas Merchant of Cleveland. On February 11, 1861, it received a grant from the City Council to build and operate a line on Summit Street from the boundary line of Manhattan to Perry Street, across the bridge and up Ottawa and Broadway to the bridge of the M. L. & M. S. Ry. Co.

The Adams Street Railway Company was organized in April, 1869, and built from Summit to Bancroft on Adams, extended along Collingwood to the junction with Cherry in 1873.

The Monroe Street Railway Company was organized in January, 1873, for a railroad from Summit Street to Auburn Avenue.

The Toledo Union Street Railroad Company organized in 1869 for a line from Summit along Monroe, Ontario, Washington and Dorr Streets to Detroit Avenue. This company and its track, etc.,

were taken over by the Monroe & Dorr Street Company, organized in 1875.

The Metropolitan Street Railway Company organized in May, 1872, its line on Lagrange Street from Summit Street to Manhattan Road.

The Toledo Central Passenger Railroad in 1875, from North Toledo on Summit to city line, Erie to Cherry and Summit; in 1879 on Superior from Cherry to Monroe, Monroe to Erie, Division, Nebraska Avenue to City Park, and later on Field and Western Avenues.

POST ROUTES.—In 1839 certain post routes were established with Toledo as the starting point and contracts made as follows:

1. Toledo, via Manhattan, Erie, Monroe, to Detroit, in four-horse post coaches.

2. Toledo, via Defiance, Adrian and Rome, to Jonesville, 67 miles, in railroad cars to Adrian and four-horse coaches the rest of the way.

3. Toledo, via Maumee, Perrysburg, Lower Sandusky, Bellevue, Norwalk, Milan, Elyria, Ohio City, to Cleveland, daily in four-horse coaches.

4. Buffalo, Erie, Cleveland, Sandusky, Toledo, Monroe and Detroit, daily by steamboats. These were maintained until the railroads dispossessed them.

CHAPTER XI

Incidents

A few scattering facts are given without much connection or detail:

On February 24, 1838, a report was made to the City Council of the total receipts and expenditures of the city for the preceding ten and a half months, showing receipts, \$1,889.93, and total expenditures, \$414.73, leaving a balance in the treasury of \$1,475.20.

POLITICS.—The first election in Toledo under its charter was hotly contested between Uppertown (Port Lawrence) and Lowertown (Vistula), Lowertown being successful in the election of John Berdan for mayor. In 1837 the question of moving the courthouse to Maumee was the dominant question in the county, and Toledo was very much excited over it. On June 11, 1840, General Harrison, then a candidate for president, attended a great meeting at Fort Meigs and the next day visited Toledo and held a reception at the American House.

GAME.—Judge E. D. Potter came to Toledo in 1835 and in an address in March, 1889, said that he had killed deer in every ward in the city of Toledo. The oak ridge where the old High School stands was a favorite resort for them as it sloped down to the waters of Mud creek. Another was the "Nose," the point where the Oliver House now stands. Prairie chicken, partridge, quail, woodcock and snipe were abundant in what is now the business section

of the city. A panther was killed on the east side of the river in 1832.

MERCHANDISE.—One of the advertisements in 1835, of A. Palmer & Co., showed the range of merchandise in one store. It reads: "Dry goods, groceries, hardware, glassware, china, stoneware, tin and Japanned ware, boots and shoes, guns, flints, percussion caps, nails, window glass, house trimmings, cow and ox bells, carpenters' tools, liquors and wines, tobacco, cigars, 'dipt candles,' patent medicines, clothing, &c., &c."

1846 THE BANNER YEAR.—In the Toledo Blade of February 6, 1846, it was stated that Toledo had twelve warehouses, two and three stories high, and two more being built; five churches had been built for Congregational, Episcopal, Catholic, Methodist and German Reformed Societies. There were schools in the three school districts; a female select school, taught by Miss Jenks, and a select school for both sexes, "under an experienced teacher." The population was given at 2100 on January 1. A year later the Blade claimed a population of nearly 3,000. The principal canal traffic with Cincinnati was by the Doyle & Dickey line of packets which advertised to make daily trips through in 60 hours. In 1846 was the banner year for the number of buildings erected, up to that time.

AN UNDERESTIMATE.—In April, 1839, the city council authorized the street commissioner to take immediate measures to fill up, drain or other-

wise improve the low and marshy grounds in the city provided the expense thereof did not exceed \$500. It is estimated now that the sewers and grading and work necessary to accomplish this has cost in the neighborhood of \$2,500,000.

ABSENCE OF BIOGRAPHY.—An attempt was made to give some account of the lives of the men most instrumental in the early growth of the city. It was found to be impracticable. It would lengthen the narrative beyond its original scope. It would necessarily result in favoritism and discrimination. It was deemed best to omit all biographical and obituary notices. To confine all personal mention to those who were connected with the laying out of the town and the earliest settlers. This is less to be regretted here because it has been so thoroughly done in Clark Waggoner's history of Lucas county to which access is readily had.

THE PROFESSIONS.—A comprehensive chapter on the judiciary, including the bench and bar, prepared by the writer and contained in Mr. Waggoner's history, with a number of personal biographies of lawyers and judges was brought down to the year 1888. A similar chapter on the medical profession prepared by Doctors Chapman and Rowsey, is found in the same book. It is not the purpose of this narrative to include matters so easily reached, nor those events, not intimately connected with the early history of the city—its birth and infancy. Its magnificent manhood will be splendid theme for the future in the hands of some competent and enthusiastic citizen.

CEMETERIES.—It will probably be a great surprise to people living in the vicinity to learn that the first cemetery in Toledo was near the crossing of Madison and Seventeenth streets, where about two acres were set apart for that purpose by Dexter Fisher, in the year 1830 and abandoned about 1840. Next a small piece of ground at the crossing of Lagrange and Bancroft streets, abandoned in 1838. Then the proprietors of Port Lawrence set apart a lot on the corner of Lenk (City Park avenue) and Dorr streets, for burial purposes in 1838, which the city accepted and passed resolution for fencing and dividing it into lots, but it was later sold for taxes and passed into private ownership and devoted to the residence purposes for the living. In 1839 eight acres were purchased from B. F. Stickney, whereon Forest cemetery was started, and is now located, many additions having been, from time to time, added.

TOWNSHIP VALUATION AND RATE OF TAXATION.—In 1837 the total valuation of property in Port Lawrence township for taxation was \$484,307, of which \$315,659 was on town lots and the tax levy fixed by the county and state for each \$100 was as follows:

State and canal purposes, 32½ cents; county and school purposes, 50 cents; road purposes, 30 cents; township purposes, 10 cents.

Sanford L. Collins was treasurer of the county.

In 1838 the number of lots in Port Lawrence and Vistula divisions of Toledo still taxed in the names of the proprietors were in the main as follows:

Port Lawrence: Edward Bissell, 40; Frederick

Bissell, 30; Charles Butler, 70; Stephen B. Comstock, 30; William Oliver, 45; Smith & Macy, 10.

