

The Historical Society of Northwestern Ohio

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JANUARY, 1938

THE CENTENNIAL TREES

By OLIVE A. COLTON

Planting ten thousand trees to celebrate Toledo's Centennial made me think of the day, many years ago, when we lived on the corner of Madison and Erie Streets that a man came along and made an astounding suggestion: "Why don't you cut down your trees," he said "and make Madison, look like a city street?"

That seemed to us sacrilege, but all too soon those trees had to come down. A hundred years ago, Morris wrote the well-known poem: Woodman, Spare That Tree! but it usually takes three generations for a new ideal to gain popular favor, and the street department of the day, had not caught up with the idea in the poem, and in the name of progress, as many thoroughfares were repaved, the shadetree was sacrificed to the traffic.

You will recall the sad day when those on Monroe Street were ruthlessly hewn down.

Visitors to the Virginia home of President Monroe are impressed with his love of trees, as they admire today the specimens he brought back from Europe at the beginning of the century. That a street in Toledo that bears his name has been devastated of the things he loved best, makes one question our short-sighted policy.

What is progress, real progress, that everybody praises and few understand? In the name of progress, what community ideals should grow up with the trees just planted? Going ahead means leaving behind and in thinking of this city a hundred years from today, what was the heritage from the pioneers worthy to preserve for posterity?

All that I can tell you of those early days, is what my great-aunt, Mrs. Seneca Allen, told her sister, my grandmother Colton, who told it to my parents, who told it to me, but it is from tales of the past that the present is fortified to go forward into the future.

Mrs. Allen pictured the pioneers in the stockade, suddenly getting word that the Indians were coming and while the men seized their muskets, the women rounded up the children and then did what they have done all through the ages when permitted, they stood by the side of the men and took the bitter with the sweet. Thus courage was a daily necessity for the pioneers and it can give their descendants daily strength for daily need. Those women cooked and cleaned, they spun and wove and washed up the pewter. In between times, they pieced our heirlooms,—quilts,—but everybody worked. The leisure class had not yet appeared on the horizon, and

The Historical Society

possibly the reason the chairs and sofas have come down in such good preservation, is that few had time to rest on them.

The Allens lived in the Vistula Settlement in lower town near Major Stickney, who acquired renown from naming his sons, "One Stickney", "Two Stickney" and his daughters for the States, "Maryland and Virginia Stickney". One day when they were walking through the forest that is now Summit Street Mrs. Allen suggested that a new road being cut north out of those woods be named Lagrange, for Lafayette's home in France. He was their hero because he was an aristocrat enlightened enough to see the justice of democracy, and Major Stickney approved her suggestions and it is Lagrange street today. The pioneers prized democracy.

Seneca Allen had staked out a claim to a tract of land in Port Lawrence Settlement around Madison, Erie, Monroe and Michigan Streets and because in New England they had had book-learning, he helped build the first log schoolhouse to teach little children. But there was a slump in real estate, and the taxes were prohibitive, as that is the way taxes got started, and Mr. Allen had to sell the whole tract to Jessup Scott for twelve dollars an acre. Mr. Scott later gave the land for a manual-training-school and it was he also who founded the Toledo University and for whom Scott High School and Scottwood Avenue were later named. Then for the future great city, Mr. Allen published a newspaper, the Toledo Gazette.

After making peace with the Indians, the pioneers' next battle was between the inhabitants of Vistula and Port Lawrence Settlements over a name for their joint town, each naturally preferring its own. This was settled by the choice of an entirely different name. In Spain, the city of Toledo was on our meridian, no other American town had that name and a traveller here waxed enthusiastic over the beauty of that Spanish city. Toledo is an old Hebrew name meaning **Mother of People**, but when the boundary question arose, strife was rife again, until it was settled by the Congress. Note the progress in settling a dispute by law instead of by bullets. Surely, arbitration is an ideal to cherish and in the years to come may the Toledo Industrial Peace Board flourish like the banyan tree! War blights civilization with its cruelty and futility. Peace is the foundation of progress.

A century ago taxpayers in many other places objected to girls getting more than reading, writing and arithmetic, but in Toledo, the pioneers allowed them as much public schooling as the boys. Higher education had to be fought for, and the economic independence of women was but a broken hope.

The first little girl born here came into a world where there were but seven ways for a woman to earn her bread; today over six hundred occupations are open to her. Of course the home was the first factory where the necessities of life were wrested from relentless winters in the wilderness. When one realizes how hard these women worked, as they toiled for the common good, is it not laughable that later it was thought that the languages and playing the harp with a little needlework thrown in, would fill up the time of the girls fortunate enough to have such advantages, while the rest could do charity work? Yet they did the job so well that many of the social agencies today were started by women.

As it was unladylike for a women to work, impecunious old maids and widows usually had to live off of relatives, unless they could be schoolteachers or take boarders. Church work brought women out of their homes in sewing-bands and missionary societies. War opened a field of patriotic auxiliaries and the Sanitary Commission of the Civil War was the forerunner of the Red Cross. The injustice of slavery and the evil of drink made many a timid soul speak out, publicly protesting for the first time in this city. Then to im-

of Northwestern Ohio

prove their minds, the women's club started and the next milestone on their forward march, was when they won suffrage and the right to participate in their government.

