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The President's Page

A Fair Trial

THE SPEEDY and Public Trial preserved by the Sixth Amendment (see President's Page, QUARTERLY, vol. 19, No. 1, p. 4) must also be a fair trial composed of the elements of an impartial jury, a trial in the State or district where the crime was committed, the right of the accused to be informed of the nature of the charge against him, and his right to face the witnesses produced by the State against him, to produce witnesses in his defense, and to have the assistance of counsel during the trial.

The impartial jury may of course be waived by the accused, and he may elect to be tried by the judge presiding at the trial.

A public trial is for the benefit of the accused and not the public. Publicity tends to prevent injustice to the accused, but this does not prevent the judge from excluding from the trial, for good cause, any member or group of members of the public.

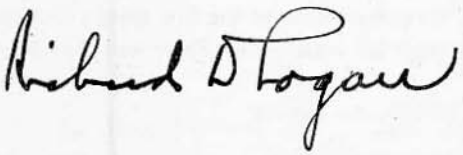
The requirement that the accused shall be tried in the State or district in which the crime was committed is to prevent the Congress from enacting laws similar to the vicious Administration of Justice Act passed by the British Parliment in 1774, which ordered the transfer of certain cases from Massachusetts to England for trial. It was against this Act that the complaint in the Declaration of Independence "transporting us beyond the seas to be tried for pretended offenses," was directed. Our Ohio Constitution requires, as do most, if not all, state constitutions, that the accused be tried by a jury of the county in which the offense is alleged to have been committed.

The right of the accused to face and to cross-examine the witnesses who testify against him, to produce witnesses to testify in his favor, and to have the assistance of counsel, were not at all assured to him in England at the time of the adoption of the American Constitution. An old practice coming from Roman Law was to deny to the person accused of a capital offense the right to defend himself by the testimony of witnesses in his favor. In England prior to the thirteenth century, and during the reigns of various kings thereafter, "star chamber" or secret trials were held at which the accused had no opportunity to interpose a defense.

Formerly in England witnesses for the King would testify in proceedings wherein their testimony was written in the absence of the accused or of any one representing him, and with no right or opportunity to the accused to cross-examine the witnesses. But in the reign of James I a law was enacted, providing that in certain cases witnesses might be produced for, as well as against, the accused; and in the reign of William and Mary this right was established in cases of treason.

Yet at the time of the adoption of our Federal Constitution the laws of England did not permit this right in ordinary capital cases. The Sixth Amendment, extending these privileges to all classes of accused persons without restriction, was a marked advancement in criminal practice and procedure unknown in England at that time. It was not until 1836 that England gave to the accused the right to have counsel in all cases of felony.

The right of the accused to testify in his own defense and to meet face to face the witnesses against him had been recognized as a fundamental right in the American Colonies, even before the adoption of the Federal Constitution, in many criminal cases. This right was based on a custom of the people which had developed through the centuries, the custom of "Fair Play." It had also become a rule of conduct recognized and followed by all enlightened and fair-minded people in civilized countries. However, fair play was denied to Admiral H. E. Kimmel and General W. C. Short, who were in command at Pearl Harbor when it was attacked by the Japanese in December, 1941. These men were removed from their commands by the late Commander in Chief of our Army and Navy, without having been afforded an opportunity to testify, or to produce witnesses, in their own defense. While this may have been the practice in England more than one hundred years ago, it never was the American way. A subsequent investigation by a Committee of Congress, at which these two gentlemen were afforded an opportunity to testify and produce witnesses, disclosed facts which did not seem to justify the action taken by the late Commander in Chief.



News

JESSE R. LONG, *Editor*

Library Broadens Program

Extension of activities of the Ohioana Library association was planned at the January meeting of the trustees in Columbus. These include:

1. Co-operation with the Central Ohio Camera Club to establish a permanent collection of Ohio photography in the Ohioana Library.
2. Plans to make a film featuring Ohio composers, authors and artists. B. A. Aghinbaugh of the State Department of Education will co-operate.
3. Compilation by county chairmen of a gazetteer of towns, rivers, etc., giving local pronunciations.
4. Formation of a committee to secure copies of theses dealing with Ohio and Ohio subjects from colleges and universities in the state.
5. Appointment of committees to work out details for fellowships for Ohio research.

At the annual meeting of the Association in Columbus on October 25, 1947, the Ohioana grand medal will be presented to Dr. Edwin Grant Conklin, a native of Marion county, professor emeritus of Princeton University.

A special medal will also be given to Conrad Richter in appreciation of his preservation of the life, speech and customs of Ohio's earliest days, through his books, *The Trees* and *The Fields*.

State Director Retires

Henry Clyde Shetrone, director of the Ohio State Archaeological and

Historical Society since 1928, retired January 1, 1947 after 33 years with the organization. He will continue to serve the society in an advisory and research capacity as Director Emeritus.

After experience as a Columbus newspaperman, Mr. Shetrone joined the staff of the society in 1913. He was born at Millersport, Fairfield County, August 10, 1876. His major contribution was in the field of Ohio archaeology through his study of the mound builders.

Famed Hotel Sold

Toledo's famous Oliver House, where Abraham Lincoln once slept, will become a main office and warehouse for a wheel and axle firm. The building at 27 Broadway was sold to the concern on February 7.

The hostelry was named for Major William Oliver, who served in the War of 1812. Begun in 1853, it was opened with elaborate ceremonies on June 29, 1859. The first wall paper used in Toledo is said to have been in the Oliver House, which had a foundation of hand-hewed walnut logs and doors and casings of solid mahogany. Newswriters of the day described the tower-like entrance as "an architect's dream."

Meetings Scheduled

The 62nd annual meeting of the Ohio State Archaeological and Historical Society was scheduled for April 10 and 11 at the Ohio State Museum in Columbus. A special feature was the awarding of life memberships to Dr. Harlan H. Hatcher, dean of the College of Arts and Sciences at the Ohio State University, and Walter Havighurst, professor of English at Miami University, for their writings on Ohio history, and to Arthur Hamilton of Lebanon for his work in preserving Ohio's historical sites.

The Mississippi Valley Historical Association will meet in Columbus on April 24 to 26 at the Deshler Wallick. Meeting concurrently will be the Agricultural History Society, the Economic History Association and the Ohio Academy of History.

University Anniversaries

Distinguished speakers and a year-long series of special events have been marking the 75th Anniversary celebration at Ohio Northern Uni-

versity at Ada. It is to be climaxed this spring with an endowment drive for $1,000,000.

Among the guest speakers have been Grove Patterson, Toledo; Sherwood and Mrs. Eddy; Louis J. Alber, Cleveland; Miss Luciana Ribet, Italy; and Louis Bromfield, author, Mansfield.

Heidelberg College at Tiffin is also making plans for a million dollar centennial development program.

Conservancy District Proposed

Members of the Maumee Valley Scenic and Historical Association are among those interested in the proposal for county commissioners of 15 counties to petition for a Maumee Watershed Conservancy District.

The project, which would be financed mainly by the federal government, would cover 5,586 square miles, of which 1,260 are in Indiana and 470 in Michigan. Army engineers would be in charge of the work.

Parkway Plan Revived

The old dream of an Anthony Wayne Parkway has been revived again through a bill introduced in the Ohio Senate in February by Senators Fred R. Seibert, Fred L. Adams and George C. McCandless. They propose creation of an Anthony Wayne Parkway board to plan and supervise a united system of parks and historic shrines in the 20 counties traversed by General Wayne's expedition on 1793 to 1795.

Personal Items

Rhoda H. Harris, senior at the University of Toledo, was named winner of the Margaret Nachtrieb memorial prize for excellence in history at the university's midyear commencement in February.

Miss Harris is president of Alpha Kappa chapter of Phi Alpha Theta, national honorary history fraternity and represented the group as delegate to the national convention in New York in December. She has been accepted for graduate work in history by the University of Chicago.

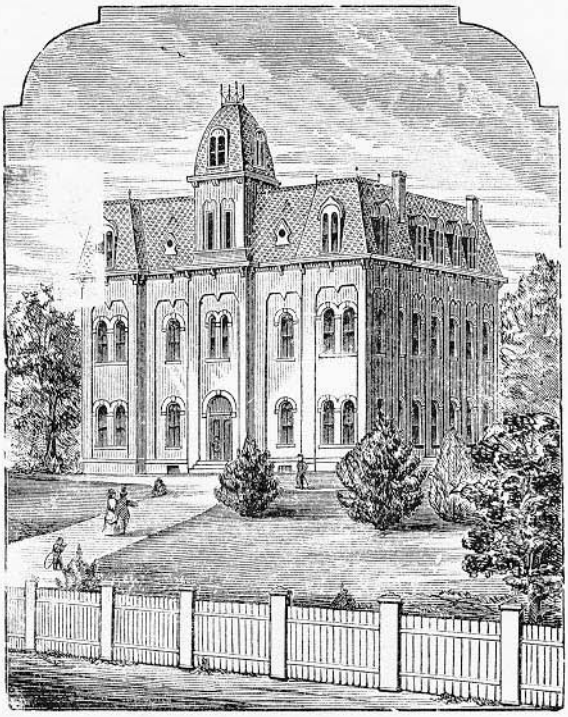
The check which she received was turned over to the Veteran's Memorial Scholarship Fund, which is being raised to assure a college education for 21 children of University of Toledo alumni, whose fathers were killed in World War II.