Vistula: Edward Bissell, 330; Frederick Bissell, 35; Charles Butler, 75; Pierre M. Irving, 19; Smith & Macy, 80; Benj. F. Stickney, 104. Mr. Irving was a nephew of Washington Irving.

FLOODS.—In 1832 the breaking up of the river and the flood washed away the pioneer town of "Orleans of the North," located on the low ground in front of Fort Meigs. In 1847, 1849 and 1855, were years of flood. That of 1849 carried away the bridge at Maumee and the Swan creek bridge at Toledo. In 1855 the middle ground and Water street were submerged and part of the Cherry street bridge carried away.

February 11, 1881, was the most serious in the results but the water in the flood of 1883 was the highest.

THE CHANGES IN THE RESIDENCE SECTIONS.—Perhaps a brief statement of the residence parts of the city and its changes may be interesting. In the early '50s, and until the vacant low ground between Cherry and Monroe streets began to be occupied, the residences were mainly in the vicinity of Lagrange street in lower town and Monroe street in upper town; then what might be designated as the fashionable, or desirable residence district was centered around Madison, St. Clair and Superior streets. William Baker lived where the Boody house now is; Daniel O. Morton opposite where the Fifty Associates Building (the former Produce Exchange) is;

Calvin Baker where the Drummond block (National Bank of Commerce) is, and on Superior street between Madison and Jefferson, including the corners on Jefferson, were what were considered the best residences in the city, occupied among others by Matthew Shoemaker, John Cummings, Robert Cummings, John B. Ketcham, jr., A. W. Gleason, John B. Carson, Frank I. King, Perry Crabbs, John E. Hunt, James B. Steedman and Governor James Myers.

Business drove the residence section to the vicinity of Cherry, Walnut, and Superior between Cherry and Elm streets, and fine residences were built and occupied by M. D. Carrington, now St. John's college; Peter F. Berdan, T. B. Casey (Geo. E. Pomeroy's home), John R. Osborn, Joseph K. Secor, Frederick Eaton, V. W. Granger, Jesse S. Norton and others. Down the river on Summit street followed as the most desirable place to live and elegant residences were built and occupied by Chief Justice Waite, Joseph K. Secor, William Baker, S. H. Keeler, M. S. Hubbell, Frederic Prentice, Abenr L. Backus, Horace S. Walbridge, C. H. Coy, Edward Bissell, W. A. Ewing, David Smith, Emery D. Potter, John S. Bailey, Charles A. King, C. B. Phillips and others. The building of the railroads down Water street and the location of the coal docks along the river, drove the people away from this section. Madison street, for many years, was considered the finest residence street in the city, which is now going the way of its predecessors and giving way to business. Where is it now? I leave the reader to choose between the hundreds of answers that will be made to that conundrum.

PLANKING SUMMIT STREET.—June 21, 1851, the council provided for planking Summit street from Jefferson street to Adams street the entire width and from Adams street to Cherry street twenty-four feet wide, but in September, 1851, the planking between Madison street and Cherry street was indefinitely postponed by resolution. In 1853 it was decided to pave Summit street with boulders from Jefferson street to Cherry street.

BRIDGES.—In 1823 Joseph Prentice built a bridge across Swan creek about where Superior street now reaches it. It was carried away by a flood in 1836 and as elsewhere stated it was succeeded by a ferry. A bridge over Swan creek at Perry street was built at an early date, by whom or under what authority is not definitely known, but old residents speak of it as being there as late as 1835.

A short digression from the period covered by this narrative may be excused. The question of bridging the Maumee river has always been the source of contest and generally of a bitter and acrimonious character. A company was organized in 1864 to build a bridge across the river at Cherry street; the Board of Trade of the city denounced it as dangerous to navigation, embarrassing to commercial prosperity, especially the depots, elevators, warehouses, etc. The railroad companies united in opposition as did the several transportation lines by water, and many of the prominent business firms. The fight was taken up by the newspapers, and finally the Board of Public Works, having granted permission the bridge was built and traffic over it began

in September, 1855. It was a private enterprise, and in 1872 the city passed resolutions for its purchase. This precipitated another contest with injunction suits and a final compromise which resulted in the purchase by the city. The bridge was destroyed by the flood of 1882-3, and in 1884 a new bridge was built, which was maintained until the present concrete bridge took its place.

A Horticultural Society was organized at a very early date. It had its meetings in Hunker's ice cream parlors, which in the early fifties and for many years later, was the meeting place for Toledo society and all of its entertainments. Among the officers of the society in 1850 and 1852 were Jesup W. Scott, Thomas M. Cooley, Dr. Ezra Bliss, Thomas Dunlap, Charles Perigo, Matthew Johnson, Charles W. Hill. It was still in active life until the war of the rebellion, when in 1863 it held its last annual meeting, that we have any record of.

The first telegraph line, "The Lake Erie Telegraph Line," opened for business in Toledo, February 14, 1848, and between that and July 1, 1848, the lines were broken or out of order 31 days.

Although of a later date than is included in this chronicle, the first telephone in Toledo was January 20, 1878, connecting the Western Union Telegraph Company with William Gates ticket office in the Boody House.

MILITARY.—The first military company in the city was the Lucas Guards, organized in 1835, in connection with the impending war with Michigan over the boundary question. It ceased to exist after that question was settled.

"The Toledo Guards" was formed in 1838, with Charles W. Hill as captain, Coleman Keeler and Henry Allen as fifiers and Mayor Bryham as drummer. This company was maintained for many years, and after several reorganizations existed at the beginning of the civil war in 1861.

CHIEF JUSTICE WAITE AS COUNCILMAN.

—On August 11, 1852, Councilman M. R. Waite introduced in the council "An ordinance requiring all places in which liquors were sold to be closed on Sunday," which was passed unanimously on suspension of the rules. Mr. Waite was councilman of the Fourth ward.

What was the vision of the future that brought so many men here in the year between 1830 and 1840 and caused so many minds to center on this area of ten miles on the river front?

In 1837 Benjamin F. Wade, afterwards United States senator from Ohio, coming on a steamer from Cleveland to Toledo, met a man on his way here to sell river tract 6, now a part of the Twelfth ward, through which Walbridge avenue runs, and not waiting to arrive, closed a bargain to purchase the tract for \$25,000. This tract was granted by the government to one George L. Ford, a captain of a privateer vessel in the war of 1812. He was captured by the British, imprisoned at Plymouth, England, for a number of years. After his release, he was lost at sea while commanding a ship sailing from Philadelphia to Mexico. Wade's deed was from Emmeline Ford, the alleged daughter of Geo. L. Forty years later, after the tract was platted and sold and hun-

dreds of families, with churches and stores and homes built on it, the title was attacked by grantees of relatives of Ford, on the ground that Emmeline was not Ford's daughter; that he was never married, and Emmeline was born after Ford had been imprisoned at Plymouth more than a year, and there resulted a most romantic and unique litigation, which would make an interesting novel, the result of which, however, was to confirm the title bought by Wade and hence the title of the occupants by showing the marriage of Ford and the legitimacy of Emmeline.