Meantime the men here had emerged from the first material requirements of the village, and a few scholarly gentlemen opened a small reading-room that eventually had an official appropriation and became the first public library in Ohio. The pioneers wanted everyone to have entrance into the kingdom of the minds for the fruit of the tree of knowledge was no longer forbidden.

For music, there was hymns and ballads, dances and fiddles for marry-making, Sangerfests and of course the little German band, but church choirs gave oratorios and at their concerts the St. Cecelia, a Boston group of women, always presented the master musicians.

For art, there were pictures of Niagara Falls, samplers and Roger groups and an occasional steel engraving. But the need for beauty was supplied by the scenery around early Toledo. God made the country and man makes the towns, but the Park Board and City Planning Commission are striving to preserve for our industrial city, the beauty of nature. The spirit requires open spaces and the tongues in trees that Shakespeare mentions may be heard later by future city-dwellers in the sapplings you started upward today. Emerson said that trees grow when you wake and when you sleep at nobody's cost and for everybody's comfort. If Toledo is to be a city of trees, it will mean that it is a beautiful city.

A hundred years is a long time to an individual, but only a moment in history. It is not remarkable that the city is so old, but that it is such a young city. Perhaps that may explain to others our failures and mistakes but for us, Toledo has the sacred name—"home". But if it is to justify its name, "Mother of People", races, creeds, classes and sexes must work together to make it a place where one can get not only a living, but a more abundant life, enriched with wonder and joy.

Just as we appraised this centennial year those who went before, so will posterity probably measure our contribution to the community, and our worth as citizens will not be what we got out of Toledo but what we put into it. The only real difference between us is that made by our own character. Future builders need integrity and ability and it is the glory of democracy that talent should have an opportunity here to develop to its highest expression. Then as the trees grown upward, girls and boys can take their trowels and put a foundation under their dreams.

Our heritage is more than the antiques left us. It is the spirit of adventure that is in our blood too. To face bravely new conditions and to bear with each other until we find the way onward, to hear all sides and then let the votes decide, is that, not the great American adventure in which we too are pioneers?

I am not going to talk a hundred years, but I want to make the city of my birth, a birthday wish, for if the seeds of ideals are planted and cultivated they may grow to be a tree of life for the whole community. The wish is, that more people should find in Toledo, bread, brotherhood, justice, peace and beauty, that free speech, a free press and peacable assemblage always be allowed here; that we tolerate differences of opinion, that each person may develop by expressing the Truth as he sees it, provided it interferes with no one else's privilege so to do; that groups unite to guard the city against those old enemies of true progress, ignorance, greed and violence, while they push back the frontiers of knowledge and love; and that with the spirit of the pioneers, the women with the men, take an equal part in democracy, for their common protection, enlightenment and enjoyment.

THE BEST ROAD EVER

We are indebted to Mrs. Kent Hamilton for the following letter written by the grandfather of Mrs. Hamilton and vividly reciting early traveling experiences in the years when "old fashioned winters" were the vogue in Ohio.

Letter from J. E. Allen of Zanesville, Ohio, to his wife, Frances Herrick Allen, and their two sons, Edward and Charles. Postmark Buffalo, March 11. No year given, probably 1833.

Buffalo, Sunday Evening.

Dear Frances:

I arrived at this place this afternoon, in health and safety, having traveled 40 miles. The best days work since I left home. 20 miles of this distance was over one of the best roads I ever traveled on, as much superior to the National pike as that is better than the Dresden road, not a stone in the whole distance, a perfect level, not the least perceptible rise or descent, and so straight that the city of Buffalo, was by me seen the whole distance—it was Nature's road—viz: the surface of Lake Erie.—The ice is now so thick and strong that the stage travels on it for thirty miles or more. I thought I would try it for the last twenty miles, and I traveled it in about 2½ hours. Some part of the way I was at least five miles from the shore, and the ice as smooth as glass. It was indeed a splendid view of all the surrounding shores, villages, &c &c. I was a little lonesome and thought it would have been pleasant to have had your Mother along, in short the whole journey would have been quite pleasant for her—I shall spend part of the day here tomorrow, and then shall jog on toward Auburn as fast as my horses can travel. They hold out very well. I now think of you very often and want to see you very much. I wish you to write me in Athens as soon as you get this. I think I shall be there by that time. I will write you from Auburn. I find Buffalo a large city, its growth has been very rapid since we were through here. I think of nothing further to write at present. I feel very anxious to hear from you. My love to all my friends, not forgetting Edward and little Charles. They must be good boys, and accept my most affectionate regards for yourself.

J. B. Allen.

Mr. Allen was a well-known merchant in Zanesville until his death in 1885.