Dr. Randolph C. Downes, managing editor of the QUARTERLY and associate professor of history at the University of Toledo, is one of four persons recommended by the executive board of the Association on American Indian Affairs to the President of the United States for seats on the Indian Claims Commission. The body is being created under Public Law 726 which was signed by President Truman on August 13, 1946.

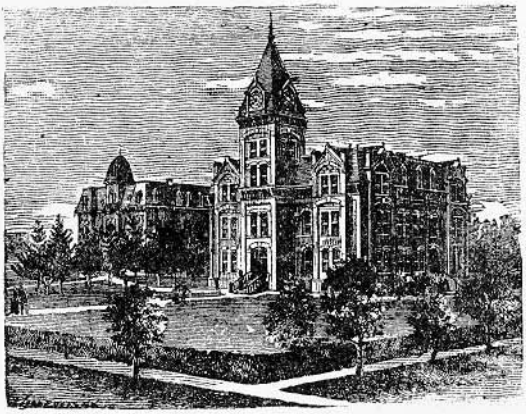
Dr. Downes, author of *Navajo Report*—1946, recently addressed the Navajo Institute which was held at the Museum of Natural History, New York.

The department of history and political science of Ohio Northern University has been joined by Dr. Robert H. Hilliard who received his Ph.D. degree at Ohio State University in 1938. He came direct from the military service where he taught classes and trained instructors at Camp Ritchie, Maryland.

Dr. Wilfred E. Binkley, professor of political science at Ohio Northern, who was on leave last year teaching at Biarritz American University in France and lecturing to army units in Germany, will give two graduate courses, "President and Congress" and "Dynamics of American Government," this summer in Teachers College at Columbia University.



First Ohio Northern University building (1871) *when the institution was known as the Northwestern Ohio Normal School.*



The New Building erected 1879 *by taxing Ada School district in return for free college tuition for Ada high school graduates.*

The Evolution of Ohio Northern University[1]

MRS. WILFRED E. BINKLEY

LESS THAN ten months after his discharge from the Union army army Henry Solomon Lehr alighted from a Pennsylvania train at Johnstown, soon to be renamed Ada, Ohio. It was then little more than a clearing in the big woods of Northwestern Ohio and scarcely more than just out of the swamp land of the Ottawa River marshes. Mr. Lehr was a country school teacher and he had come to Johnstown seeking an opportunity to teach in the one-room village school. His immediate purpose was to see the leading school director, S. M. Johnson, the owner of a local saw and stavemill for whom Johnstown had been named.

"It had been snowing and raining for several days" wrote Dr. Lehr long afterwards in his *Reminiscences*. "There was only one street open to travel north and south and it was a sea of mud. The water was so deep in places I had to climb along on the rail fence." In his last years Dr. Lehr would tell how he had seen men catching cat-fish in pools where Ada's two banks are now located.

When Mr. Lehr reached Mr. Johnson he unfolded to him a scheme that had been taking form in his mind. He was distressed by the almost utter lack of preparation of the teachers in Ohio schools at that time. Most of them had no education except what they had acquired in the primitive country schools. Certification for teaching was done after examinations, usually oral, conducted by county examining boards who were themselves often relatively uneducated. In order to get teachers for the schools the standards had to be set so low as to be not very far above literacy. Henry Solomon Lehr was to devote his life to the solution of this great public problem and Ohio Northern University owes its origin to his indomitable drive in that direction.

We have Dr. Lehr's account of his first interview with Mr. Johnson: "I told him my errand and what I purposed to do, and what I felt sure could be done in time. I discussed with him the fact that there were no seminaries, academies, normal schools or colleges in northwestern Ohio . . . I explained that, after the marshes in northwestern Ohio were drained, the people would become wealthy and would want to educate their children; that Johnstown located on the Pennsylvania railroad midway between Forest and Lima, would be easily accessible from all direc-

tions and would be a good place to establish a great school . . . I explained to him that my plan was to teach in the public schools of some town until I was known as a teacher; during the period when the public schools were not in session, I wanted the use of the school building to conduct a 'select' or private tuition school to which non-resident students would be invited. Later, when my reputation as a teacher was sufficiently well-established and the select school an assured success, I would ask the citizens to put up a suitable building for a Normal school." Here was the origin of a dream ultimately to be realized in what is now Ohio Northern University.

In his *Reminiscences* Dr. Lehr relates the outcome of his negotiations with the school board. "After much discussion" he wrote, "it was finally agreed that they pay me $2.75 a day for the summer term of three months, on trial, and if I proved a success, they would pay me $3.00 a day for the fall term. They said the school building was in too poor condition for use in winter but that they would grant me the use of it, free of rent for my select school the coming winter, provided I would repair it at my own expense." April 9, 1866, one year to the day after Lee's surrender at Appomattox, Henry S. Lehr began teaching in Johnstown. When he had finished the summer and fall terms as the public school teacher he had managed somehow to repair the school building for winter use and on November 12, 1866, he started the private venture of his "select" school, which continued until the first of March, 1867 when he had to resume his public school teaching in the same building. Fifty-six students had been enrolled in the first "select" school at a tuition of six dollars for the term. Cripples and orphans were admitted free.

"I went to common school all-told about one year between 1850 and 1854," wrote Dr. Lehr. His further education was obtained at private schools and Mt. Union Seminary, later to become a college. One of the select or private schools he attended was conducted by Alfred Holbrook, a pioneer educator who later was to conduct one of the most widely patronized private schools of the last century, the National Normal University at Lebanon, Ohio, first organized by the Ohio Teachers' Association. Thus Holbrook, through his disciple Lehr, became a factor in shaping the Normal school that was to become Ohio Northern University. It was because the standard academy or college did not meet the peculiar needs of the public school teacher that the private normal

school was created. Lehr saw that there was needed the type of institution prepared to admit any one at any time regardless of his degree of preparation and provide instruction at a nominal tuition since teachers could not pay high fees. At the turn of the century there was pointed out on the Ohio Normal campus a miner who had arrived there as an illiterate boy and whom Dr. Lehr personally had taught to read after his arrival.

By the fall of 1871 the people of Ada had provided some of the ground constituting the present campus of Ohio Northern University and in its center there had been constructed the original normal school building. The money for this structure had been raised by public subscriptions on the one hand and on the other by Lehr and two teaching partners in the projected Northwestern Ohio Normal School as the institution was first named. So on August 14, 1871, what it now known as Ohio Northern University opened with an enrollment of 147. The current catalogue of Ohio Northern University quotes from Lehr's first catalogue his purpose of "the instruction and training of teachers in the science of education and the art of teaching and the best method of governing schools." Faithful to his fundamental idea, Lehr concentrated his personal attention on the teacher-training class and he was extraordinarly fertile in devising stimulating methods. However, so excessively busy did he become that he collapsed while teaching a class and never completely recovered despite over a generation of later teaching and active administration of the institution and twenty some additional years of retirement.

The trials of Dr. Lehr in those early years are almost incredible. The roof of the building leaked like a sieve and it was impossible to get the contractor to fulfill his obligation. The year 1872 was the "Valley Forge" of the institution. The attendance declined until there were only twelve students. The opening day of the third year Lehr's pocket book disappeared with the entire tuition fees that had been collected. Only by a clever ruse devised by Lehr was the unknown but guilty student induced to drop the loot into the post office before a dead line that had been set.

When the school was only two years old there began one of the severest and most prolonged business depressions in American history. It lasted indeed six years and was particularly severe in its effects upon farmers whose sons and daughters provided most of the patronage of Dr. Lehr's school. Yet its growth was steady. In 1873 when the depression

began 281 students were enrolled and when recovery began in 1879 the enrollment had climbed to 695. In 1874 the Northwestern Normal School at Fostoria, Ohio, was absorbed by the Ada school and this brought more students. So pressing now was the need of additional class rooms that something had to be done to obtain them. The way in which a second and much larger building was obtained illustrates the indomitable ingenuity, persistency and enterprise of Lehr and his partners.

The proprietors of the Normal school managed to persuade the citizens of Ada to tax themselves for the purpose of erecting the new building upon the campus in return for the granting of free tuition in the normal school to all Ada youth under twenty-one years of age who had completed the studies of the public schools and could pass a satisfactory examination in those studies. Graduation from Ada high school was later substituted for the examination. When after thirty years, the contract expired it was renewed so that for half a century the normal school was in one respect a municipal institution, one of the first in the nation. Since college education was as free as public school education Ada came in time to have a larger percentage of college educated citizens than perhaps any other community in the state.

The new building was an imposing edifice for its day and far more than doubled class room capacity so that the school continued with an accelerated growth. The secret of this growth was that the tuition rates were exceptionally low, 62 cents a week for the common branches and 77 cents a week for the higher branches (1875) at the same time that the instruction was not only intensely interesting but also exceptionally good. Lehr had an uncanny flair for discovering and bringing to his school brilliant teachers. They injected into the classroom a dramatic element so that a generation of the students of the old Normal became literally hero worshipers in respect to Lehr and his colleagues.

It was the era of the Teachers Institute when every summer public school teachers gathered at the county seat for a week of lectures on teaching methods. At the turn of the century there was probably no other institution in Ohio that provided a greater number of brilliant institute lecturers than Ohio Northern. During the high school commencement seasons these professors delivered more than their share of addresses to graduates. One of Lehr's professors, the late John Davidson, whom older alumni still recall as a captivating teacher of English Literature, pro-

ably gave more addresses to teachers and high school graduates than any other person who ever lived. With an eye to the promotion of his enterprise Lehr encouraged these activities. Moreover when the State Teachers Associations gathered he was there circulating among the superintendents many of whom were his "boys" and he never failed to create good will for the school.