Wade had this same vision of the future when he made the hasty purchase on the steamboat trip. What was it? They were farsighted men. They saw a great chain of lakes forming an inland sea with over three thousand miles of coast line. By the Treaty of Ghent in 1815, between this country and Great Britain and its amendment in 1817, this great inland sea, with Great Britain's colony on one side and the United States on the other, was to be a neutral zone, where neither warships or war appliances were to be maintained, but where peace seemed likely to be permanent. It was at the head of the great inland sea, connected by navigable rivers, that this future city was located. They saw that the contemplated canals from the west and the south had to terminate at some point near the mouth of the Maumee river to reach the lakes. They saw that the time would come when by canal and railroad the great products of the surrounding territory would have to reach the lake transportation at this point. Those things that made cities and drew population

in their days, they knew would have to exist here. Limited as their vision was, judged from the results of the three-quarters of a century since, it was a broad vision for its day. The vision broadened as the years rolled on, and a prophet came to the land when Jesup W. Scott wrote a pamphlet entitled, "The Future Great City," in which the limitations of vision, at least to him, disappeared.

The people never lost this vision entirely. They kept looking to the east for the rising of the sun of prosperity, and while for a long time the sky was cloudy and the atmosphere chilly and damp, they caught glimpses of it often enough to keep their faith, until at last it broke through the clouds and in a glorious reward, justified the faith of the pioneers.

Someone will have the agreeable work of supplementing this narrative of the pioneer days and their hardships by giving an account of the magnificent and beautiful city as well as the great commercial city, the dreams of the pioneers, now being fulfilled, but with a future more full of promise.

CHAPTER 12.

MOUND BUILDERS, TURKEY FOOT ROCK & ETC.

INCIDENTS, NOTES AND LATER HISTORY.—In Judge Doyle's historical manuscript recorded in the foregoing pages he states his purpose is to produce in one document the most important facts in the earliest development of this territory. He has left the later matter open to be recorded by others and the publishers of the work has taken advantage of this privilege to record some more recent facts of value, as well as to append a few incidents and notes of earlier times, not touched upon by the able paper of Judge Doyle.

THE MOUND BUILDERS ABOUT TOLEDO. Evidence of the work of the Mound Builders within the environs of Toledo is worthy of more than a passing notice. All trace of these earthworks have been obliterated, but there were two circular burial mounds located on the west side of the Maumee river, and a few rods west of where now runs the river road towards Maumee and at a point where this road intersects West Meyer Street. One mound was a few rods south of where said street intersects the river road and the other north of West Meyer street. Both were examined some years ago under the direction of the late Capt. C. W. Everett, and two or three skeletons and a few implements were found. A third small circular mound was in Ottawa park "marked by a clump of trees on the crest of

the hill, west of the lower bridge" as located by one writer. The fourth and most pretentious mound was on the east bank of the Maumee directly south of the east end of Fassett street bridge. It was also circular in form and rested on the bank of the river. It was the only earth works within Toledo or this immediate section surveyed by Squire and Davis in 1848 for the Smithsonian Institute, when they made their inspection and surveys of the Ohio pre-historic mounds and published in "Ancient Monuments of the Mississippi Valleys." It enclosed about three acres. Charles Whittlesey in his writing says, the bluff here was about 35 feet high and the walls measuring from the bottom of the ditches were from three to four feet high and that in places there was a double wall. He also says this was a fort or work of defense and, that it was the most western of a cordon of defense works along Lake Erie. Several skeletons were excavated in this mound, but were thought to be later Indian burials.

BOUNDARY DISPUTE.—At the time of the Ohio-Michigan boundary dispute there were many amusing happenings. To definitely establish Ohio's jurisdiction over the disputed territory it was decided to have a session of court at Toledo. Sept. 7, 1835 was fixed as the day for the great event and the judges were in charge of Col. Van Fleet. They left Maumee on horse back at 1 a. m. of that day with an escort of 20 men armed with rifles and two cavalry pistols each. The late Hon. W. V. Way in his account says they arrived at Toledo about 3 a. m. and went to the School House which stood "near

where Washington street crosses the canal," and opened court in due form, of law. Junius Flagg acted as sheriff and Horatio Conant clerk. The proceedings were hastily written and placed in the clerk's tall hat and after court adjourned they proceeded to a tavern kept by Munson J. Daniels near the site of the old American House. As the story goes, they had just taken a drink at the bar and were filling their glasses the second time when some joker called out that a strong force of Michiganders were in hot pursuit. Spilling their liquor and leaving their bill for future adjustment they made a precipitous retreat and did not stop to call the roll until they arrived at the top of the hill near where the old Oliver House stands. It was then found that Conant the clerk had run against the limb of a tree with his tall hat and spilled his papers, the records of the court. It was yet before the break of day and while they were afraid of capture, after a hasty consultation Col. Van Fleet sent the clerk and two guards back to hunt the hat and papers which they finally found and bore triumphantly to Maumee. The order of the court reads as follows: "The State of Ohio, Lucas County, ss: At a court of Common Pleas, began and held at the court house in Toledo in said county, on Monday the 7th day of September, Anno Domini, Eighteen hundred and Thirty-five. Present the Honorable Jonathan H. Jerome Senior Associate Judge of said county, their Honors Baxter Bowman and William Wilson Associate Judges. The court being opened in due form by the sheriff of said county, Horatio Conant being appointed clerk of said court, exhibited his bond, with sureties, accepted by

the court agreeably to the statute in such case made and provided. The court appointed John Baldwin, Robert Gower and Cyrus Holloway, commissioners for said county. No further business appearing before the court, the court adjourned without delay.

J. H. Jerome, Associate Judge."

Benson John Lossing in his "Field Book" of the war of 1812 in speaking of his visit to Toledo while gathering the material for his work says: "I visited the theatre of events just described, (the operations about Fort Meigs) on the 2nd of September, 1860, and had the singular good fortune to be accompanied by H. L. Hosmer, Esq. of Toledo, author of the Early History of the Maumee Valley and the venerable Peter Navarre, Gen. Harrison's trusty scout. Navarre resided about 20 miles from Toledo and had come into the city on business two or three days before. Mr. Hosmer aware of my intended visit at that time had kindly detained him until my arrival. Only two days before I had enjoyed a long conversation at the "West House,, Sandusky City" with Gen. Leslie Combs, who had just visited Fort Meigs for the first time since he was there a soldier and prisoner in 1813. That visit had recalled the incidents of the campaign most vividly to his mind, and he related them to me with his usual enthusiasm and perspicuity. With the soldiers description in my memory, and the historian and scout at my side, I visited Ft. Meigs and its historical surroundings under the most favorable circumstances. The night of my arrival at Toledo had been a most tempestuous one—wind, lightning, rain, and a sprinkle of hail. The

following morning was clear and cool, with a blustering wind from the southwest. We left the city for our ride to Maumee Valley at nine o'clock in a light carriage and a strong team of horses. Mr. Hosmer volunteered to be coachman. Our road lay on the right side of the river, and when nearly seven miles from Toledo we came to the site of Proctor's encampment, on a level plateau a short distance from Maumee, upon lands owned, when we visited it, by Henry W. Horton. Across a small ravine, a few rods further southward were remains of the old Fort Miami * * * * * within the triangular out-works * * * * * he (Navarre) was compelled to run the gauntlet for his life."