TOLEDO EPIDEMIC OF 1852

A few weeks ago, Dr. Geo. Laughton, pastor of the First Congregational Church in Toledo, preached the 104th Anniversary sermon of the Church. In the course of this historical sermon he told of the cholera epidemic that swept the city of Toledo in 1852, and of the heroic efforts of the minister of the First Congregational Church to stay the plague. Said he in part: "In July, 1851, the Rev. Samuel Wright was called to the pastor of this Church. Under the impact of his ministry the city of Toledo was soon made aware of his presence. The congregations greatly increased, the activities of the Church were multiplied. But one year after he assumed charge a certain Judge Sanford, of New York city, who was one of a party of people appointed by the Government to examine the affairs of the Western Reserve, was taken sick and left at the American hotel. It was discovered that he had the cholera. His friends deserted him. But it so happened that, in the absence of his

family from the city, Dr. Wright was staying at this hotel. He undertook to nurse the sick man. He continued to do so, until the man died. Then the plague swept the city. Sometime ago, in talking to one of the older people of my Church, she told me what took place in those dreadful days. Her grandmother had described it for her. Hundreds of people were stricken. Those who could fled from Toledo. There were not enough physicians and nurses to look after the sick. Scores died without receiving any medical attention. They were buried without benefit of clergy. Into the homes of the suffering, into the pest-houses went Dr. Wright, tending the sick, praying with the dying, burying the dead. He too, was stricken. He was ordered to leave the city. He went into the Irish Hills to recuperate. But he heard the calls of distress. He returned, and for six weeks he labored night and day, giving all that he had to aid the cholera victims. He dropped dead at his work. And surely of him it may be said, as it was said of the Master: "He gave his life a ransom for many." The whole city was plunged into mourning at his passing. Nineteen years later, at an Anniversary service, the minister in charge said of Dr. Wright: "The fragrance of his memory still lingers with us, and the impulse which his labors gave to this Church's work still continues to be a power of progress amongst us. His grave remains with us, and I trust will ever be cared for by those who owe so much to him who died so gloriously for us."

Well, it is fifty-five years ago since those words were spoken, and you will be happy to know that last week, Miss Dilts took two young people down to the Forest cemetery to lay flowers on Dr. Wright's grave.

A DEED FOR A CHURCH PEW

The quaint old document which is copied below has recently been presented to the Editor of this Bulletin for use in this publication.

It is an interesting reminder of old church customs prevailing seventy years ago—now obsolete. It is published here for preservation in our records and will later on be presented to the pastor of First Congregational Church of Toledo for permanent preservation in the archives of that church.

The signers of this instrument were prominent citizens of Toledo and several of them were parents of other citizens well remembered today.

Know All Men by these Presents:

That we, GEO. SPENCER, W. H. WHITAKER, M. D. CARRINGTON, D. E. GARDNER and J. A. SCOTT, Trustees of the Society of the FIRST CONGREGATIONAL CHURCH OF TOLEDO, for and in consideration of One Hundred and Sixty-Eight (168) Dollars to us in hand paid by ALETTA M. BRONSON have granted, sold, remised and conveyed unto the said ALETTA M. BRONSON that Slip or Pew, in the Church Building of said Society, in the City of Toledo, known and marked on the plat thereof, as Slip No. 67.

TO HAVE AND TO HOLD, The same to the said ALETTA M.

The Historical Society

BRONSON, her heirs and assigns forever; subject, nevertheless, at all times to an annual rental, to be assessed by the Trustees of the said Society for all liabilities of said Society now contracted or hereafter to be contracted, for the Preaching of the Gospel and other current expenses of said Society; and in case of failure or neglect to pay said Assessments or any of them at the time or times required by said Trustees, for the space of ninety days after notice, the said Trustees shall have power to sell said Pew at public auction to the highest bidder, giving at least thirty days previous notice in a Newspaper published in the City of Toledo, of the time and place of sale, and so remaining due and unpaid thereon at the time of sale, and the costs and charges of advertising and making said sale, and the overplus, if any there be to render upon demand to the said ALETTA M. BRONSON, her executors, administrators or assigns.

AND IT IS FURTHER UNDERSTOOD, That three per cent. upon said valuation of their seat shall be deducted from said annual rental, if the balance is promptly paid, when due. This provision, however, not to take effect until the present indebtedness of the Society is extinguished, and the same shall be applied as a Sinking Fund for that purpose.

IN WITNESS WHEREOF, We have hereunto set our hands and seal, this fifth day of April, 1866.

Signed, Sealed and Delivered, }
 IN PRESENCE OF }
 T. P. BROWN
 F. B. DODGE

GEO. SPENCER (Seal)
 W. H. WHITTAKER (Seal)
 M. D. CARRINGTON (Seal)
 D. E. GARDNER (Seal)
 J. AUSTIN SCOTT (Seal)

Internal Revenue
 Stamps 50c

THE STATE OF OHIO, }
 LUCAS COUNTY, ss. } Personally appeared GEO. SPENCER,

W. H. WHITTAKER, M. D. CARRINGTON, D. E. GARDNER and
 J. AUSTIN SCOTT, Trustees of the Society of the First Congregational
 Church of Toledo, and acknowledge that they executed the within deed of
 conveyance for the purpose therein named.

Given under my hand and seal this 11th days of April, 1866.