Among the early co-proprietors of the Normal school was an exceptionally stimulating teacher, J. G. Park. His grammar class numbered among the hundreds and his text books in grammar, analysis of sentences and language monopolized that field in the public schools of many sections of Ohio and other states. In time Lehr turned the teacher-training classes over to a co-proprietor, Warren Darst, who had studied under Holbrook and who later closed his teaching career on the faculty of Miami University. Frederick Maglott, another early co-proprietor, taught huge classes in geography and smaller ones in astronomy and other subjects, while his wife Eva Maglott endeared herself to thousands, particularly engineering students, by her masterful skill in teaching mathematics. Lehr, Park, Maglott, and Darst, at one time, constituted the "Big Four" as joint proprietors of the school.

Theodore Presser's great career in the field of music began as a professor in Lehr's Normal School. Simeon D. Fess was the teacher of enormous classes in civics and history, years before he became President of Antioch College from which position he went to the lower house of Congress and later closed his public career as a leader in the United States Senate, incidentally serving for a while as Republican National Chairman. When Fess left the faculty, Frank B. Willis who had already been fascinating classes with his keen intelligence and rollicking good humor took over Fess's big civics and history classes and taught the economics and other courses until he too went to the national House of Representatives as a stepping stone to the governorship of Ohio. He also crowned his political career as a leader in the United States Senate and died at Delaware, on March 20, 1928, just as he had finished a primary campaign address as candidate for the nomination to the Presidency of the United States.

No better illustration of Lehr's flair for publicity can be cited than the forensic contest he arranged between William McKinley and Governor James E. Campbell of Ohio held in Ada in 1891. This was one of the most notable political debates in the history of Ohio. McKinley

had just completed eighteen years service in Congress and was the Republican candidate for governor of Ohio while Democrat Campbell himself was a candidate for reelection to that office. Lehr never concealed his intention of using the event to advertise his school. Yet his shrewdness is indicated in this statement made to him by a spokesmen of the newspapermen at the close of the day: "We know what you want—you want to advertise your school. We met here at one o'clock and resolved that if you would ask us to write up your college we would ignore it entirely, but you have said nothing. You gave us a fine lunch, provided messenger boys for both parties, treated Democrats and Republicans alike —now watch the papers tomorrow." The Associated Press and United Press sent out over 200,000 words. The debate lasted from two o'clock until evening and was printed verbatim in some papers with shorter accounts in papers throughout the nation. Seats had been provided for 15,000 and thousands stood. "This was the most successful advertising promotion ever carried out by the Ohio Normal University" writes Dr. Lehr's daughter, Sarah Lehr Kennedy in her *H. S. Lehr and his School.*

When Lehr had started his school at Ada, public school teachers outside the cities were, on the average, deplorably incompetent. "The method of instruction was pure individualism," said Lehr in an address thirty-one years after starting his teaching in Ada. "With the exception of the spelling class that recited mornings and evenings, each pupil said his letters, spelled, read, and ciphered by himself. There were as many spelling and reading classes as pupils. The tyro recited or in the language of the day, said his letters twice a day, and the remainder of the time was occupied in sitting on a backless bench, and often with feet dangling in the air. The method of teaching reading was the most difficult that could be devised, yet millions, by this method, learned to read." When he began teaching in the country schools be encountered opposition to his organizing his school in graded classes.

In less than a generation after starting his normal school there was scarcely a public school district in Ohio that had not benefited by the preparation and inspiration provided by Lehr's school, to say nothing of many public schools throughout the Pennsylvania and the middle west. The time came when it was an immense advantage to a teacher seeking a position to be able to tell a school board that he had attended the school at Ada. An aged man who, as a small country boy, had come under the instruction of a country school teacher who had attended Lehr's Normal

School was wont to tell in his later years how the teacher would become utterly absorbed in his work and fail to notice the passage of time as he taught his classes until, warned by the growing darkness in the unlighted school room, he would suddenly stop with the remark, "It's getting dark. We'll have to dismiss school."

Lehr had a shrewd understanding of the importance of extra-curricular activities. This was an age when the outstanding campus hero was the orator and the debater. The founder promoted the organization of the literary societies, Philomathean, Franklin and Adelphian. In the absence of fraternities and sororities the social life of the campus revolved about these large societies. The competition within and between these organizations became exceedingly keen. The management of the Normal School believed that the development of individual initiative was one of the functions of the school and for this purpose the literary societies proved highly efficient devices. The alumni in later years were to attribute to these organizations more than to anything else the cultural growth they experienced and the leadership they had developed on the old campus.

Athletics had not become fashionable before Lehr's retirement. As a Union veteran he regarded military training as an important factor in personal development. He accordingly obtained the designation of his school as an institution for that purpose. The federal government provided equipment and assigned an army officer as commandant. In time five companies of infantry and two batteries of artillery were organized on the campus. The student energy and enthusiasm that went into this work is incomprehensible today. The annual military contest between these units became a red-letter day in the school calendar.

On May 19, 1885, the State of Ohio issued a charter incorporating Lehr's school under the name Ohio Normal University. The institution however was outgrowing its original purpose and adding new departments. In 1880 the Department of Civil Engineering had been established. In 1884, the laws of Ohio required the registration of all pharmacists, and a Department of Pharmacy was established at Ohio Normal University. The next year a Department of Law was added. All departments of a standard liberal arts college were functioning before the nineties began. Latin, Greek, and modern languages were taught. Chemistry, physics, and the biological sciences were being taught by teachers of exceptional ability, before most institutions were paying much attention to

such subjects. Departments of music, commerce, fine arts were also organized.

Enrollment grew by leaps and bounds during the 1880's and 1890's reaching in 1900-01 a total of 3,298. Many of these came for only a term or two so that there were not often many more than a thousand students on the campus at one time. Lehr had a vision of a school of 5,000 but the class rooms were already being strained beyond capacity. He was frustrated in his efforts to obtain adequate buildings.

By the early nineties Lehr, always alert to the development of conditions that would affect his school, foresaw that the private normal schools had about run their course and were indeed doomed to extinction. Many of the thousands who had been jamming the class rooms of Ohio Normal University had first come to the campus with no education beyond that of the country school. In the beginning many of the courses had been quite elementary. The largest classes had been in what were known as the common branches and were designed to give the student a thorough knowledge of the subject matter that he would teach in an elementary school. High schools were then very scarce and the normal school had flourished by providing many with what now constitutes the high school courses. High schools were indeed multiplying and Ohio, as well as neighboring states, were enacting laws assuring the public payment of the high school tuition of eighth grade graduates. Lehr perceived that all this would soon deprive him of much of the patronage that had enabled the normal school to make ends meet financially. Moreover the buildings that had been obtained only by economy, enterprise and ingenuity were rapidly depreciating and their maintenance, replacement and expansion presented an unsolved problem.

Under the circumstances Mr. Lehr conceived a plan for transferring the school to the state of Ohio. He succeeded in persuading his personal friend, Asa S. Bushnell, then Governor of Ohio, to agree to appoint a set of trustees for Ohio Normal University as a preliminary step to a possible transfer of the institution to the state. It was understood that there would be no immediate requests for state support of faculty salaries but in the course of time a state appropriation would be sought for the construction of buildings. Governor Bushnell's letter agreeing to appoint the trustees is published in Sarah Lehr Kennedy's *H. S. Lehr and His School.* However, one day in the Governor's absence from his office, some newspaper men noticed the signed but undelivered commis-

sions of the appointments lying on his desk and the premature publication of these names frustrated the plans for converting the university into a state institution. The commissions were never delivered.

In 1900, convinced that Ohio Normal University could not continue as a personal private enterprise Dr. Lehr[2] and his co-partners sold the school to the Central Ohio Conference of the Methodist Church. Dr. Lehr had hoped he might be continued as president. However, circumstances compelled him to accept the vice presidency when the trustees elected as the second president of the institution Dr. Leroy A. Belt. Two years later Dr. Lehr resigned his office of vice president thus terminating his career as an educator. Though Dr. Lehr was an intensely religious man he was not a Methodist and it seemed requisite the administration of the school be conducted by a man of that denomination.

During the remaining twenty-two years of his life Dr. Lehr enjoyed seeing his "boys" and "girls" succeed in their chosen fields. George Crile rose to the highest eminence in the field of medicine. Fielding Yost who had kicked his first football in Ada became the dean of the athletic coaches. Nathan Melhorn edited the *Lutheran;* Judge E. S. Matthias was in the midst of his long career as a justice of the Ohio Supreme Court. In his last years two of his students F. B. Willis and S. D. Fess were to represent Ohio in the United States Senate while another, Arthur Robinson, represented Indiana in that body. His law students were prosecuting attorneys or judges in every section of Ohio and he found his pharmacy graduates in drug stores in every Ohio city.

At about the time of Dr. Lehr's resignation of the vice-presidency the institution had been renamed Ohio Northern University. At the time the Methodists acquired the university the buildings had become dilapidated and there was a pressing need of additional classrooms. President Belt succeeded in getting constructed an auditorium with a seating capacity of 1200 and another building that provided laboratories for chemistry and physics as well as numerous new class rooms. In 1905 Dr. Belt resigned and the trustees elected in his stead Dr. Albert Edwin Smith who, as it turned out, was to serve for twenty-five years.

