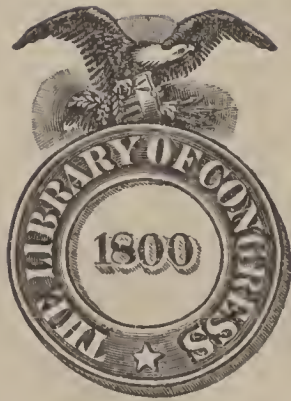


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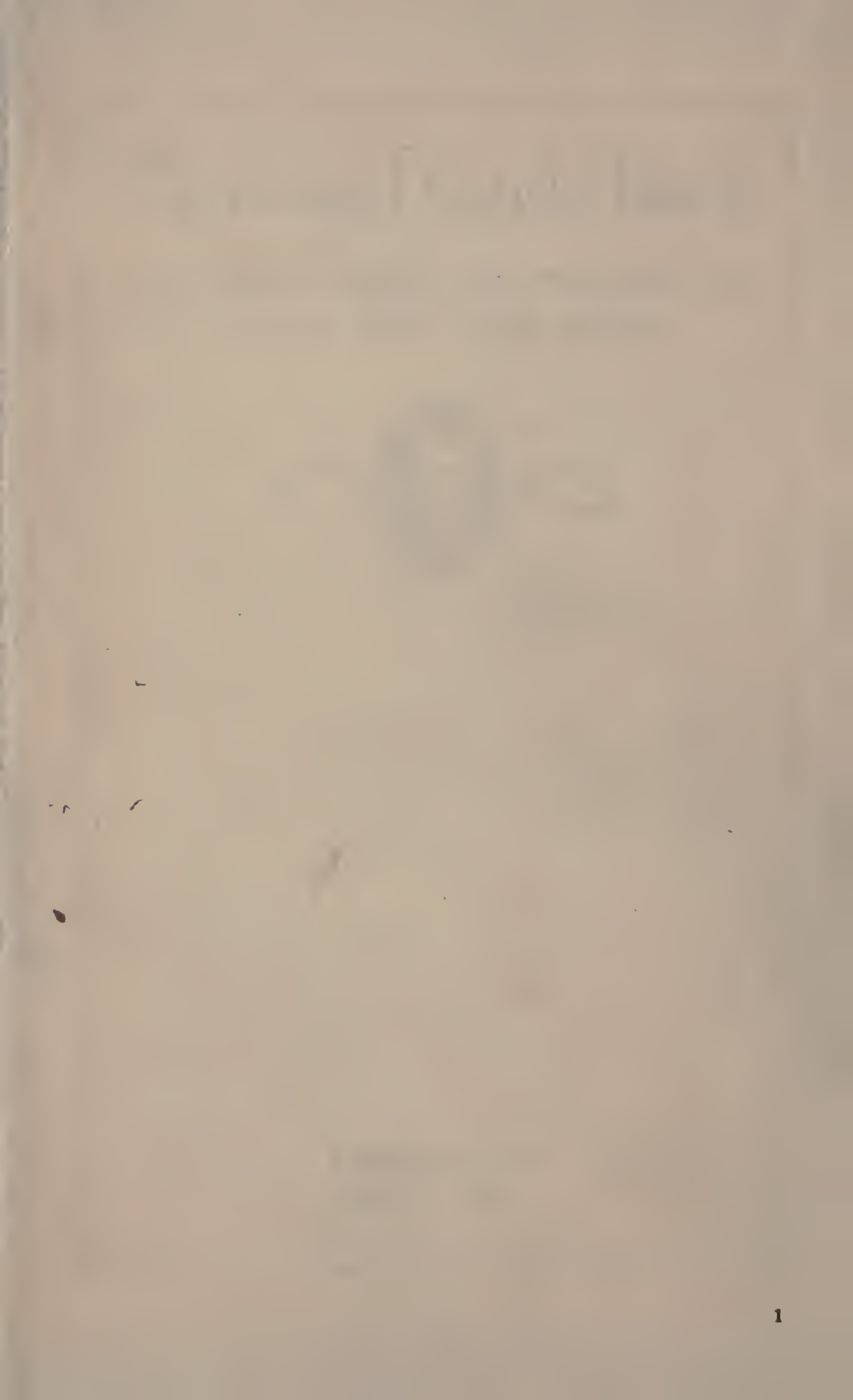