[SEAL]

T. P. BROWN,
 Notary Public,
 Lucas County, Ohio.

ANTHONY WAYNE MEMORIAL STARTED

Congress Plans Recognition for Hero of Northwest

By C. S. VAN TASSEL

Recently Appeared in The Toledo Blade

As is known, Congress recently adopted a resolution to build a monument to General Anthony Wayne, hero of the battle of Fallen Timbers. The resolution or bill was sponsored by Congressman Farley of Indiana. A commission was appointed consisting of Senators and Congressmen from Ohio, Indiana and Michigan, to plan and report on the form of the Wayne memorial and will meet soon.

The basis of the project is most appropriate and patriotic, a fitting tribute to an able American who brought about the preservation of the Northwest by his treaty with the Indians at Greenville in 1795 and should be carried to a conclusion.

* * *

Northwestern Ohio and Toledo has already recognized General Wayne's worth. That fine citizen, the late Walter J. Sherman, spent years of his later life in gathering and preserving priceless historical material. He collected private funds and with state cooperation, was responsible for the beautiful monument which overlooks Wayne's battle ground of 1794, and dedicated to Wayne's memory not so long ago. Toledo has named the fine new high level bridge which spans the Maumee river, the finest bridge in Ohio, the Anthony Wayne bridge, and the super-highway, No. 24, from Toledo to Cincinnati, has been designated Anthony Wayne trail.

Congress recently voted a liberal sum to build a memorial monument to Will Rogers. President Roosevelt in vetoing it said, that if Congress would set up a project worth while to humanity and in keeping with Rogers' desires, he would gladly approve it.

* * *

This is truly in line with the universal public desire to have the General Wayne Memorial take the form of a grand parkway along the Anthony Wayne trail between Toledo and Fort Wayne. It is to this project millions upon millions of travelers would in the lasting future pay tribute and receive national recognition.

Were General Anthony Wayne here in person, who doubts what his own choice would be—the route along which he then traveled to victory—the Victory Trail.

Interest would be enhanced by placing appropriate tablets at the leading points along the way.

SCENIC, HISTORIC MAUMEE RIVER

Citizens of Ohio and especially those of the vast Maumee River Valley will be especially interested in noting the purposes of the Maumee River Scenic and Historic Highway Association. Those purposes are:

- 1—To secure an attractive highway along either or both sides of the Maumee River.
- 2—To secure, preserve and mark the historical spots in the Maumee Valley district.

- 3—To preserve and enhance the natural beauty of the Maumee Valley.
- 4—To encourage the establishment of state, county, and municipal parks and playgrounds along the river and highway.
- 5—To work for the establishment of a metropolitan park board or boards within the Maumee Valley.
- 6—To obtain publicity and advertise the historical features and the scenic beauty of the Maumee Valley.

The wonderful beauty of the Maumee River would be sufficient reason in itself for preservation of it to the public eye; but added to its beauty is the richness of its history. In the French and Indian War, in the Revolutionary War, in the subsequent Indian War, and in the War of 1812, it bore such a relationship to the entire Northwest Territory that it is indeed a shrine.

HISTORY OF THE MAUMEE RIVER SCENIC AND HISTORIC HIGHWAY ASSOCIATION

Editor's Note:

The following communication from Charles E. Hatch, Civil Engineer and Secretary of the Maumee River Scenic and Historic Highway Association admirably explains the history and purposes of the Association and the great work already accomplished by it.

But, without in any way detracting from the patriotic purposes and accomplishments of that Association, it may be of interest to note as a historic fact the wonderful change in public ideals and purposes regarding the Ohio canals.

Fifty years ago they were regarded as Ohio's chief asset.

President William McKinley and later Governor Judson Harmon so designated them.

They were for many years the chief means of transportation in Ohio. The development of the railroads greatly reduced their value. Gradually many of them were abandoned and became mere muddy, pestilential, useless streaks of water. But for many years afterwards the State of Ohio, continued to pay regular salaries to lock tenders and others who had nothing to do because the locks never were and could not be opened.

A few of these canals, like the Ohio & Erie canal continued to be used for many years. Their water power was of great value to manufacturers, they were still used for water transportation by other manufacturers and merchants. They were still "going concerns."

New locks were actually built but so small as to be entirely useless while canal commissioners and other useless officers regularly drew from the State their salaries and perquisites for work of infinitesimal value.

Then the move for abandonment gained headway and one after another of the canals was legally abandoned and the lands occupied by them were sold or given away.

This was undoubtedly a wise policy in general but there were and still are many Ohio citizens who regret the reckless abandonment of rights of way which could well have been used for the construction of ship canals connecting Lake Erie with the Ohio River.

of Northwestern Ohio

Toledo for instance might have been made the northern terminus of a ship canal (and this without interfering in the least with the Scenic Highway to which the following article refers). And that ship canal, in connection with the St. Lawrence canal system would have made Toledo the natural site for the transshipment of goods from Europe to the Ohio and Mississippi rivers and through them to New Orleans and the Gulf of Mexico and would have saved five hundred miles of transportation if that business is to go up through the Straits and down Lake Michigan and thence to the Mississippi through the canal at Chicago.

Already our rival, Cleveland, is moving Heaven and earth to induce Congress to create such a canal through Cleveland and the Scioto river valley.