Dr. Smith was an eloquent pulpit orator who bore such a striking physical resemblance to his contemporary, William Jennings Bryan, that he was sometimes taken for the latter and applauded by crowds as he alighted from a train. It became his special mission to provide the University with its present physical plant. Outstanding in this respect is the im-

pressive Lehr Memorial Building honoring the founder. It stands in the center of the campus, and contains the administration offices, numerous class rooms, alumnae hall and a large auditorium. A substantial brick building was erected to house the college of law. Ninety acres of land was acquired at the edge of the village where an athletic field was laid out. Dr. Smith managed to have erected a modern, well-equipped gymnasium and the Presser Music Building. In 1922 a central heating plant and electric power house were constructed.

More important than Dr. Smith's building program was the academic reorganization of the institution. During his administration there was effected the complete transition from a normal school to a university with five well organized colleges. A standard liberal arts curriculum was set up and numerous pre-vocational courses prescribed. There was established a college of education which later merged with the liberal arts college. A college of engineering was set up with departments of civil, electrical and mechanical engineering. Colleges of Pharmacy and Law were also established. Not the least significant addition was a department of physical education.

Dr. Smith finished his quarter of a century as president in 1929 and was succeeded by Dr. Robert Williams. Dr. Williams was a scholarly speaker, and a teacher of philosophy who came to Ohio Northern University from the deanship of Albion College. He had his heart set on raising the academic standards of Ohio Northern. The beginning of his administration was auspicious. He found but two faculty members with the degree of Ph.D. and increased this number to eight before the end of his presidency. His administration however proved to be an unhappy one because of successive frustrations. Bishop Theodore S. Henderson had become interested in the development of Ohio Northern University and the raising of an adequate endowment for its support. He had been chiefly responsible for inducing Dr. Williams to accept the presidency. Scarcely had Williams begun his duties when the University was shocked to learn of the passing of its most influential friend.

When Dr. Williams had been president about two months there came the stock market crash of 1929. It was presently evident that even the already inadequate endowment was to be seriously impaired by the disastrous effect on securities of the crash and the ensuing depression. The institution was compelled to rely more than ever upon tuition. But as the depression deepened the large student body Dr. Williams had found

when he arrived dwindled until, by the middle thirties, only a few hundred remained. During the late thirties the business recovery was increasing student attendance again and the university seemed to be on the road to recovery. Then came preparation for war and, with Pearl Harbor, war itself. Since three out of four colleges are vocational, Ohio Northern normally has a student body nearly eighty percent men. Under selective service its student body rapidly diminished. Four successive disappointments, the death of Bishop Henderson, the reduction of the endowment by the stock market crash, the loss of students because of the long depression of the thirties, and finally the induction of the student body into military service had combined to exhaust the fortitude of Dr. Williams and in 1943 he resigned the presidency after fourteen years of disheartening effort.

In the emergency created by the sudden resignation of President Williams the Trustees appointed Dr. Robert O. McClure as acting president. Dr. McClure was then superintendent of the Lima district of the Methodist Church, had been a chaplain in World War I, had had considerable pastoral service and fifteen years executive experience in the Ohio Conference of the Methodist Church and, by a rare good fortune, had even been President of a Louisiana college. At first it had been assumed that Dr. McClure's service would be temporary while the trustees looked about for a permanent university executive, but even before he assumed his duties at Ohio Northern he was made President and granted extraordinary authority for dealing with the emergency. The question then was whether Ohio Northern could be kept operating.

President McClure began his duties July 1, 1943 and somehow he kept the university going during his first summer quarter while he sought to ascertain the liquid financial resources of the institution. For the time being he found these to be practically non-existent outside the trickle of tuition and meanwhile tens of thousands of dollars of old unpaid bills poured into his office. He found the physical plant run down and three of the largest buildings needing new roofs. That the new president was not overwhelmed was due to a stubborn determination not to admit defeat. As he saw it Ohio Northern was a church-related institution destined to minister to the vocational, cultural and religious needs of American youth.

So uncertain did the situation become that on Saturday preceding the opening day of the fall quarter of 1943 he gathered the faculty in a spe-

cial session, related to them the critical situation, and confronted them with the question of whether to close or continue the operation of Ohio Northern University. The unanimous response of the faculty was an offer to proceed under Dr. McClure's leadership. The President accepted the challenge and with the aid of contributions from the Methodist Conference, from the churches of the district under his superintendency, from alumni, and from other friends of education the new president met current expenses. Operating on a shoe string he worked the University out of a desperate situation. For two years Dr. McClure performed the arduous duties of the presidency of Ohio Northern at the same time that he continued the full duties of Superintendent of the Lima District of the Methodist Church. During those two years he accepted no salary as university president. Curiously enough the small student body got closer personal attention than they had received since the early days of the institution.

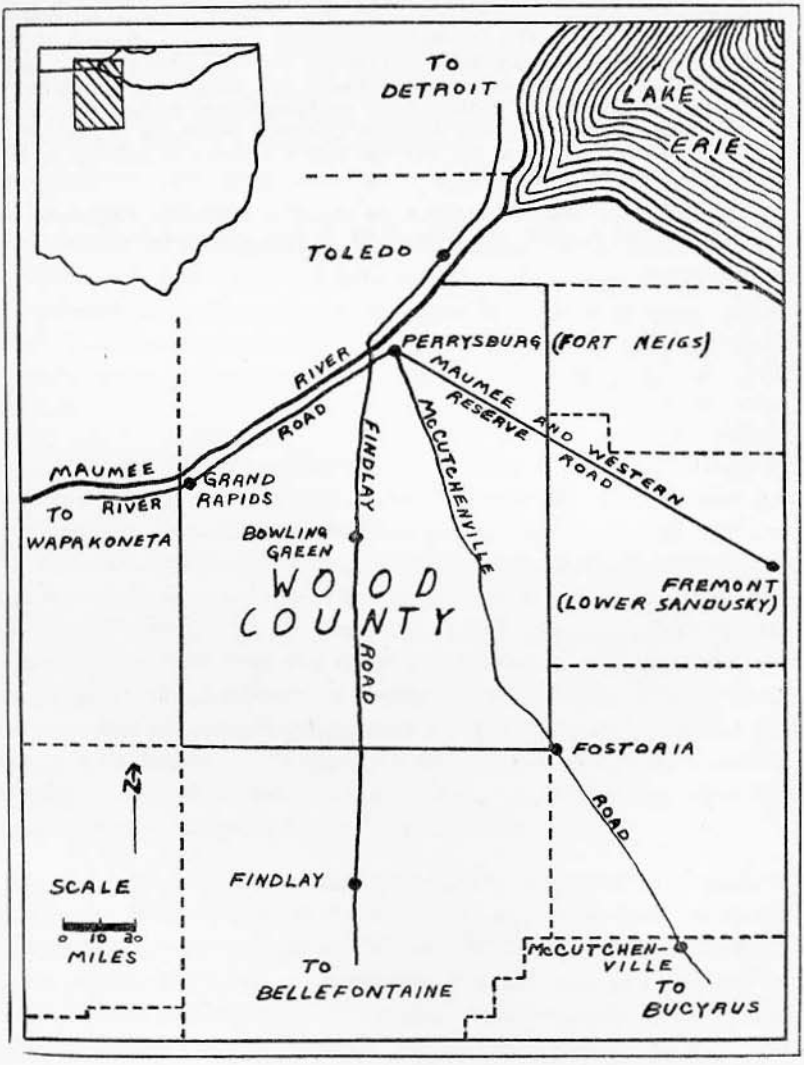
No sooner had the war ended in the middle of 1945 than ex-service men began their return to the campus. At once the university was confronted with the problem of housing, particularly for married men and their families. Gradually, during the year following the close of hostilities one hundred and fourteen trailers for families were set up in three colonies. For single ex-service men five federal housing dormitories were erected. New roofs were placed on the buildings that needed them and additional faculty members were obtained. By the fall of 1946 one thousand students were receiving instruction at Ohio Northern University. The seventy-fifth anniversary of the institution came at an auspicious time in its history and the trustees were considering an endowment drive that would place the university on a more secure basis.

In the post-Lehr era of its history the university pointed with pride to a latter-day galaxy of notable alumni; Benjamin Fairless, President of the United States Steel Corporation, Wheeler McMillan editor of the *Pathfinder* and the *Farm Journal,* Armstrong A. Stambaugh, vice president of the Standard Oil Company, J. P. Taggart, President of the Ohio Bar Association, James J. Pilliod, vice president of the American Telegraph and Telephone Company, three Ohio Members of Congress, Robert F. Jones of the Fourth District, Edward O. McCowen of the Sixth and Homer A. Ramey of the Eighth, Ray B. Westerfield, distinguished Yale professor of economics, and many others.

NOTES

1. The chief source on Henry S. Lehr's career as an educator and founder of Ohio Northern University is his "Reminiscences," published serially in the *O.N.U. Herald,* 1904-1907. This material was used by Dr. Lehr's daughter, Sarah Lehr Kennedy, in preparing her *H. S. Lehr and his School* (Ada *Herald,* 1938). Mrs. Kennedy supplemented the *Reminiscenses* with her personal recollections. I have been aided by the recollections of my husband, Dr. Wilfred E. Binkley, who became a student at Ohio Northern University in the last year of Lehr's service as an administrator and who has been a professor of political science at Ohio Northern since 1920.