The history or legend most prevalent connected with Turkey Foot rock on the site of the battle of Fallen Timbers on the west bank of the Maumee river above Maumee is not exactly according to the facts and it is thought proper to here set readers of history aright on the subject. Our statement is backed by the late C. W. Evers one of the best authorities on early history of the Maumee, who in one of his publications says: "There is such a rock as we all know, but that there was a 'noted Indian chief' named Turkey Foot, I deny. I know I am going in the face of a long standing legend breaking an idol as it were; but it is best that we get our history of the long ago correct before it is too late. If any one interested, will take the trouble to consult a book written perhaps some time in 1830 or possibly earlier when the Indians were still here, by T. M. Coffinberry, called the Forest Rangers, they will get the

facts, regarding Turkey Foot rock. Mr. Coffinberry was a lawyer, lived at Perrysburg, was well educated and mingled, out of curiosity perhaps, much with the Indians, and knew their habits, customs and history quite well. According to his statement, (I give the substance rather than his words), the Indian killed, at or near the big boulder, August 20, 1794, was a sub-chief of the turkey clan of the Wyandott tribe, whose totem or coat of arms or monogram was the imprint of a turkey's foot. Each tribe is divided into more or less clans; the beaver, the muskrat, the eagle, the dog, the bear, or any favorite object may be adopted as the emblem of a clan. A turkey in Wyandott is Massas. This warrior, killed that day was evidently popular and beloved of his clan for they not only carved the emblem of the clan, a Turkey's footprint on the big boulder, but always, when passing that way, some of his kin or clan would stop and leave some little tribute of their affection, often-er plug tobacco than anything else. Thus it was the stone took the name Turkey Foot rock. There was no noted chief of that name. No treaty record with the Indians bears such a name. No such name is mentioned in the many fights before Wayne's battle. If he had been a noted warrior, somewhere his name would appear. It is just a fiction of some of the white men of the later years and with some has grown into an honest belief as is the case with many other fictions we cling to as truths. There is a turkey foot rock. It is a land mark denoting the high tide spot of Wayne's battle. Near it a brave of the turkey clan was killed. He was popular and his clansmen cut the clan emblem, the print of a turkey's foot, on

the stone and very naturally it has gone by the name Turkey Foot Rock. Its chief importance, however, is that it marks the place of one of the great battles of the border war period.

CHAPTER XIII.

EDUCATIONAL AND OTHER INSTITUTIONS.

TOLEDO UNIVERSITY.—The Municipal University of Toledo, Ohio, was founded in 1872 as the Toledo University of Arts and Trades by Jessup W. Scott, who bequeathed to the University several tracts of land among which was a quarter section lying just outside the city limits. In 1884 the University was established as a Municipal University and in 1909 was reorganized, since which time the institution has had a steady development and its student enrollment has increased from 200 to over 1500, annually. The institution is under the control of a Board of Directors of nine members, three appointed for a term of six years every two years. W. H. Tucker is president of the board and J. Gazzam McKenzie Secretary. A. Monroe Stowe Ph. D., is President of the university. The institution consists of the College of Arts and Sciences, the Teachers College, College of Commerce and Business, College of Industrial Science, College of Law and College of Pharmacy.

ST. JOHN'S UNIVERSITY.—This institution, under the direction of the Fathers of the Society of Jesus, was opened in September, 1898, and incorporated May 22, 1900, according to the general law of the State of Ohio, under the corporate title of "The St. John's College of Toledo, Ohio." On August 29, 1903, the original charter was amended and the cor-

porate title was changed into "The St. John's University of Toledo, Ohio," with power to grant such literary honors and to confer such degrees as are usually conferred by similar colleges and institutions of learning in the United States.

The present organization is: Rev. Francis X. Busch, S. J. President; Rev. Francis P. Kemper, S. J., Vice-President; Rev. William J. Engelen, S. J., Secretary; Rev. Augustine Walters, S. J., Treasurer; Rev. Peter J. Schnitzler, S. J., was the first president. The law department has as its dean Judge John P. Manton.

The purpose of St. John's University in its Undergraduate Department is to educate in the completest sense, that is to develop full and harmoniously the faculties of the whole man—intellectual, moral and physical. It is one of the decided advantages of the system followed in the University, that the student may begin his studies in the High School and then pass on through the College course to graduation in the same institution.

PUBLIC LIBRARY.—The present main library building was constructed and occupied in 1890 and the fine additional quarters completed in 1916. With the five new branch "Carnegie Libraries" lately occupied and an equipment of some 140,000 volumes, Toledo's library facilities rank among the best in the country.

TOLEDO PRODUCE EXCHANGE.—Toledo from its earliest days has been a leading grain center. The first grain dealers' organization was form-

ed in 1849. June 7, 1849 commission men, forwarders and produce dealers met at the steam elevators of Brownlee, Pendleton & Co., located on Water Street. Mathew Brown Jr. was chairman and Edward B. Brown Secretary. The meeting resulted in establishing a Board of Trade with a membership seat price of two dollars. Dennison B. Smith who became identified with the grain trade here in 1841 was elected the first president and the board arranged to receive telegraph reports of Buffalo and New York markets each day at 12 o'clock. On April 23, 1851 at another meeting of commission men, forwarders and dealers a board was organized with Mathew Brown Jr. President, but this project lasted less than a year. A still stronger organization known as the Board of Trade was formed in 1861 with Truman H. Hoag President. The board continued in operation until 1876, when it was deemed advisable to establish a more efficient organization and then it was that the present Produce Exchange was formed. The first President was Henry D. Walbridge with C. T. Wales secretary. Dennison B. Smith was chosen secretary Sept. 8, 1877, and held that position until his death June 22, 1901. Archie Gassaway who had been connected with the exchange first as a clerk since 1879 was then chosen Secretary and still holds that position. The old Produce Exchange building was built in 1878 and the organization occupied quarters there from that date until 1915 when they moved into their present quarters in the Second National Bank building. Among the earliest elevators besides that of Brownlee, Pendleton Co., were those of Herman and Horace Walbridge, C. A.

King & Co. (firm established in 1846) and the Grif-feth elevators.

TOLEDO BANKS.

Mention is made in preceding pages of this work of the early stages of the banking interests of Toledo. It is, however, deemed proper to give a list of the prominent banking institutions, the date of their organization and prominent officials together with something of their early history.