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Cleveland Guide Book

Compiled, printed, and published by

Cleveland Empire Junior High School



Cleveland, Ohio

1921 — 1922

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The facts concerning business and industrial firms, and educational institutions, etc. was compiled from data furnished for that purpose by the various firms and institutions under whose title such matter is given.

The historical data was compiled from Orth's History of Cleveland, and Kennedy's History of Cleveland.

The list of street car routes was compiled from Wagner's Map of Cleveland.

The map of Cleveland is used by permission of the Cleveland Chamber of Commerce.

Preface

THIS Guide Book is an educational project which was worked out in the academic and industrial classes of our school. The English, History, and Geograghy departments of the seventh grade compiled the subject-matter as regular class work. Several eighth grade classes assisted with the history section.

The Typewriting department prepared copy for the printers. The type was set by regular eighth and ninth grade printing classes, and the printing was done by the same pupils. A considerable amount of proof-reading was done as class work.

The cover design is a product of the Applied Arts department. Seventh grade classes compiled the Index. And this book was bound by a seven A grade pupil.

The book was planned and finished within a year.

EMPIRE JUNIOR HIGH SCHOOL.

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"From the copyrighted collection of photographs of Early Cleveland owned by Stanley L. McMichael."

Greetings

To Strangers and Travelers :

We hope that this little book may slip into your pocket or handbag, and be a help in guiding you about our city.

If you are here but a few days, may you find the points of greatest interest, and so enjoy yourself that you will return, soon.

If you come to make your home here, may the kindness of our people, the integrity of our business men, and the benefits of our community life make this city "home" in the truest sense.

Empire Junior High School

Mr. Investor :

Since you are looking for a profitable business location, we wish to direct your attention to Cleveland.

Cleveland is noted as a manufacturing center. "Of the 264 heads under which the U. S. classifies manufactures, 218 are made in Cleveland." Some of them are iron, steel, paints, oil products, hoisting-machines, steel ships, automobiles, aeroplanes, street cars, telescopes, tractors, wire, chemicals, face creams, clothing, and electrical supplies.

Cleveland's commercial and industrial importance is due, largely, to its favorable location. It is in the midst of a great agricultural region. Raw materials such as coal, iron ore, limestone, and building materials, are accessible.

Much of Cleveland's progress is due, also, to its shipping facilities. It is located at the mouth of the Cuyahoga river on Lake Erie, and has an excellent harbor. Seven railroad trunk lines enter Cleveland and extend to the "Flats," or industrial center, where they connect with the docks and warehouses.

In addition to its industrial importance, Cleveland is a city with many residential attractions. There are beautiful parks and drives throughout the city, which are convenient to all sections. The social and educational advantages are of the best.

Ours is a city of home owners and home lovers. We hope that you will select Cleveland for your home.

Yours truly,

Empire Junior High School.

Cleveland Points of Distinction

Named for its founder, Moses Cleaveland.

The Cleveland Advertising Club is the largest of its kind in the country.

Leads the country in heavy chemicals.

Three universities.

Chamber of Commerce membership 3000.

Largest hardware center in the United States.

National headquarters for 13 trade and labor unions.

Largest paint and varnish factories in the country.

2,500 manufacturing establishments.

The first city to have a Federation of Churches.

14,000 different articles made in Cleveland.

14 miles of lake frontage; five miles of river frontage.

Zoological Garden.

The only "Multigraph" concern in the country.

Brush invented the arc lamp in Cleveland.

Two of Perry's vessels were built at Cleveland.

One of the world's largest, most efficient local freight stations.

Only one other city in America produces more sewing machines.

The first automobile sold in the United States was made in Cleveland.