2. The College of Wooster conferred the degree of Doctor of Philosophy on President Lehr in 1896. See Kennedy, *H. S. Lehr and his School,* p. 210.



Early Highways of Wood County, Ohio

Early Highways of Wood County, Ohio

MAURER MAURER

IT WAS evening of a cold, raw day in March, 1818 somewhere in Northwestern Ohio. A lonely traveler paused on a bit of high ground that arose out of a sea of water and ice. Here at last he could build a fire, prepare his supper, and reflect on the "advantages of solitude." For a long day he had fought his way through the North American wilderness. That morning, when he had left the last settlement, the ground was covered with a heavy fall of snow which was fast melting in the early spring weather. As he had plunged forward, the ice continually broke under his feet which were repeatedly immersed in two or three feet of water. The creeks which he had crossed were overflowing their banks. But now he had found this bit of dry land where he could sleep with the ground as his bed and with heaven as a "brilliant canopy."

By morning the air was colder and there was a high wind and rain as he renewed his journey. He was forced to wade through water some four or five feet deep. His clothes soon became covered with ice. Having lost the decayed log on which he had crossed a flooded creek, he found himself in water up to his neck. He was unable to find any dry ground. He was completely bewildered. Here, in the middle of what apparently was a "shoreless ocean," he thought his situation "rather unpleasant." But it was a new experience. The very novelty of it, together with his seeming inability to extricate himself, called forth a "resourceless smile." He could only continue to struggle and push onward until he had worked his way out of a desperate situation.

The following day was even colder as he waded through the icy water for endless hours. Toward evening he came upon a camp of about twenty Indians. He gave his supper to one of them who was very ill. He tried to sleep on strips of bark prepared by his new companions. But sleep was impossible since his clothes were wet and he had no covering. The next day brought him to a little settlement on the bank of a river. Huge blocks of ice were piled up around the few log cabins that stood on the bottom land. The flood stage of the river was sending its water through the windows of the cabins. But even such a dreary sight would cheer the traveler who had spent four days in crossing the forty miles of wilderness.

More than a century and a quarter has passed since Estwick Evans crossed the Black Swamp in March, 1818 and found himself at Fort Meigs on the bank of the swollen Maumee. The journal of his "Pedestrious Tour" described the country and his difficulties in traveling over the route between the present Fremont and Perrysburg.[1] Today the same country may be traversed in a few minutes by the broad highway that is known as U.S. 20. Where the lonely traveler of 1818 had seen only the ice and water of the wilderness forest, the motorist now may observe fertile fields, fine farm buildings, and a scattering of quiet villages. The transition is one of the great stories in the history of the development of Northwestern Ohio.

The settlement of the Black Swamp region of Norwestern Ohio came late. A few sturdy men and women had braved the dangers of pioneer life to settle on the lower Maumee before 1812, but the war had driven them from their homes. Men returning from the western campaigns told horrible stories about the area between the Sandusky River and the Maumee. Certainly a more desolate and a more undesirable region could scarcely be imagined, especially if one were conducting a military campaign or searching for land for a new home. Many of the histories and journals of the war described this region, and the "Journal of the Northwestern Campaign of 1812-13, under Major-General William H. Harrison," by Bvt. Lieut.-Colonel Eleazer D. Wood, was no exception:

> These two rivers, the Miami and Sandusky, are thirty-six miles apart, and the country, which lies between them, is almost an entire marsh, or sunken swamp; which on account of its being miry and generally covered with an immense body of water, can scarcely be passed at any other time than in summer or middle of winter, after its waters are sufficiently frozen to bear the traveller.[2]

Such was the judgment of the man who conducted the defense of Fort Meigs, the man for whom the county was named.

It is no wonder that in the years immediately following the war, the few immigrants arriving on the Maumee paused only long enough to take on new strength before they pushed on to the better regions they hoped to find elsewhere. The Black Swamp attained such a bad reputation that few buyers of land came into the area. Those few who did possess the courage to settle in such a region did not venture far into the interior but invariably located on or near the river.

When Wood County was organized in 1820, there were a few settlers on the south bank of the Maumee near the foot of the rapids. The

remainder of the county, however, was nearly uninhabited. Most of the area was in woodland, but an important feature of the region was the prairie of the central section. Here the grass stood from three to eight feet high. Here the ground was covered with water to a depth of from one to three feet. The region was infested with "all sorts of beasts, birds and reptiles," including wolves, snakes, turtles, frogs, cranes, pumpers, deer flies, and mosquitoes. These, with "the heavy fogs which curtained this gloomy wilderness made the aspect so dismal and forbidding that the strongest man might well [have] re coil[ed] from its treacherous borders."[3]

Prior to 1830 the entire southern part of Wood County, as far as is known, was without a single white settler. "Its forests of oak, walnut, beech and poplar were primeval in beauty and teemed with bears, wolves, deer and other animals, while countless multitudes of wild geese and ducks quacked in the tangled undergrowth of the various branches of the Portage." Stories of a "Munchausen" nature told of black snakes that "attain[ed] *constrictor* proportions, while the dread rattler was supposed to hiss forked lightening from every stump and crevice." Although solitary hunters occasionally entered the region, and although some land was taken, those who contemplated actual settlement "were laughed at for their credulity if they asserted it would ever be a habitable region."[4]

The swamp was a curse upon the traveler who dared to cross it. It was an almost impassable barrier to settlement. The early pioneers called it "Black." It was hard and cruel and real. It meant wilderness—an impenetrable mass: great trees and dense underbrush; stagnant waters and bottomless mud; dangerous animals and a multitude of pestiferous insects. This was the Black Swamp that pressed hard against the river settlement. Certainly it was a forbidding land.

If the swamp appeared as a black enemy to the settlers of 1820, the Maumee River offered a bright spot of hope for the future. The river was a highway, a roadway that already had served many people: the Indians, the French, the English, and now the Americans who were spreading out over the Old Northwest. This was the route of easiest communication with the East. This was the path that would direct new people into the country and then carry the fruits of the land back to the markets of the East. Although a great number of immigrants used the lake route to arrive on the lower Maumee, many of these people passed on to land farther to the north and west. As late as 1830, when thou-

sands of settlers were entering Michigan and Indiana, only a few scattered settlements were to be found in the lower Maumee Valley, and these for the most part were located on the very banks of the river. From their principal settlement at Perrysburg, the people could maintain contact with the eastern states and could receive merchandise and ship their products by boat.[5] The other parts of the county, however, developed more slowly due to the lack of adequate roads. Certainly one of the most important factors in the development of any new region is its accessibility. And at this time there were few good avenues of communication extending into the interior of the county.

The earliest routes of overland travel in Wood County were along the Indian trails which extended in every direction from the foot of the rapids of the Maumee. The "Great Trail" from Pittsburgh to Detroit, which crossed the river at Fort Meigs, traversed the same region crossed by the "pedestrious" Evans in 1818. Other trails included one from Central Ohio, through the Indian towns around Upper Sandusky, to Perrysburg; one from the Ohio River, north through Bellefontaine and Fort Findlay, to the foot of the rapids, and one from Wapakoneta that, through Wood County, followed the south bank of the Maumee to Fort Meigs. These were the main trails, but lesser paths enabled the Indians to travel from Fort Findlay to the Sandusky Bay by a route that crossed the southeastern corner of the county, or east and west by a path that followed the north bank of the Portage River.

The earliest of the pioneer roads followed the general course of the old trails and military roads. Thus we find that the Maumee and Western Reserve Road from Lower Sandusky (Fremont) to Perrysburg roughly followed the "Great Trail," the McCutchenville Road followed the trail from Upper Sandusky to the rapids, the River Road followed the trail from Wapakoneta, and the Findlay Road followed Hull's trace and the trail from Bellefontaine to the Maumee. Other roads, between cabins or settlements, at first were mere foot paths indicated by blazed trees. These were gradually converted into wagon trails, barely passable, by the voluntary labor of interested persons. Since they were usually located on the most favorable ground that could be found for road purposes, many of these early trails and roads became permanent highways.

The first concern of the new settler was to blaze a trail to connect his home with that of his neighbor; his second, perhaps even more important than the first, was to get a road by which he could travel to the

nearest market. Since Perrysburg was in regular communication by water with the important lower lake ports, that town became the market place for the greater part of the county. Most of the early roads were designed to make travel possible to that port. A considerable traffic, however, was also maintained with such towns as Lower Sandusky, Tiffin, Upper Sandusky, and even Bucyrus.[6]

One of the greatest drawbacks to the early settlement was the lack of roads or the poor condition of such roads as did exist. The road northward to Perrysburg was one especially dreaded by the pioneers of the southern part of the county. One of these pioneers, with a number of his neighbors, visited Perrysburg with seven yoke of oxen, consuming ten days in making the trip. "They spent two nights in one place. The first night was spent on dry ground, and with all the labor they could command, did not succeed in obtaining a suitable place to encamp, they left their wagons and returned to the former encampment the second night." Another man once spent two days going a distance of three miles with two yoke of cattle and wagon loaded with grain for milling. In the early history of Bloom township (in the late 1830's), one of the settlers had occasion to cross the swamp with a yoke of cattle pulling a lumber wagon, and was only able to reach home very late at night. "The next morning to his surprise he found that he had lost the hind carriage of his wagon!" When he started in pursuit of his lost wheels, he found them several miles away, "engulphed in the mud and water south of Portageville," where the "coupling had been torn out by the oxen the previous night."[7] One may be inclined to doubt some of the apparently "tall" stories that have come down from the pioneer days, but they serve to indicate something of the hardships of travel at that early day.