THE FIRST NATIONAL BANK.—Which is referred to elsewhere in this work, was organized in September, 1863, and was the pioneer National Bank of Toledo. Valentine H. Ketcham was its president until his death in 1887. John Berdan was the first cashier. Mars Nearing succeeded Mr. Ketcham as president in September, 1887, and served until his death in October, 1895. He was succeeded by Sheldon C. Reynolds who was elected president in January, 1896 and who resigned July, 1897, and was chairman of the board of directors until his death November 22, 1912. S. C. Schenck succeeded Mr. Reynolds as president January, 1898, and upon his resignation was succeeded by Frederick J. Reynolds who was chosen January, 1910, and is now serving in that capacity. The first banking room were where the Waldorf hotel now stands on Summit street. In 1869, a new building was put up on the present site which was replaced by the present new building in 1905, and which was the first strictly bank building erected in Toledo. J. M. Spencer was elected cashier March 5, 1878, and entered the service of the in-

stitution in November, 1868. The present officers are: Frederick J. Reynolds, President; Rathbun Fuller, Vice-President; John Willys, Vice-President; Harold S. Reynolds, Vice-President; Joseph M. Spencer, Vice-President and Cashier; James G. Burnap, Assistant Cashier; Stacey L. McNary, Assistant Cashier; Karl Kniesser, Assistant Cashier.

THE SECOND NATIONAL BANK.—Was organized on January 18, 1864 when Toledo had a population of 20,000 and George W. Davis was its president and Nehemiah Waterman its first cashier and John Cummings was inspector of elections at that meeting and Frederick B. Dodge the first notary public for the bank, which opened for business May 2, 1864. The first quarters of the bank were on the site now occupied by the Alhambra Theater, Summit Street, but it soon moved to the King Block, Southwest corner of Summit and Madison. In 1870 it located in the old Chamber of Commerce building and after that building burned located between Summit and St. Clair on Madison Avenue. On Dec. 7, 1864, the Second took over the Marine Bank which was first established by E. Parmelee in 1860. George W. Davis was president of the Second until his death June 2, 1904. C. F. Adams entered the bank as teller in August, 1865, was cashier from January 14, 1873, which position he held for 32 years. He was elected president June 7, 1904, and retired in 1907. May 1, 1907, the institution consolidated with The Merchants National Bank and now occupies fine quarters in its new 22 story building, corner

Madison Avenue and Summit Street, the present officers are: M. W. Young, President, W. C. Carr, Vice-President, F. A. Chapin, Vice-President, J. T. Rohr, Vice-President, C. W. Cole, Cashier, L. S. Ketcham, Assistant Cashier, C. A. Baldwin, Assistant Cashier, H. E. Gail, Assistant Cashier, E. J. Burman, Assistant Cashier, G. L. Irons, Auditor. Mr. Young has been president since January 14, 1908. Mr. Carr entered the bank as messenger in 1892, was chosen cashier June 7, 1904, which position he held until elected vice-president.

THE NORTHERN NATIONAL BANK.—The Northern National Bank of Toledo was organized November 30, 1864. Matthew Shoemaker was the first president of the institution, and John T. Newton its first cashier. The bank first opened for business on Summit street near Jefferson, and when the Produce Exchange building was built in 1878, they took up quarters there until their fine new building was erected at the corner of Madison Avenue and Superior streets, which they occupied May, 1916. I. E. Knisely was chosen president of the bank in January, 1892, and has since held that position. A. F. Mitchell became identified with the institution in June, 1887, as a clerk, was chosen cashier in January, 1901, vice-president in 1914, and at the latter date Mr. H. M. Bash took the position of cashier. Mr. Bash has been identified with the bank since 1890.

The present officials are: I. E. Knisely, President; J. K. Secor, Vice-President; H. C. Truesdall, Vice-President; A. F. Mitchell, Vice-President; H.

M. Bash, Cashier; A. G. Moore, Assistant Cashier;
W. K. Corson, Assistant Cashier.

THE TOLEDO SAVINGS BANK & TRUST CO.— This institution, the first savings bank in Toledo, was incorporated May 8, 1868 by James C. Hall, H. S. Walbridge, Richard Mott, John J. Barker, Valentine Braun, Albert E. Macomber. Its first officers were Richard Mott, President; Albert E. Macomber, Secretary & Treasurer. It opened for business in the Fort Industry Block corner Monroe & Summit Streets. In 1906 the bank moved to its present location corner of Jefferson and Summit Streets. The present officers are C. L. Reynolds, President; Charles A. Russell, Vice-President; Donald L. Reynolds, Vice-President; Frank H. Greene, Cashier; A. Giesel, Assistant Cashier. There has always been a matter of historical interest attached to this institution from the fact that its first location was so near to the site of old Fort Industry. The first depositor when the bank was opened over fifty years ago is still a depositor there.

THE MERCHANTS AND CLERKS SAVINGS BANK COMPANY.—Organized by Oliver S. Bond, had its inception February 10th, 1871. In a rear room of The Northern National Bank, located at 99 Summit Street, this bank had its first office with the following list of officers: Mathew Shoemaker, President; C. L. Luce, Vice-President; Oliver S. Bond, Secretary and Treasurer. Toledo at that time was a growing little city with a population of about 30,000. The bank outgrew their small quarters and

finally moved to a building of their own at 78 Summit Street. The present location 338 Summit Street was remodeled February, 1911, and at that time was the only building owned and occupied exclusively for banking purposes by any Savings Bank in Toledo. Oliver S. Bond, who had been Treasurer and Secretary since the bank's foundation, was in 1888 elected president and continues in that office at the present time. He has the distinction of having acted as an executive officer for a longer period than any other bank official in Toledo. E. Louis Schomburg entered the service of the bank October 1, 1872, as messenger and has worked his way up through the different positions until 1903 he was elected to the office of Vice-President, which office he still occupies. Following are the present officers: Oliver S. Bond, President; E. Louis Schomburg, Vice-President; Will H. Gunkel, Cashier; James C. Scott, Asst. Cashier.

UNION SAVINGS BANK.—This bank was organized in 1888, and held its first meeting of directors May 5, of that year in the office of the Toledo Blade, corner of Jefferson Avenue and Superior Street. The officers elected were James Secor, President; William H. Maher, Vice-President, and Leander Burdick, Cashier. The bank opened for business on the 18th of June, 1888, and has continued in this location on Summit street ever since organized. The present officials are: Henry C. Truesdall, President; George L. Shanks, Vice-President; Christopher Doudt, Vice-President; Eugene P. Mettler, Cashier; Joseph T. Dempsey, Assistant Cashier.