Home of the fourth Federal Reserve Bank—third in capital.

Largest city between New York and Chicago.

791 miles of sewerage.

First city to have a group plan for its buildings.

One of the finest baseball parks in the country.

First in the production of wire and wire nails.

Second city in the manufacture of women's outer clothing.

Four-fifths of the freighters on the great lakes are owned by Cleveland capital.

Second largest lumber yard in the world.

Garfield Memorial in Lakeview cemetery.

Public Library of 700,000 volumes.

First in vacuum cleaners.

Nela Park — research electrical laboratories.

20 parks; 44 miles of boulevards.

Has the largest auditorium in the country; seats 13,500.

The Court of Honor, or The Mall.

The largest electric repair works in the world.

Has eight woolen mills.

Seven wholesale drug concerns.

Center of paving-brick industry.

Doubled its population in 20 years.

A larger percentage of its residents own their own homes than in any other city in the United States.

The Public Library has the largest per capita circulation of books in the United States.

Contributed a larger sum per capita in the last Red Cross drive than any other American city.

United States postal aviation field.

The "Belt Line" connects all railroads entering the city. It is said by engineers to be the shortest and the most convenient, and to have the easiest grade in any American industrial center.

Wade of telegraph fame was from Cleveland.

302 miles of street-car tracks.

Three Municipal markets.

45 steamship lines.

Elysium—scene of international hockey and skating matches.

Eight passenger-boat lines.

The largest manufacturer of carbon and battery products.

Natural amphitheater in Brookside Park; capacity 150,000.

Liberty Row—a memorial to heroes of the World War.

Fifth of American cities in population and the value of its manufactured products.

In the center of America's industrial district.

Seven trunk railroad lines.

Wellman magnetic crane and the open hearth furnace were evolved in Cleveland.

First city to have its streets lighted with electricity.

Museum of Art.

Shakespeare Garden — an English garden — a tercentenary commemoration of Shakespeare's death.

The Favorable Location of Cleveland

Cleveland is located on the southeastern shore of Lake Erie, at the mouth of the Cuyahoga River,—a situation which affords excellent trade routes for the city.

The Cuyahoga River has its source in Geauga County in the highlands west of Monteville. It is shaped like a large bow, in the middle of which is Akron, and at the mouth is Cleveland. First, it flows southwest and then rushes northwest being forced to do so by the glacial deposits. In its course, the river flows through the counties of Geauga, Summit, Portage, and Cuyahoga.

The Cuyahoga River valley, within Cleveland, is a strip of low level land called the, "Flats." The "Flats" is about six miles long, and from one-half to one and one-half miles wide. This section provides a desirable location for industries. It is used for drydocks, railroads, blast-furnaces, shipyards, ore docks, land commerce, and lumber yards.

The Lake Plain, which is from 50 to 100 feet above the "Flats," slopes gently toward the lake. As the Lake Plain is level, it is easy to construct streets, buildings and railroads, there. Many factories are located alongside the railroad tracks thus making it convenient to ship goods. It is the chief business and residential section. There are many homes, parks, and amusement places on the Lake Plain.

The "Heights," which is the highest elevation of Cleveland, is used for attractive residential sections. There are many beautiful parks, woods, and buildings on the "Heights."

Several small streams flow from the "Heights," across the Lake Plain, and into the Cuyahoga River or the lake. They flow rapidly because of the steep slope from the "Heights," and have cut deep gullies across the Lake Plain over which great bridges have been built. They serve, also, as natural grades for the railroads to the "Flats." Some of the gullies are used as parks and drives and help to beautify the city.

The Cuyahoga River north of the New York Central Railroad bridge, and the lake enclosed by the breakwater, form what is known as Cleveland's "outer harbor."

In 1875, Congress passed a bill appropriating funds for a breakwater to protect the harbor at Cleveland which is of commercial value to the nation. The total length of the breakwater is five and three-fourths miles. This structure cost the Federal government \$6,000,000.