Road making in the earliest times was a very simple process. The surveyor, or more generally a person whose only qualification was that of knowing the proposed route, blazed a course along the line. A track of sufficient width was cleared of trees, brush, and dead logs. The low swampy places were bridged by placing logs of equal size on the ground to form a corduroy construction, a system much used until ditches were made to drain the land. At times the logway was covered with dirt so the vehicles might pass over it more smoothly. These first roads made many twists and turns so they might follow convenient and practicable routes. This was especially important when it came to crossing marshy places and streams. In making the roads, care was taken that the streams should be

forded at the most convenient points. Small bridges, not requiring extra lengths of timber, were easily constructed, but larger streams were provided with ferries, as were the smaller streams during stages of high water.[8]

The River Road, along the south bank of the Maumee, carried the goods that had to be shipped overland around the rapids obstructing the navigation of the river above Perrysburg. Merchandise and provisions destined for Gilead (Grand Rapids), Defiance, Fort Wayne, and the country to the interior had to pass over this highway. By a legislative act on February 2, 1821, a state road was provided along this route from Fort Meigs to Wapakoneta, and November 21 a plat and field notes were submitted by the viewers and the work got under way.[9] In 1822 the road from Fort Meigs to the Indian village twelve miles above was passable, "but from that place to the Rapids [six miles] no wagon wheel had ever marred the even surface of the soil, and no ax had cleared the way for one to follow."[10] For many years, however, the haul was made with ox-team from Perrysburg, "over the most impassable road," to Gilead, where the goods could be loaded on river boats and sent on up the stream.[11]

The McCutchenville Road, established in 1821, ran from Perrysburg, through New Rochester, to the southeastern corner of the county (Fostoria), and then on to Bucyrus. This road, thirty of its sixty-five miles being in Wood County, was surveyed by Q. C. Sweeney, with the aid of eight chainmen and two "packers" and their horses. The cost of the survey was apportioned among the counties through which the road passed.[12] This road was especially important to the development of the southeastern part of the county. It opened the way for the immigration of settlers from the south. Many a new settler in Wood County retraced his steps along this road to Bucyrus to enter his newly selected farm at the land office.

But the development of highways moved at a leisurely place in those days. Although a report of the location and survey of the McCutchenville Road was dated April 13, 1835, as late as 1857 the editor of a Perrysburg newspaper was asking for a "good Plank of Macadamized road leading to New Rochester." He said such a road was necessary to enable the people of the southern part of the county to get their produce to the Perrysburg market.[13]

Early travelers between Detroit and Cleveland found no real roads

across the Black Swamp. It was said that such a trip was sure to bring on "an attack of fever and ague if one but rode through its malarial air."[14] The Maumee and Western Reserve Road, which crossed this swamp, however, was without a doubt the most important highway entering Wood County. It has even been suggested that the route was first proposed "by the French traders" in the early seventeenth century.[15] It is well known that an Indian trail of great importance crossed the swamp from Lower Sandusky to Fort Meigs. By the Treaty of Brownsville (1808) the Indians ceded a strip of land 120 feet wide for the road, together with the land for a mile on either side of the right of way. Late in 1811 Congress appropriated $6,000 for exploring, surveying, and opening the highway.[16] Although the road was greatly needed during the War of 1812, the $6,000 was spent for other purposes and it was "not surveyed or built" until later when "the whole region had been laid out into sections by the government surveyors." Caleb Atwater, the eccentric and cynical historian, urged the government to make a road from Lower Sandusky to Detroit in preparation for the day when there would be another war in the western country. He would have used the years of peace to take advantage of the experience of the former war when so many men "perished from the sickness which they caught wading through" the Black Swamp.[17]

In 1823 Congress gave the Road Lands to the state, and three years later the state surveyed the road and started work.[18] By the Act of 1823 the state was authorized by Congress "to lay out, open and construct" the road, using the proceeds from the sale of the Road Lands, at not less than $1.25 per acre, for building the road and keeping it in repair.[19]

The first real step in the improvement of the Maumee and Western Reserve Road was taken in 1825 when Guy Nearing was awarded a contract to build five miles of mud pike. The turnpike "failed to give a solid and reliable road-bed" and "aside from clearing the roadway" was not very successful.[20] Opinion is divided as to the merit of the work, some maintaining that it "was some better than the flat, undrained soil, so liable to the 'melting mood,' in the presence of very little water,"[21] while others held that "it was no better, if not worse than the original surface."[22]

The Road Lands, situated on either side of the Maumee and Western Reserve Road, were sold to the public to pay for the cost of the construction and maintenance of the road. The (Lower) Sandusky *Gazette* of May 18, 1830, carried a notice of the sale of the lands granted to the State

of Ohio for the highway. All the unsold land west of the Portage River was placed on sale at Perrysburg on June 14. The terms were one-third cash, the balance in three equal payments at the end of one, two, and three years. Of the 40,000 acres available at that time, a large proportion was advertised as being "handsomely situated on the said turnpike, and in a section of the country which . . . [was] rapidly improving."[23] The *Gazette,* however, failed to note that at this time the road was one of "almost bottomless mud."[24]

Despite action taken to improve the road in 1825-1827, the highway remained in an almost impassable state until some time after 1838. "It would be difficult," wrote one of the early historians, "to describe this worst of all roads, and the agony bordering on despair to which the immigrant was reduced in his efforts to pass over to the land flowing with milk and honey beyond."[25] The road was supplied "with pries used for extricating vehicles from the mud holes, which were so numerous that they formed almost one continuous chain." Conveyances that were ruined or broken down and in the course of repair were common sights along this road. At times "dozens of teams could be seen laboriously wallowing through one mud-hole after another, and by the use of pries, with which each doubtful place was plentifully supplied by cases of past necessity." One large mud hole, just east of Perrysburg, is especially mentioned as surpassing any of the others. "Those who attempted to pass through this without double teaming, were sure to stick before they accomplished their purpose, and often then, they would become hopelessly mired."[26]

The terrible state of the road also contributed its share of stories that might be told concerning the hardships and trials of travel at that time. The Cleveland *Herald,* poking fun at the citizens of Northwestern Ohio, even reported "the drowning of a span of horses in a swamp mudhole, the bottom of which had fallen out."[27]

In a winter month in 1837-1838, while the ground was frozen and travel was perhaps a little easier despite the cold, 5,500 travelers passed over the road between Lower Sandusky and Perrysburg. There were 2,300 sleighs and sleds and 300 wagons, the average daily traffic at this time being 180 footmen and 86 sleighs and wagons.[28] But by this time the old mud pike "was so completely worn out and so impassable for loaded teams that a movement was made for the construction of a macadamized road."[29] In January, 1838 a senate committee of the legis-

lature recommended an appropriation of $40,000 for the improvement of the road. The committee considered this highway "among the most important in the State, being the only thoroughfare east and west through Northern Ohio."[30] And this road was to remain the only important east-west land route through this section of the state until the opening of the Lake Shore Railroad in 1853.

The first contract for macadamizing the Maumee and Western Reserve Road, let June 30, 1838, covered the distance from Perrysburg to the Portage River, the remainder being let in May 1841.[31] In 1839 it was reported, by the Sandusky *Democrat,* that the road would soon be changed from a bottomless mud hole to one of the best roads in the state.[32]

By 1840 fifteen miles of the highway had been finished. Because of the financial condition of the state, however, all public improvements were suspended for one year, until April 1, 1841, except for work on the Maumee and Western Reserve Road and the Wabash and Erie Canal, and no new contracts were to be let except for these two projects.[33] The exception of these two projects indicates the importance attached to the work in Northern Ohio even in the time of great financial stress.

Late in 1838, Neil, Moore & Co. began to operate their post coaches between Detroit and Lower Sandusky as "a great convenience to travelers."[34] In 1840 the company was operating coaches from Columbus to Detroit, via Marion, Upper Sandusky, Tiffin, Lower Sandusky, and Perrysburg, with a fare of three cents a mile.[35] Advertisements pointed out the conveniences and comforts offered passengers between Detroit and Cleveland, via Perrysburg:

> This line is now carrying passengers very cheap, they have now Troy coaches, thoroughly lined, and are warm and comfortable as any in the State. The roads are good and the line makes good time. The drivers on this route are sober and steady men.
>
> The Columbus line of Stages connects with this line at Lower Sandusky . . . This is the best route for persons going to the East, South or West, as lines run in connection and saves any delay to the travellller . . . [36]

Until the road was finished, the stage operators were the butt of many jokes, one being in the form of a poem that ridiculed the fine service that Neil, Moore & Co. was advertising. With a unique little rhyme on the

name of the company, the pioneer poet described how the coach

. . . drags along its weary way
Loaded with mud and slow;
It comes by night and not by day
Coach of Neil, Moore & Co.

Having seen the rail fences that had been destroyed to get rails to pry the coaches from the mud, the poet looked hopefully toward a new era of transportation:

O, for a Railroad, or a road
Of rails, if we but had 'em,
To pry the coaches from the mud
That is to be Macadam.