THE NATIONAL BANK OF COMMERCE.—

The Ketcham National Bank was organized June 1, 1888, with John B. Ketcham, President; John Berdan, Vice-President; W. O. Parker, Vice-President; S. H. Warring, Cashier; E. D. Rose, Assistant Cashier. On January 1, 1890, E. L. Barber was chosen vice-president in place of John Berdan. October 4, 1892, S. D. Carr was elected second vice-president and then first vice-president January 1, 1893, with E. L. Barber second vice-president. March 6, 1894, J. B. Ketcham resigned as president, E. L. Barber taking that position and S. D. Carr retaining the first vice-presidency. Sept. 7, 1898, G. W. Walbridge was elected assistant cashier and in January, 1899, E. L. Barber resigned as president and S. D. Carr was chosen for that position. In February, 1899, the name of the bank was changed to The National Bank of Commerce and G. W. Walbridge, elected cashier. July 1, 1907 the bank absorbed or was consolidated with The National Bank of Toledo, with S. D. Carr, President; W. W. Edwards, first Vice-President; R. B. Crane, second Vice-President; G. W. Walbridge, Cashier, and A. R. Truax Assistant Cashier. W. W. Edwards died in May, 1913, and was succeeded by E. C. Edwards in that position in July of that year with some other changes. The present officers are: S. D. Carr, President; R. B. Crane, first Vice-President; E. C. Edwards, second Vice-President; G. W. Walbridge, third Vice-President; W. L. Lamb, Cashier; George L. Mills, Assistant Cashier, and A. J. Saelzler Assistant Cashier. The bank has always been located at the corner of Madison Avenue and St. Clair Streets and sometime ago purchas-

ed the Drummond block and the St. Clair building north adjoining and have made over and enlarged their quarters from time to time as increased room and facilities were required.

THE HOME SAVINGS BANK CO. GARDNER BUILDING.—This bank was incorporated November 10, 1892; began business in Toledo December 3, 1893, in the quarters which they now occupy. Its first officers were, Mr. Herbert Baker, President; Mr. C. F. Braun, Vice-President; Mr. D. V. R. Manley, Cashier. Its present officers are: Mr. Herbert Baker, President; Mr. W. A. Brigham, Vice-President; Mr. Marion M. Miller, Vice-President; Mr. R. D. Mills, Cashier; Mr. D. P. Clifford, Assistant Cashier; Mr. Carl H. Schwyn, Assistant Cashier, Mr. F. W. Lindsley, Auditor.

THE CITIZENS SAFE-DEPOSIT & TRUST Co.—Was organized in April, 1893, under the title of The Home Safe-Deposit & Trust Company. The incorporators were Charles F. Adams, Mars Nearing, M. I. Wilcox, S. D. Carr, and Horace Holcomb. About 1908, the corporate name was changed to The Citizens Safe-Deposit & Trust Co. The place of business has always been in the Gardner Building, and the safe deposit vaults built when that building was erected. The present officers are: S. R. Dority, President; W. S. Walbridge, Secretary and Treasurer.

THE OHIO SAVINGS BANK AND TRUST COMPANY.—This institution was incorporated De-

ember 5, 1896. The original officers were David Robison, Jr., President, and George E. Pomeroy and Dennis Coghlin, Vice-President, and James J. Robison, Secretary and Treasurer. The bank opened for business in the Chamber of Commerce building corner of Summit Street and Madison Avenue. Some time before the death of David Robison, Jr., in April, 1906, he retired from the presidency and was chairman of the board of directors, James J. Robison succeeding to the presidency. On the death of James J. Robison in June, 1914, he was succeeded as president by William Hardee who in turn was succeeded by George M. Jones. The Ohio Savings Bank and Trust Company took over The Dollar Savings Bank and Trust Company June 15, 1910, also took over The Continental Trust and Savings Bank December 1st, 1918, and The Market Savings Bank December 15, 1918. The present officers of the institution are: John Cummings, Chairman of the Board; George M. Jones, President; Howard I. Shepherd, first Vice-President; Edward Kirschner, vice-President and Secretary; Frank P. Kennison, Vice-President and Trust Officer; Seymour H. Hoff, Treasurer; Charles A. Frese, Assistant Treasurer; James F. Young, Assistant Treasurer; Albert A. Fair, Assistant Treasurer; Frank J. Klauser, Assistant Trust Officer; Ernest W. Davis, Comptroller; Roland J. Tappen, Manager Safe Deposit Department; C. E. Christen, Manager Foreign Department; E. E. Gleason, Manager Credit Department. The bank took up its quarters in the Ohio building in 1906.

THE SECURITY SAVINGS BANK AND TRUST COMPANY.—The Security Savings Bank and Trust Company, located at 315-317 Superior Street in Toledo, is the oldest Trust Company in Lucas County, having been organized as The Security Trust Company June 14, 1898. The Security Trust Company was located at 224 St. Clair Street, and after about six months removed to the corner of Madison Avenue and Huron Street in the Spitzer Building. In 1903 they again removed to the present location. Its first officers were: F. B. Shoemaker, President; N. H. Swayne, Vice-President; John J. Barker, Vice-President; C. F. M. Niles, Secretary and Treasurer; H. W. Cummings, Assistant Secretary and Treasurer. Having been organized purely as a Trust Company, and not to engage in any way in the banking business, its officers, directors, and stockholders were made up very largely of officials and stockholders of other banks. In fact, its first Board of Directors and Trust Committee included in its membership five bank presidents, four vice-presidents, and two bank cashiers. Two years later, The State Savings Bank Company was organized, and had among its stockholders and directors many of the stockholders of The Security Trust Company. Later, The Security Trust Company to enlarge its operations and engage in the general banking business, in addition to carrying on its trust business, a merger was effected between it, and The State Savings Bank Company, and the two were consolidated under the present name. The Security maintains a branch at 1518-1520 Cherry Street. It is in charge of Mr. Ladd H. Morse, Assistant Secre-

tary-Assistant Treasurer, under the general direction of the same officers and directors as the main bank on Superior Street. Both the main office and branch have Safe Deposit Departments, while the Trust Department is maintained exclusively at the Superior Street office. The Security owns the bank buildings in which both its main and branch banking rooms are located. The present officers are: Clifford C. Whitmore, President; Otis A. Browning, Vice-President; William J. Wedertz, second Vice-President and Treasurer; Frank C. Hoehler, third Vice-President; Lester B. Martin, Secretary and Assistant Treasurer; Ladd H. Morse, Assistant Secretary and Treasurer; Archibald W. Stone, Assistant Secretary and Treasurer.

THE COMMERCIAL SAVINGS BANK AND TRUST COMPANY.—The first officers were elected on February 20, 1899, the first President being Mr. Peter McCrory, the first Vice-President, Mr. A. M. Chesbrough, second Vice-President, Mr. J. K. Secor, and Cashier, Mr. Carey B. Close. The bank opened for business on Main Street, Toledo, East Side, on January 1, 1900, and was known as The Commercial Savings Bank. At the following election of officers held in January of 1900, Mr. M. B. Wolf was chosen President; Mr. David Harpster, Vice-President, and Mr. Carey B. Close, Cashier. The bank continued under that title until about the year of 1907 when it began operations under the title of The Commercial Savings Bank & Trust Co. A little before that date it opened its main banking room at 412 Adams street operating two offices. On July 1, 1915, or

thereabouts, the bank opened its third office at 810 West Central Avenue, near Detroit Avenue, under the management of Mr. E. S. White, with the title of Assistant Secretary-Treasurer.