It is a pity that Toledo was not far-sighted enough to preserve the right of way of our old canal at least around the rapids of the Maumee and thence to the Ohio river and thus by a ship canal create a valuable outlet for future trade and a business center in Toledo which would mean much for the development of our city and all the others on the route of that canal.

Toledo, Ohio,
January 10, 1937.

Judge Silas Hurin,
Nicholas Bldg.,
Toledo, Ohio.

Dear Sir:

Subject: History of the Maumee River Scenic and
Historic Highway Association.

To thoroughly discuss the operation of the Maumee River Scenic and Historic Highway Association during the nine years of its existence, it will be necessary in some instances, to furnish the background of several of the men interested in the organization, and several correlated pictures which ultimately fused or were taken over as operating problems by this organization.

The development of the Maumee Valley is extensively premised upon the Miami and Erie Canal and the Maumee River which drains a basin of approximately 6500 square miles, running from Toledo to Fort Wayne, Indiana, and taking a portion of the lower area of the State of Michigan.

In discussing the problem from the canal angle, it must be realized that for all practical purposes, the Canal as a route for transportation, was abandoned about 25 years ago. Going back through our legislative acts however, it will be discovered that considerable legislation was passed, first, as to operation, and later, for the sale and lease of the land, even up through the legislature of 1931 and 1933. As early as 1921, the General Assembly passed a law leasing to the Village of Millersport, Fairfield County, Ohio, for a term of 99 years, renewable forever, for street, highway and sidewalk purposes, a portion of the towing-path embankment of the abandoned Ohio Canal. (Volume 109, Page 201)

Legislative acts were passed in favor of Cincinnati, Middletown and Dayton for the purpose of abandoning the Canal for water borne commerce and using it for other purposes long before any activity occurred in the Maumee Valley. South Toledo has a winding road from Maumee to the center of the City of Toledo, named "Broadway" which is a rather tortuous course

more or less parallel to the Maumee River. Certain real estate interests and citizens in South Toledo began agitating for a new through highway in about 1915. As a result of this agitation, House Bill No. 560 was passed on August 22, 1920, selling to the City of Toledo, all of the land northeasterly of the Side Cut, just south of Maumee. This was concurred in by the City of Toledo Council in Ordinance No. 2659 dated October 23, 1922. Said act appropriated \$300,000.00 to pay the State of Ohio for this land. Toledo then appropriated \$40,000.00 for engineering services to make the complete analysis of the present physical property and preliminary design for a final superhighway upon the same.

Fred B. DeFrees of South Toledo was the leader and the most active man in this entire program until the Fall of 1927, when said Mr. DeFrees was taken rather seriously ill and practically incapacitated for the rest of his life. During the Spring of 1927, after a change of administration, C. E. Hatch was brought to Ohio from Michigan as a highway engineer, to develop, design and construct the said Canal Boulevard Highway.

The Maumee Valley Power Company with Hon. Grant Denman as its attorney, bitterly fought the abandonment of the Canal and the elimination of the water from the same through the various Courts of the land, even up through the United States Supreme Court, which Court in 1929 ruled in favor of the City of Toledo. In 1927, Lucas County attempted to have the balance of the Canal property in Lucas County abandoned, but was unsuccessful. In 1927, Canals were abandoned in Butler and Hamilton Counties, certain lands were sold to Cincinnati, others were given to Cincinnati, certain rentals then being paid by Cincinnati for canal lands were released, certain lands in Dayton were sold, and the balance of the land from the head of the Maumee Side Cut near Maumee, Ohio, to the point where the Maumee River joins the Canal in Adams Township, Lucas County, Ohio, were abandoned.

It might be interesting to note that Senate Bill No. 148, Volume 111, Page 367, of Ohio Laws, was a somewhat similar act passed by the Legislature in 1925 on the premise that this property could be purchased by Lucas County at a nominal figure. The act was passed to the best of my understanding over the veto of the Governor of the State. Inserted in the end however, was a rider which set up an appraisal committee to appraise the property for sale to Lucas County. It was appraised at \$750,000.00 which of course was so exorbitant that Lucas County was unable to purchase the same and allowed the matter to drop. The foregoing comment is the reason the Canal in Lucas County was abandoned, and not sold to the County. The State reserved all title to its land and waters and it was placed under the supervision of the State Highway Department. After however, a survey was made by the State Highway Department, and as the result of said survey, a specific plan had been set up as to what portions were needed for a superhighway. The Director of Highways was then in a position by law to lease the balance of the lands.

As stated previously, in 1927, Mr. Hatch came to Toledo, and upon arriving, was very much impressed with the size of the Maumee River. Interested in the outdoors, he attempted to follow the stream to its source—first, on maps; then, by automobile; and eventually, by walking—as an enjoyable adventure, but with the question in the back of his mind as to why such a valuable asset was not used by the public. At that period, it was almost necessary to drive to Chicago in an attempt to arrive at Fort Wayne, Indiana. As the Canal and the River were parallel, both interested Mr. Hatch extensively, and practically all of his spare time was spent along the two, studying their possibilities for future development.

of Northwestern Ohio

For a number of years, W. A. Ritter, a landscape architect resided and operated a landscape nursery at Napoleon, Ohio. The man at that time was around fifty years of age, having a rather colorful career, first, as a youngster during the Spanish American War; and later, as a landscape gardener and a public office holder, who during the World War was extremely active promoting the United States Government in a decidedly German community.