The complaints of the stage passengers must have been numerous and loud. Certainly the ordeal of travel in that day was sufficient cause for the vocal protests mentioned by the Maumee poet as he continued his little play on words:

Railings there are from man to maid
That in the coaches go;
But stranger, let no word be said
About Neil, Moore & Co.[37]

Charles Dickens perhaps was the most distinguished foreign traveler through the Ohio of the 1840's. Although the Englishman had many unkind things to say about Americans and American institutions, the observations recorded in his letters and *Notes* help us to recapture something of the conditions of that day. Traveling from Cincinnati to Sandusky in April 1842, Dickens was impressed with the fine stone road that led northward from Cincinnati to Columbus. But the novelist found different conditions as he traveled northward from the state capital. His description of travel by stage over the corduroy road from Columbus to Tiffin may be taken as typical of all such travel in Northern Ohio at that time.

As Dickens rode on the box of his chartered coach, he found nothing "but a track through the wild forest, and among the swamps, bogs, and morasses of withered bush." Never before had the Englishman suffered such an experience as that of bumping along over the logs of the corduroy road. He railed:

Good Heaven! if you only felt one of the least of the jolts with which the carriage falls from log to log! It is like nothing but going up a steep flight of stairs in an omnibus. Now the coach flung us in

one side of it was deep in the mire, and we were holding on to the other. Now it was lying on the horses' tails, and now again upon its own back. But it never, never was in any position, attitude, or kind of motion to which we are accustomed in coaches . . .[38]

After travelers had struggled against the mud and water for a day, they found rest in the taverns with which the roads were lined. It was said that there was one tavern for every mile, and "one to spare," between Perrysburg and Lower Sandusky.[39] Most of these taverns were "quite primitive in style and limited in accommodations," but landlords along the road were provided with extra yokes of oxen which they used to help pull wagons from the mudholes—*for a fee.* The settlers on the Road Lands recognized each others rights to the mud holes nearest each holding. There is even a story of how one man, in selling his land, sold the right to his particular mud hole for five dollars, the transaction being recorded in the transfer.[40] Another story told of old Auntie Shepley who kept a tavern and provided dinners for stage-coach patrons at Perrysburg. She used to go out early in the morning and if she saw the coach wallowing through the mud in the distance, she went back into the house, did the family washing, prepared the vegetables and meat, and had dinner all ready by the time her guests had arrived.[41]

Leaving Columbus early on an April morning, Charles Dickens and his party arrived at Upper Sandusky at ten o'clock that night, having covered sixty-two miles in about fourteen hours. The night was spent in one of the typical log taverns of northern Ohio. The two doors to Dickens' sleeping room opened "directly to the wild back country." The doors had neither locks nor bolts, and they were so contrived "that the one was always blowing the other open." The novelist was kept busy for some time, running around the room in his "shirt," trying to blockade the doors "with portmanteaus, and desperately endeavoring to make the room tidy!" He was much concerned for the gold he had in his dressing case, since "for the amount . . . in that scarce metal, there . . . [were] not a few men in the West who would murder their fathers . . ."

Mr. Q., Dickens' young American secretary, fared even worse. He went to bed somewhere "up in the roof of the log-house," but "was so beset by bugs that he got up after an hour and *lay in the coach.*" But the change was not much for the better, for pigs grunted around the coach "so hideously" that Mr. Q. was afraid to come out again. So the young man from Boston shivered through the night.

The independent and democratic character of the American people was brought sharply to the attention of the novelist when the party came down to breakfast the next morning. Dickens wrote that they "breakfasted, driver and all, in the common room" that was papered with newspaper. The Englishman had had enough of frontier travel. By the time he crossed over to Canada at Niagara, he was using ten lines to underscore the fact that he was once again on civilized English soil.[42]

The Findlay Road remained "nothing but an Indian trail" until 1820,[43] when, on June 30, viewers were appointed for a state road from Fort Meigs, through Fort Findlay, to Bellefontaine. By January 1, 1821, the road was cut as far south as Findlay, and on February 21 the work was accepted by the commissioners. The road must have been very unsatisfactory, for a legislative act of February 22, 1830, provided for the location and establishment of a road over the same route. Under this act, a roadway thirty-two feet wide was cleared of timber.[44]

But travel southward from Perrysburg remained difficult. In 1833 a resident of Bowling Green, making a trip to Perrysburg, could report that there was no road, that he just struck off through the woods, making his way around the trees and over fallen timber, wading through the water, and fighting mosquitoes. On his back was a sack of corn he was taking to have ground for meal. But if he had taken a wagon and ox-team it would have required from four to five days to make the twelve miles to Perrysburg and return.[45]

In 1839 a resident of Perrysburg wrote an account of "Our Tour to Findlay," for the Ohio *Whig*. The first twelve miles, "with the exception of a small prairie, lay through untouched wilderness, over an imperfectly marked road, rendered impassable by teams, in consequence of the numerous trees thrown across it by the hurricane" of several months before. He saw several large fields of corn and two or three dwellings on the prairie, and at Bowling Green, which was also situated on a prairie, the traveler noted a half dozen log cottages, a small frame tavern, and well cultivated fields and orchards. He rightly attributed the small number of settlers in this central area of the county to the lack of transportation facilities.[46]

Turnpikes, such as the Findlay-Perrysburg Mud Pike built in 1845, "were made by turning and throwing the mud from the sides into the middle of the road. The ditches thus formed on each side were general-

ly too shallow to drain the road and it continued impassable much of the time in wet seasons." On March 10, 1845, the Wood county commissioners purchased the Wood county section of the road from the recently organized Perrysburg, Findlay and Kenton Turnpike Company. The commissioners accepted the contracts that already had been made, and paid the company $252 to cover the cost of the work that had been done to this time.[47] But this turnpike, a mud road of poor description, was not a great improvement in the transportation situation in that part of the county.

About the time the Findlay Road was being turnpiked, there was agitation for a plank road along that route.[48] The Perrysburg and Findlay Plank Road Company, chartered by the legislature in February, 1849, was aided by a subscription of $5,000 from Perrysburg township and one of $2,000 from Plain township, to be used to build the road from Perrysburg to Bowling Green. Two steam sawmills were built, one four miles south of Perrysburg and one the same distance north of Bowling Green, to saw the native wood into planks. This section of the road was completed and toll gates were established in 1853.[49] It is interesting to note that while Perrysburg had been foremost in the agitation for the plank road, "intending to make the town accessible to the farmers of the interior," Bowling Green was really the chief beneficiary.[50]

In the 1840's and 1850's a number of plank roads were built in Northwestern Ohio. Newspapers encouraged the work; townships and towns voted generous subsidies. Timber was abundant, and the cost of construction was relatively low. Based on similiar experience in the East, the financial returns looked promising. On many of these roads, however, "traffic was not sufficient to maintain the roads, and make return for capital invested."[51] Liberal tolls were charged: two cents a mile for a loaded two-horse wagon; one cent for an empty two-horse wagon; one cent for a single carriage; two cents for a double carriage; and one cent a mile for a horse and rider. But settlers were scarce, travel was not heavy, and many refused to use the road except during the seasons when the other roads were very bad. Demands for tolls to maintain the roads "became very unpopular, particularly after the first wet season when the plank became displaced and were not looked after ."[52] It has been said that the plank roads ushered in a new ero of profanity. Travelers complained about the poor condition of these roads and the high tolls that were being charged. Angry drivers seemed to delight in getting a hitch

on a toll-gate and dragging it a mile or two down the road. When such cases of "malicious destruction of property" were taken to court, the jurors, in sympathy with the drivers, gave a verdict to the company but fixed damages at one cent.[53]

Since the financial returns on the plank roads were unsatisfactory, many of the roads were allowed to get in a poor condition, and many of them never were renewed. And about this time railroads were beginning to take up much of the land transportation.

During the first three decades of Wood county history, travel was on foot, on horseback, or by carts drawn by horses or oxen, for "carriages were a rare thing in those early days." Even women rode horses and "it was no unusual thing to see young girls riding horse back and [they] were able to control almost any horse available."[54] The condition of the roads, together with the rather limited wealth of the county, kept the number of pleasure carriages at a low figure. Up to 1845 there were never more than five pleasure carriages listed for taxation in Wood County.[55]

From Indian trails and military roads, turnpikes and plank roads had been developed. But great improvements in transportation facilities came slowly in these early years. Conditions of overland travel were to continue in a poor state for many years thereafter. In 1860 the only stone pike in the county was the Maumee and Western Reserve Road, and it was not until the beginning of the twentieth century that any great progress was made in building roads of stone.[56] But despite the poor conditions in the middle of the nineteenth century, the transportation situation had improved considerably over that day when Estwick Evans made his "Pedestrious Tour" across the Black Swamp.

NOTES

1. Reuben Gold Thwaites (ed.), *Early Western Travels,* 1748-1846 (Cleveland, 1904-07), VIII, 200-06.
2. George W. Cullum, *Campaigns of the War of* 1812-13, *Against Great Britain* . . . (New York, 1879), 364; also see Robert B. McAfee, *History of the Late War in the Western Country* (Bowling Green, 1919), 186, 262, 264, and *passim.*
3. [M. A. Leeson and C. W. Evers (comp.)], *Commemorative Historical and Biographical Record of Wood County, Ohio* . . . (Chicago, 1897), 306-07, hereafter to be cited as *Wood Co. Hist.*
4. May Evers-Ross, *The Pioneer Scrap-Book of Wood County and the Maumee*

Restoration of the Edison Birthplace

JAMES H. WILLIAMS

WHEN I was a young man operating a daily paper in a small Ohio town I came in contact with Thomas A. Edison, a contact which, after more than half a century has been renewed by Mrs. Edison when she selected me to restore the little brick house in which he was born in the village of Milan, to its appearance in the days of the 1840's.