The present officials are: W. H. Yeasting, President; Walter Stewart, Vice-President; Dallas P. Dildine, Vice-President; F. E. Stewart, Secretary and Treasurer; C. J. Eisenmann, Assistant Secretary and Treasurer; E. S. White, Assistant Secretary and Treasurer.

THE DIME SAVINGS BANK COMPANY OF TOLEDO, OHIO.—Was incorporated July 19, 1900, and commenced business on November 1, 1900. At the organization, Homer Hood was elected President, Elisha B. Southard, First Vice-President, John S. Hallaran, Second Vice-President and Aaron B. Hood, Cashier. The Executive Committee consisted of George E. Lorenz, William Watts, John S. Hallaran, William H. H. Reeder, and Louis H. Rohr. The bank occupied a small space in the rear part of a large furniture store at 315 and 317 Superior Street until the spring of 1902, when they secured the corner room at the Southwest corner of Adams and Superior Streets—the site of the old Masonic Temple that had been destroyed by fire. In 1907, the northwest corner of Adams and Superior was purchased as a site for the permanent home of the bank. The bank moved into their new home on June 15, 1915. The present officers, W. H. H. Reeder, President; John S. Hallaran, Vice-President; R. V. Hodge, Vice-President and Cashier; Frank D. Butler, Assistant Cashier and Manager of their South side branch at

the corner of Broadway and Western, and Oscar W. Salyer, Assistant Cashier and Manager of their branch at 1329 Dorr Street. William H. H. Reeder, has been President of the institution since early in 1901.

THE PEOPLE'S STATE SAVINGS BANK.—

Located at 924 Starr Avenue, opened for business in their own building there May 1, 1909, with W. H. Tucker, President; V. O. Moore, Vice-President; W. J. Von Ewegen, Vice-President, and O. D. Tiffany, Cashier who are the present officers of that thriving institution.

THE SPITZER-RORICK TRUST & SAVINGS BANK.—

This bank was organized and opened for business Nov. 1, 1911, with the following officials: C. M. Spitzer, President; A. L. Spitzer, Vice-President; H. C. Rorick, Vice-President; Geo. A. Weber, Cashier; C. W. Cummings, Assistant Cashier; C. H. Vischer, Assistant Cashier. The present officials are: H. C. Rorick, President; A. L. Spitzer, Vice-President; Carl B. Spitzer, Vice-President; James R. Easton, Vice-President; A. V. Foster, Vice-President; Geo. A. Weber, Cashier; Carl Mathias, Assistant Cashier. This bank is incorporated under the banking laws of the State of Ohio, is authorized to exercise the powers of a savings bank and administer trusts committed to its care and in addition to its savings department and the trust powers that it undertakes it does a general banking and exchanges business. The banking rooms are located in the Nicholas building.

THE GUARDIAN TRUST AND SAVINGS BANK.—The Commerce Trust Company was organized April 1, 1913, with the following list of officers: S. D. Carr, President; W. W. Edwards, Vice-President; R. B. Crane, Vice-President; A. H. Peiter, Secretary and Treasurer; Richard W. Kirkley, Trust Officer. The company was re-organized under the name of "The Guardian Trust and Savings Bank of Toledo," under date of March 17, 1914. The present officers are: Edward H. Cady, President; Walter L. Ross, Vice-President; Edward G. Kirby, Vice-President and Trust Officer; Harry P. Caves, Treasurer; J. Brenton Taylor, Secretary; George E. Wise, Assistant Secretary and Treasurer. This bank joined the Federal Reserve System under date of January 1, 1916, and was the first State Bank in Ohio to take this step. The Guardian Bank was one of the first banks in the city to enter the field of front window advertising, and their ideas have been adopted in nearly every city in the country; so that they readily claim that they were pioneers in this form of bank advertising.

THE ROSSFORD SAVINGS BANK, ROSSFORD, OHIO.—While this bank is located in Wood County, it is given here in the list of Toledo institutions, and was organized in June, 1918, and opened for business on July 1, 1918. The bank occupies a new building erected for the bank by the Edward Ford Plate Glass Co. The officers are: Edward Ford, President; H. S. Reynolds, first Vice-President; Fred Uffman, second Vice-President; Earl B. Haas, Cashier. The bank is a Member of the Federal Reserve Bank of Cleveland.

CHAPTER XIV.

TOLEDO DAILY NEWSPAPERS.

THE TOLEDO BLADE.—The dominating figure who put the Toledo Blade on the map was D. R. Locke and the wide distribution of the Weekly Blade through the appearance of the "Nasby Letters" was a great factor in making Toledo known during the later sixties. A detailed story of the various changes and early history of this publication would make a volume in itself. Here are some of the high spots.

The Blade was started in 1836. Abel W. Fairbanks and L. L. Willard, were connected with the paper in 1837, the latter but a few months when Mr. Fairbanks became sole publisher, which honor he held about thirteen years. Andrew Palmer formerly a Democrat, but an active supporter of Harrison for the presidency, was editor of the paper during that memorable campaign and made the forests echo with the slogan "Tippecanoe, and Tyler too." Then appear as editors, proprietors and publishers through the early struggles of the paper, the names of S. S. Blanchard, Edward A. Graves, Daniel McBain and down until 1844, when Jessup W. Scott, became editor, but stepped out of the job for some reason in less than a year. In May, 1846, appeared the tri-weekly Blade. H. L. Hosmer was a partner at this time and Mr. Fairbanks after being out and in at times evidently gathered enough wind or cash to take hold of the game again with a Dr. Graham, editor. The first issue of the daily Blade was April 17, 1848. In January, 1850, Stephen T. and H. L.

Hosmer became owners with the latter as editor. Then came Peter E. Latimer, Samuel Andrews and Joseph R. Williams with their names spiked to the mast-head, when in September, 1856, the plant, newspaper, job and book-printing, was purchased by Clark Waggoner and Guideon T. Stewart, of Norwalk, the latter a great champion of Prohibition and at one time a candidate for president on that ticket. Waggoner withdrew in 1865, and David Ross Locke came to the paper as editor, and A. D. Pelton sole proprietor in that year. In 1867, Mr. Locke and John Paul Jones became partners in the firm—A. D. Pelton & Co. Many further changes of minor importance followed with the names of Dr. A. P. Miller and T. P. Brown appearing with E. A. Higgins editor for a time. In August, 1876, The Toledo Blade Company was organized with A. P. Miller, President and Editor; T. P. Brown, Vice-President; and Frank T. Lane, Secretary, which position Mr. Lane held until his death the fall of 1912. During 1876 Mr. D. R. Locke obtained entire control of the company, and was its president with A. W. Gleason, vice-president. For a short time the daily and weekly were published by Alexander Reed and Herman D. Walbridge, but in 1878, the Blade company again assumed control of everything. Mr. Locke the dominant factor in placing the Blade in the ranks of newspapers of national importance was editor and owned the controlling interest in the paper until his death when his son Robinson Locke took the chief editorship which place he still holds and is president of the company, with Florence E. Cottrell, vice-president and treasurer and who has

been connected with the Blade for nearly 28 years. John McElroy of the National Tribune was managing editor for a time followed by S. S. Knabenshue who came to the paper shortly before the death of D. R. Locke and who held that position until appointed consul in 1907. Then came F. L. Dustman and Blacque Wilson and now Grove Patterson as managing editor of the daily, with Frank M. Warwick editor of the weekly since Knabenshue's time. The paper occupies its own building corner of Jefferson Avenue and Superior Street.