In the Fall of 1928, Mr. Ritter took it upon himself to attempt to contact influential men in the various communities along the Maumee River. His contact with Toledo came by introducing himself to Mr. Horn, Secretary of the Chamber of Commerce, telling Mr. Horn of his ambitions of developing the Maumee Valley and requesting that a list of names of men be furnished him, who might be interested in this type of work and who were civic minded in an active way.

As a result of this work, he called a meeting in Napoleon, Ohio, on March 22, 1929, at which about 150 representatives of Lucas, Wood, Henry and Defiance Counties met. A rather thorough discussion of the Valley and its possibilities were entered into. Those present were evidently extremely interested, as at this meeting, the Maumee River Scenic & Historic Highway Association was created. The groups from each County picked from their organization, three men to represent the County on the Board of Directors. It was stated in the minutes of that meeting, that the purpose of the Association was to secure, preserve and mark the historical spots in the Maumee Valley; to encourage the establishment of State, County and Municipal parks and playgrounds along the highway adjacent to the Maumee River, and to preserve and increase the natural beauty of the highway along the Maumee River from Defiance to Toledo.

It was evident that a road of some sort ran from Defiance to Toledo, but records will show that a large portion of the same was in a pitiful condition, and usually not even stoned. This meeting also brought out the fact that the monument to the memory of Anthony Wayne at the site of the Battle of Fallen Timbers, was to be dedicated in the near future, and a resolution was passed suggesting that when the President of the United States, Mr. Herbert Hoover, came for the dedication, that he be requested to traverse the Maumee River Highway with a motor escort from the site of General Anthony Wayne's headquarters in Fort Defiance to the monument site at Fallen Timbers. It was evident that they were expecting, or at least anticipating, an opportunity of acquiring Federal assistance in their new program for the development of the Valley.

At first, the meetings were held approximately every two or three weeks, and the records show that from 150 to upwards of 1000 people attended these meetings. Said meetings were usually in the form of an evening dinner. After several years, the meetings were held monthly with a rather large attendance until some three or four years ago. At this period, it was evident that the organization was handled not through general discussions entered into by the public, but by a group consisting primarily of the Board of Directors and a few additional men, making a total attendance of around fifty men at the meetings. This was supplemented about four times a year with a large general gathering, the minutes of which still indicate that from 500 to 1000 people attended. At the meeting of the organization held on April 19, 1929, in Toledo, the following officers were elected:

President.....W. A. Ritter of Napoleon, Ohio
Vice President.....Virgil Squire, Defiance, Ohio
Treasurer.....George Munger, Perrysburg, Ohio
Secretary.....J. Otis Garber, Toledo, Ohio

The Historical Society

The attached sheet with the title of "Scenic Historic Maumee River" sets up exactly the purposes of the Association, as officially voted upon at that 1929 meeting, and which are in effect today. It is interesting to note that as the years passed, few men dropped from the organization. Those who left, usually did so as the result of moving from the Valley.

At a meeting held May 3, 1929, a communication was presented from Dr. Glenn D. Bradley, Secretary-Treasurer of the Historical Society of Northwestern Ohio, suggesting that the Society and the Maumee River Scenic & Historic Highway Association amalgamate. This matter was referred to a committee, but the suggestion evidently was never carried out.

Minutes of the various meetings indicate that both Governors Cooper and White, together with their Highway Directors and Directors of Public Works, were, as individuals, at various times, speakers before the organization. Governor Davey also was a speaker before becoming attached to the State Government, but has shown no interest since taking office. In fact, the department activities under his supervision, would indicate a negative attitude regarding this development. Public speakers came from various states as far away as the Mississippi River and the Atlantic Ocean to speak before this organization. Usually, they were planners, park developers, or men of standing in some type of civic work. The organization has at several times numbered several thousand paid members in the Valley.

Allen County, Indiana, in which Fort Wayne is situated, was invited to join the organization on January 9, 1930. At the present time, Allen County, Indiana, Paulding, Defiance, Lucas, Wood, Henry, Fulton and Williams Counties, Ohio, are active members of this organization; each furnishing three directors to the Board. Every Chamber of Commerce, Women's Club, Men's Civic Organization, Luncheon Clubs, and County Officials have been actively interested in assisting in the work. Interest was taken in stopping as many bill boards as possible being placed along the highway. In fact, prizes were offered to the communities who were able to remove the largest number of billboards within their corporate limits.

As the years passed, the officers were not changed, but were re-elected continuously as a rule. On June 3, 1930, the Secretary, Mr. J. Otis Garber, resigned as Director and Secretary and was replaced by Charles E. Hatch. It was during this period that the Governor was called upon to make a complete survey of the 17 miles of abandoned canal in Lucas County so that a highway could specifically be constructed upon the same and the balance used for park purposes. Mr. George D. Lehmann of Toledo urged the groups to unite in having the State purchase land for parks along the Canal, between said canal and the Maumee River. Utilities were promoted to cooperate with the organization in the trimming of trees along the highway. The State Highway Department and the various County Departments cooperated in cleaning out the underbrush and trimming the trees for a distance of some seventy miles through Ohio, so that citizens of the present day could view the Maumee River on their travels up and down the Valley. Up to that time, the thicket and trees had been so thick that little of the river could be seen, and after this operation, which took almost a year, was completed, the present day citizens of the Valley had their first opportunity to really see beautiful Maumee.