My contact with Mr. Edison took place during my newspaper days after I had learned that the great inventor contemplated a visit to his birthplace. Several days prior to the expected visit, I wrote to him for his photograph. He sent it to me with his autograph written beneath. From the photograph a half tone cut was made and a picture went to each of my subscribers on February 11, 1896, the forty-ninth birthday of Mr. Edison.

On the day of his arrival in Norwalk on his way to the village of Milan, which is four miles to the north, I met him on the arrival of his train. He was cordial and invited me to go with him to Milan. Two hours with that great man made a great day for me.

I did not see Mr. Edison for many years after that day in 1896—not until sometime in the 1920's, when, in company with Mr. Henry Ford and Mr. Harvey S. Firestone, he came again to Norwalk to look over the Fireland's Museum, an institution of which I had become the curator. All three gentlemen joined our association and became life members. That was the last time I ever saw Mr. Edison.

Eighteen months ago in 1945, Mrs. Edison, whom I had never before seen, together with her daughter, visited Norwalk and came to see me at my home. Anticipating the approaching centennial anniversary of Mr. Edison's birth, and anxious to have the birthplace restored to the period of the 1840's, she asked me to undertake the restoration. That was an unexpected honor for me. I had never done anything of a similar nature and was fearful that I could not do a proper job. My boyhood days had been spent in an atmosphere quite similar to the days of the 1840's. The home of my grandfather and my father dated from 1818. I was quite familiar with all house-hold appliances, tallow candles, foot warmers, 'dog-irons', bellows and all the other paraphernalia pertaining to a cen-

tury old homestead. My forebears' homes were furnished with pioneer furniture of the early Ohio days. I knew the set-up for 1840, though I did not come on the scene until thirty years later. Household equipment in the old homes does not often change. It did not change in our home. It has changed only slightly in my own home after a period of seventy-five years. We still use much of what was in use a century or more ago. With a knowledge of the customs and the appliances of those early days, plus a photograph of the Edison birthplace, taken in 1870, I went ahead.

In the course of the almost ninety years since the family of Samuel Edison removed from Milan, the little brick house has had many tenants and many changes. An original small porch had been removed, a hideous porch across the front had been added; the old-time door latches had been replaced by knobs more modern; cast iron locks had been discarded for Yale locks; 'bubble' and 'rain-bow' glass in the windows had given way to 'clear' glass; beautiful old floors of locust, each board a foot in width, had received several coats of paint, each coat of a different color; the walls had been covered with modern paper, each new paper job having been put on over the other; the wood work, originally white, had at some time been made a maroon, later a brown with all former coatings still intact. That was the state of the birthplace when the restoration was begun. In the photograph of 1870 a white picket fence enclosed the property. Many years ago the fence disappeared.

Today, after long months of effort, all former paint and paper have been removed. The walls are again covered with the true old 1840 designs. The wood work has been returned to its original white. The little panes in the windows have gone back to the mottled and bubbled glass of old days. Modern locks are not now on the doors, having been replaced by the old time latches. The seven coats of paint on the locust floors have been sanded away, revealing the exquisite tone of light yellow, characteristic of locust wood. The fire places have been denuded of atrocious modern gas grates. The century-old 'dog-irons' with their complements, the long handled iron shovels, the hand wrought iron tongs and all the other articles necessary to complete the fire places, which in the young Edison days burned logs of walnut, beech and locust, have been restored.

In the "parlor" hang the portraits of George and Martha Washington, Daniel Webster and Henry Clay. The little room in which Thomas Edison was born contains a rope bed, covered with a deep blue spread, with

an embroidered inscription "Made in Milan 1844". There is a wash stand with a beautiful bowl and pitcher of corresponding deep blue.

The tiny kitchen in the basement adjoining the pleasant dining room with its fire place, crane and kettle still has its old coffee grinder nailed to the wall. A new picket fence painted white, as in the old days, now surrounds the house. Two modern conveniences are all that remain in the birthplace: the electric lighting system, the installation of which Mr. Edison is said to have superintended, and the oil-burning furnace, both most essential even in a restored house.

Old Canal Days at Texas, Ohio

CLIFFORD R. BORTEL

ON AUGUST 25, 1894, my father received the following letter from the superintendent of the Miami and Erie Canal:

Toledo, Ohio
August 25th, 1894

R. R. Bortel
Texas, Ohio
Dear Sir:

I hereby and by these presance appoint you to the position of lock tender, at Texas, Ohio, to fill the vacancy caused by the death of William Durbin. Your salary will be ten dollars a month. You will commence your labors as lock tender on September first, 1894. I suppose Mr. Cortright will be willing to look after the duties of lock tender the balance of this month. Will try and call on you before many days.

Respectfully,

Homer Meacham
Supt. of Canal

I was two years old when father received this position; therefore my boyhood days were spent around the canal and locks. The freight that was boated at this time was not as great as in previous years. Most of the freight consisted of oats and shelled corn. Many long rafts of logs went down the canal at a speed of about two miles per hour. For a nice string of bass, all we would have to do was ride the logs and pick up the bass as they flopped out of the flags along the bank. Many bass would pass through if the logs were not close together. In 1903 I earned my first money by helping lock the raft sections through the lock. I received ten cents for this job..

It was twenty-four miles from Texas to the next lock. Everything that floated down the canal was taken out of the water and piled on the bank to dry. It was then used for fuel. The men on the boats bought many provisions and supplies from my father such as potatoes, corn, other vegetables, hay, pike poles and bridge planks. The bridge planks were used as a walk to convey the mules from the boats to the banks after spending the nights in the boats. I remember a time when my father was away and a boat stopped. The men on the boat wanted lettuce for their dinner. I gave them a dime's worth but they said I did not give them as

much for a dime as my father did. I still believe they were trying to work me. The following list shows the prices my father received for the garden produce which he sold to men on the canal boats in 1902:

Potatoes, bu.	$ .40	Pike pole	$1.25
Kraut, gal.	.15	Bale of hay	.75
Peaches, bu.	.35	3 cabbage heads	.05
Muskmelon, each	.05		

Just below the lock at Texas was a ring net that was always in use. When we wanted fish to eat, all we had to do was pull up the ring net. If we got tired of fish, we could find plenty of turtles in the canal and in Bad Creek, which ran under the canal. I used to spend many days under the old warehouse catching minnows and crabs around the rocks in the waste water.

There was not much money in these days but we had plenty to eat. In the winter time when the canal was frozen over, all traffic stopped. We did much hunting for rabbits and quail which were numerous. We also trapped through the ice for muskrats. The state furnished steel traps to catch muskrats so that they would not dig through the bank to the river and cause a washout which would stop traffic on the canal. As soon as the ice went out in the spring, fish were taken from the water in abundance. Then the canal boats started making their trips, and again the voices of the mule drivers could be heard at great distances.

Father died July 2, 1904, and the state let us have the income from the lock for a year. In 1908, all the old stone locks were torn out and new locks put in their place. But a boat never went through the new locks, for the last boat that ran took a load of oats from Texas to Toledo in 1907.

If you were to travel over the canal route today, you would drive on a good state road which begins at Erie Street in Toledo. You would follow the Canal Boulevard 24 through Waterville, Providence, Texas, Napoleon, Florida to Defiance. A few locks may be visible yet. There is a lock across the river from Grand Rapids and another one called the Bucklin Lock, two miles up the river where the canal runs into the river.

This was the last place for the Indians to live in this region, for it had an abundance of game and fish.

In the earlier days of the Canal before the completion of the D. and M. (now B. and O.) R.R. in 1859 passenger packets on the Canal carried people at the rate of four miles an hour.

One of the familiar sights on the Canal for many years as late as 1897 was the tintype boat of Amos Lane. For 40 years he had been making tintypes. His scow was 21 feet long and on it rested a building 16 by 8 and about 6½ high. He would tie this boat up at some village for several weeks and then move on to others by whatever means he found available—a boat, a raft, or the state boat which patrolled the Canal.

In 1897, his last year before returning to Toledo permanently, he nearly lost his life at Independence Dam. A young man who was then associated with him was acting as a mule in towing the houseboat downstream from Defiance. There was no canal there, and the towpath was along the five-mile stretch of the open river. A heavy windstorm blew the boat beyond the depth of the pole that the 75-year-old man used to help guide it. The young man managed to hold onto the heavy rope as the boat went sidewise down the stream and finally landed it at the lock. Otherwise Mr. Lane would have been swept over the dam.

Every lock was known for the fights that took place between the boatmen. The trouble would start when boats going in opposite directions would come to the lock. Each boat tried to make the lock first and get through before the other had a chance. When the boatmen going downstream opened the wickets to let the lock fill with water, the boatmen coming upstream let the water out so that they could get in first. Then the fighting began. It has been said that they even cut the tow line that pulled the boats.

At night the boats tied up and the three or four mules went down into the boat to rest and feed. The stall was in the center of the boat. The bow was the sleeping quarters for the hired boatmen. The dining room and captain's quarters were in the stern. The large freight hole was between the mules' stall and bow and stern.

A list of the canal boats with some of the captains' names are:

Boat	*Captain*
Nola	Morehead
Legal Tender	Tom Dalman
Tuttle	W. B. Brown
Georgia	Fisher
State Boat	S. A. Alman

Ella May	Brookly	Ocean
Noble Grand	Buckeye	Roving Duck
J. W. Wright		Myers