THE TOLEDO NEWS-BEE.—This plant is one of the links in the chain known as the Scripp's newspapers. Negley D. Cochran is editor-in-chief and the paper occupies its own building corner of Huron Street and Jackson Avenue. The Toledo Evening Bee was started by H. S. Chapin in April, 1876, and was one of the pioneer low priced papers of the country. The property was soon after transferred to The Toledo Bee Company which under the former name of The Toledo Printing & Publishing Company had been in the job printing business. H. S. Chapin was editor, and one of the proprietors until December, 1883 when he disposed of his interest and was succeeded as editor by John Paul Jones who was in turn succeeded by R. W. Harris and Elmer White. Mr. Chapin who had in 1884, with R. M. Brinkerhoff and others started The Toledo Evening Post, on the latter papers being absorbed by the Bee in 1886, returned to the Bee as one of the editors and held a position there until he went with S. G. McCullough to Columbus, where he was editor of the Columbus

Post, a new daily they established there. Elmer White was editor and part owner of the Bee at this period with Frank P. Chapin the principal owner and business manager. It was under this regime that a new building was put up at 328 north St. Clair Street and the paper moved from their old quarters on St. Clair between Jefferson and Monroe Streets. After this management came Thomas W. Starr, and Archibald Stuart, when in 1897, Negley D. Cochran purchased the paper from Wm. Beatty, receiver, an ill advised political move being one of the causes of the paper unpopularity. Then June 1, 1903, the Bee, Sunday Bee, The News, (a daily started by J. M. Bloomer, J. P. Coats and others) and the Morning Times were bought by the Scripps-McRae organization and the papers became News-Bee, Sunday Times-Bee and Morning Daily Times, the latter two being a little later purchased by George Dun of Columbus. The News-Bee occupied their present new building October 12, 1912. Mr. Cochran has been editor of the paper all during the Scripp's control and Harry J. Howard was the first managing editor of the News-Bee and held that position until his death in 1917, and was succeeded by Frank M. Heller the present managing editor.

THE TOLEDO TIMES COMPANY.—Was organized in April, 1908, by Geo. W. Dun, who was its first president. The company took over the machinery and equipment of the Toledo Press and the Associated Press franchise held in the morning field by the Scripps McRae league. In May, 1911, the Toledo Times Publishing Company was organized,

purchasing the machinery, equipment, franchise and good will of the Toledo Times Company. The first officers were Geo. W. Dun, President, Clarence Brown, Vice-President; Charles N. O'Brien, Secretary and R. C. Patterson, Treasurer. In December, 1914, Geo. W. Dun, president of the company died and Clarence Brown was elected president. Upon the occasion of his death in the summer of 1918, R. C. Patterson was elected president. The Toledo Times Publishing Company prints the Toledo Times, the only morning and Sunday paper in Toledo and Northwestern Ohio. Its office is at 234 Superior Street. The present officers are: R. C. Patterson, President & Treasurer; Clara C. Dun, Vice-President; John D. Dun, Treasurer and Assistant Treasurer.

THE TOLEDO COMMERCE CLUB.—The present officers are: Charles Hartmann, President; Royal R. Scott, first Vice-President; John D. Cowell, second Vice-President; Warren E. Griffith, third Vice-President; Earl A. Hulce, Treasurer; Frank G. Saxton, Secretary. The merger of the Chamber of Commerce and the Business Men's Club into the Toledo Commerce Club was effected on May 9, 1911. The first officers were President, J. Gazzam MacKenzie; first Vice-President E. H. Cady, second Vice-President, Geo. L. Shanks; third Vice-President, F. V. Culbertson; Treasurer, C. R. Clapp; Secretary, Louis H. Paine; Assistant Secretary, F. I. Lackens. The trustees of the Chamber of Commerce at the time of merger were: E. H. Cady, W. W. Knight, I. B. Hiatt, C. R. Clapp, D. C. Donovan, E. L. Camp and G. S. Mills. Trustees of the Business Men's Club:

Lyman Spitzer, W. F. Donovan, F. V. Culbertson, R. W. Kirkley, Geo. E. Hardee, Geo. L. Shanks and R. A. Beard. The presidents of The Toledo Commerce Club after Mr. McKenzie were: Isaac Kinsey, Frank L. Mulholland, William L. Diemer, William A. Gosline Jr., Carl B. Spitzer, Irving E. Macomber and Gustavus Ohlinger. John D. Biggers, Geo. E. Hardy and Frank Saxton, followed Mr. Paine as Secretaries. The club's location is the sixteenth floor of the Nicholas building. The purpose of this organization is the advancement of the commercial, industrial and civic interests of Toledo and as contributing to that end, the establishment and promotion of friendly relations and co-operation among the citizens in this community.

THE CALL OF EARLY TOLEDO.—In the spring of 1851, a young man filled with the vigor and spirit imbibed from the atmosphere of progress of these early days, then 27 years old, and just admitted to the practice of law at Portsmouth, Ohio, felt the call of the west. The map indicated the head of navigation in the wilderness of the wonderful Mississippi Valley as the future economic objective of a vast territory of great prospective wealth and he decided upon Minneapolis as his permanent home where his ambition and enthusiasm could have full sway. He undertook to provide funds for the journey by taking some notes for collection on the line of his route and which led him up the Muskingum canal to Cleveland, from where he was to go to Adrian, Michigan. This took him by boat to Toledo and as he sailed up through Maumee bay into the river his astonished gaze measured the broad expanse of the

wonderful harbor and his imagination saw therein the combined tonnage of London, Liverpool, New York, Boston and Baltimore. In the midst of his dream of the future a hand was laid on his shoulder and a stranger said, "Young man where are you going?" When the latter's answer was given revealing his purpose and proposed destination the stranger swept the great expanse of bay and the miles upon miles of harbor line with a gesture and replied, "Can Minneapolis offer anything in prospect equal to this?" The young man was James M. Ashley and as there is a destiny which shapes our ends, the course of his life was changed and six years later (1857) he was elected to congress as an Abolitionist—or Black Republican. He served in the national house for the ten consecutive years following (the period of national reconstruction) a period of bitter agitation and domestic conflict. He framed the 13th amendment to the constitution (abolition of slavery) introduced and guided its course to its final passage. His activity in the impeachment proceedings against President Johnson is well known and later he successfully undertook the construction of the Ann Arbor railroad, a line more than 300 miles long and involving an investment of more than \$8,000,000 in money with no other resources than intelligence, character and courage. This transportation system has proved its public usefulness and has added many millions of dollars value to the territory it serves. This is the story which made James M. Ashley a resident of Toledo instead of Minneapolis.

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