About the first of March, 1931, it was definitely decided to attempt to have the State Legislature abandon all the canal property in Ohio. This decision was made by the Association in cooperation with the Miami and Erie Canal Super-highway Association, whose main activity centered around

of Northwestern Ohio

Dayton and Middletown, with headquarters at Middletown. This group at Middletown had been very active in attempting to develop portions of the Canal for highway purposes, but had had little interest in developing the scenic route for its historical or aesthetic beauty. Credit should be given to Mr. W. A. Ritter and Mr. Fred B. DeFrees primarily, as the men who wrote the bill known as Senate Bill No. 46 passed by the General Assembly of the State of Ohio as Sections 14178-13 abandoning certain portions of Canal Lands in Henry and Lucas Counties. Working day and night over an entire week end, the bill was finally drafted in shape and passed on March 9, 1931. This was the first definite act for the good of the Valley which provided for the leasing of the public canal property for public park and recreational purposes, and at the same time, abandoning all the rights of the Canal for use as a hydraulic or a water transportation facility. A large number of men from this organization at their own expense, spent considerable time in Columbus, selling the proposition to those who made our laws. Senate Bill No. 69 under Section 464-1 was passed by the same General Assembly in 1931, giving public taxing districts the right to lease for public park and recreational purposes, any of the property not needed for highway purposes.

It might be interesting at this point to state that through the Ohio Conference on City Planning, a law had been passed several years previously, allowing Counties to set up County Park Boards at the instigation of any public agency, giving them the right of "Eminent Domain", taxing, etc. so that they could raise funds, purchase, sell or maintain public recreational parks outside of the municipal corporate limits. As a result of the activities of the Maumee River Scenic and Historic Highway Association, and especially certain of their directors, Park Boards have specifically been created in each county along or bordering the Maumee River, "Lucas, Wood, Henry and Defiance".

Senate Bill No. 194 enacted by the Legislature in 1931, under Section 14178-27 etc. abandoned all of the Canal property from Middletown in Butler County, Ohio, to the northerly portion of the Canal where it goes into the Maumee River just south of the Henry County line. This act was the final disposition of all properties known as "Canal Lands" for their use as hydraulic or water borne carriers. It specifically set up that all of these lands could be sub-leased to the various park boards for public recreational purposes if not needed for highways. The Highway Director was ordered to make a complete survey of all the properties within two years and designate those portions which he needed.

As a result of this above act, all of the canal lands south of Waterville in Lucas County, most of the property in Henry County and all of Defiance County became available and are being used for park purposes. During this same period, the Maumee River Scenic and Historic Highway Association went before the Legislature and had a specific appropriation of some \$20,000 turned over to the Department of Inland Lakes for the purchase of land between the highway and river to be turned over to the various local park agencies for public use. A number of miles of abandoned canal lands were graded and developed for park purposes. The individual park boards, especially Lucas County, purchased strips of land between the canal and the river, and developed extensive parks. Donations were furnished by citizens to purchase some of this property.

In the Spring of 1934, when President Roosevelt developed the C.C.C. program, it was primarily developed to place boys at work in National Parks and Forests. This organization with several of its members being specifically interested in the work, were able to sell the Federal Government the feasi-

The Historical Society

bility of placing a C.C.C. camp in the Maumee Valley. This was the first and only camp in the first section placed this side of the Mississippi River. W. W. Farnsworth was made procurer of the Camp, as no others existed in Ohio. The camp was located in Lucas County, halfway between Waterville and the inter-county line. The second section of the C.C.C. program brought several additional camps to the Valley, under the supervision of this organization. W. A. Ritter was made superintendent of these camps. During the third period, additional camps were added, and camps continually worked in the Valley developing the park system along the Maumee River for the Park Boards in the various counties, until about a year ago. Approximately ten sections of this organization were placed here by the Federal Government.

As you travel up the Valley, the beautiful stone recreation shelter houses spotted here and there on your route, are the work of the boys in the C.C.C. organization. As the C.W.A., F.E.R.A. and W.P.A. groups were founded in the various counties, the Park Boards through the assistance of the Maumee River Scenic and Historical Highway Association were rather active in getting manual labor to make the parks what they are at the present moment. This work was all carried out under great difficulties and opposition developed here and there primarily by those who had private or selfish interests to look after. A number of people had squatted along the banks of the canal, lived there for several years, and then assumed that the property was theirs in fee simple. It was difficult at times to remove the people and the buildings from the same canal lands. Most of these buildings have now disappeared.

The highway was not forgotten during this period, and through the efforts of the organization in each of the counties, and with the State Highway Department, the last section has been rebuilt and repaved to Waterville, Ohio. This means a continuous strip of beautiful highway from Fort Wayne, Indiana, to Toledo, Ohio. The State Highway Department at the present time is building another section from the vicinity of Waterville to the Dutch Road. When this and the balance of the work in Toledo is finished, a super-highway will run from the center of Toledo to Fort Wayne, Indiana. The south side of the River was not forgotten; practically all of that pavement was rebuilt, but with the exception of the Jane Thurston Park at Grand Rapids, very little land was acquired on account of the high cost of the same. The north side was easier to handle as the State already possessed an interest in it.

About six years ago, Robert E. Hanna, County consultant for Fort Wayne, Indiana, suggested the route should be called "The Anthony Wayne Trail". This idea was sponsored by the organization, resulting in each County naming the highway under its authority by that name. The villages and cities have done likewise, including the City of Toledo. In fact, the City of Toledo has carried it a little farther by naming the bridge across the Maumee River at the end of the trail, "The Anthony Wayne Bridge".

In December, 1936, after an illness of some six months, W. A. Ritter, president of the organization, passed away. S. A. Canary of Bowling Green was made his successor. A large number of people in the valley publicly state that the parkway system is not only a memorial to Anthony Wayne, but to W. A. Ritter, who spent the last years of his life in developing it to the detriment of his own business and general welfare.

About a year and a half ago, the Department of Public Works, through its Director, leased to a private individual, several hundred feet of the Canal, overlapping property leased by the Defiance County Park Board which included buildings erected by the C.C.C. It is evident that the present admin-

of Northwestern Ohio

istration is more interested in the welfare of certain private individuals than in the people as a whole. It was necessary for the Defiance County Park Board backed by this organization to place the matter before the Court. Decisions concerning the same are now pending.

In the Fall of 1936, it was definitely decided by the Park Boards in Wood, Henry, Defiance, Paulding and Lucas, that a closer policy of operation should be carried on by the Park Board in these counties. Legally, each County's Park Board has three directors. The Park Boards in question each appointed one of its own members to act on a coordinated Park Board which group met on November 24, 1936. W. W. Farnsworth was elected President, Henry Reineke, Vice President and Charles E. Hatch, Secretary of the new organization, which today is known as "The Maumee Valley Federated Park Board". This new organization in no way succeeded the older association. Both are still operating very actively. One, however, is a citizens' group expressing public opinion, while the other has the function of coordinating all public agencies and the expenditure of money in the Maumee Valley. The Maumee Valley Federated Park Board at the present time, employs a full time landscape architect who is developing a complete parkway system for the Valley. Usually the Directors of both organizations meet together to establish and carry out policies of operation.

W.P.A. workers are working in the parks in each of the Counties. Private funds are being furnished now and then to assist in the work. County Commissioners are ably cooperating, in the hope that ultimately a nationally known parkway will be developed and completed.

During the recent session of the National Legislature, a bill was passed creating a Commission consisting of three Congressmen, three Senators, and three citizens appointed by the President of the United States, to develop a monument of some kind to Anthony Wayne near the head waters of the Maumee River. Certain groups in Fort Wayne, Indiana, anticipate that money can be set up to build some sort of a monument, such as a stadium to Anthony Wayne. This organization is taking an exceptionally active part in defeating such a plan and recommending that, if any money is available, it shall be used to purchase and develop additional lands from Fort Wayne, Indiana, to Defiance, Ohio. A public hearing will be held in Fort Wayne the forepart of March, at which the Board of Directors of this organization expect to be present.

In conclusion, the work of this organization can be summed up as follows:

An idea has been created and developed for the Maumee Valley.

A legal name has been adopted for the Parkway system.

An entire new highway has been built on one bank, and a large portion has been rebuilt or built new on the other side of the Maumee River.

The Miami and Erie Canal has been abandoned, and the property in most instances turned over to the use of the citizens for park purposes.

Many private acquisitions of land have been turned over.

The C.C.C., C.W.A., F.E.R.A., P.W.A., County Engineers, State Highway Department have all invested large funds in making this program outstanding for the citizens of the Valley.

The Historical Society

Large shelter houses, fireplaces and recreation centers of various types ave been developed.

Considerable property has been landscaped, brush has been cleaned out for many miles, and perhaps half the distance from Fort Wayne, Indiana, between the highway and the river have been acquired for public purposes.

It is not necessary now to pay an admission fee or ask permission from private property owners to be able to stand on the banks of the Beautiful Maumee.

Very truly yours,

CHARLES E. HATCH, Secretary.

CHIEF JUSTICE WAITE

Toledo readers will be interested in knowing that a new life of Chief Justice Morrison R. Waite, Toledo's only Justice of the Supreme Court of the United States is just published by the Princeton University Press. He is justly called "Defender of the Public Interest."

The author is Bruce R. Trimble.

At the meeting, January 19th, 1938, of the Trustees of the Historical Society of Northwestern Ohio, newly elected trustees were present and new officers were elected as shown on the first page of this issue.

New plans for broadening the scope of the Society's work were discussed and an effort will be made this year to greatly increase our membership.

This is truly a patriotic society and all our public spirited citizens owe it to themselves and the community to join in the work of the Society.