The inner or industrial harbor is that part of the river south of the New York Central bridge to the city limits. It has a frontage of 5 miles. The Cuyahoga River makes twelve large bends in Cleveland. The bends are a great hindrance to Cleveland's commercial activities, for they do not allow the passing of the six-hundred-foot freighters, and have caused a decrease in ore receipts at this port. One of the most dangerous of the bends is Collision Bend. If this Bend were cut off by a canal, it would save time, ships, and money.

Near its source, the Cuyahoga River has a fast current, but as it flows nearer to Lake Erie the current is slow, therefore much silt is deposited near the river's mouth. This makes it necessary to have the river dredged every year. The cost of dredging varies from \$50,000 to \$75,000.

Besides improving the river by dredging it, we have built walls along the banks so that the water will not wash them away, and cause great damage; we have widened the river; have straightened its mouth; and have built many piers.

Cleveland has built five large viaducts across the Cuyahoga River valley. They are Superior Avenue, Detroit-Superior High Level, Central, Clark Avenue, and Harvard-Denison.

The advantages of these bridges are numerous. They save laborious and unnecessary travel down to the "Flats", across the small bridges over the river, and up the hills. "They typify for all time the unity, cooperation and strength of Cleveland."

Bridges

The Detroit-Superior High Level Bridge

The Detroit-Superior Bridge is the largest double-deck, reinforced, concrete bridge in the world. It extends across the Cuyahoga River, at Superior Ave. The entrances are at West 9th St. and at the intersection of West 25th St. and Detroit Ave. The total length is 3,112 feet. There are 12 concrete arches and one steel span 591 feet long. The greatest height of the central span above the river is 196 feet, and the clearance for vessels is 96 feet. The main upper deck is 75 feet wide with two five-foot sidewalks, and a 45-foot drive. The foundations for the main piers are sunk from 60 to 65 feet below the surface. The under deck was planned for six car tracks. An underground street car station is located at each end of the bridge. It has an excellent

lighting system. This bridge was built by Cuyahoga County, at a total cost of \$5,407,000. For its construction, 2,123,300 cubic feet of concrete, and 9,385,000 pounds of reinforced steel were used. It was completed in 1918.

The Clark Avenue Bridge

The bridge at Clark Avenue is the longest bridge in Cleveland. It is 6,687 feet in length. It is largely of steel construction and cost \$1,398,000. It has two street car tracks.

The Harvard-Denison Bridge

The viaduct was built by the county in 1910. Its longest span is 153 feet, and the total length of the Bridge is 3,232 feet. The roadbed is 100 feet above the valley. It has two street car tracks.

The Brooklyn-Brighton Viaduct

This concrete structure is one of the most beautiful bridges in Cleveland. It has 18 arches and is 2,365 feet long. The longest span is 139 feet. The bridge is 96 feet above the deepest part of the valley. Two street car tracks cross this bridge.

Central Viaduct

The old Central avenue bridge was reconstructed into a high level bridge in 1912. It is 839 feet long.



View of the Detroit-Superior High Level Bridge

The illustration on the opposite page shows a view of the Cuyahoga River and the "Flats", looking toward the lake. Through the smoke from the industrial plants, one gains a view of a portion of the outer harbor, and the wholesale houses and the docks along the inner harbor, or the Cuyahoga River. At the left, one can trace the straight channel to the outer harbor.

The old Superior Viaduct crosses the river at the sharp bend. For many years, that bridge was the main crossing between the east and the west sides. The new high level bridge, to the right of the old bridge, was completed a few years ago.

At the extreme right of the picture, one sees the deep, narrow westward curve of the river which is known as "Irishtown Bend." The Erie Railroad bridge, east of the bend is shown, clearly. This view gives one a clear idea of the relation of water and rail routes to a portion of "The Flats" and Cleveland's industrial center.

The tall white building in the distance, is the Cleveland Hotel; just beyond, to the left, is a group of tall buildings among which are the Society for Savings and Engineers Building. The large buildings on the river bank, to the right of the High Level bridge is Fairchild's Flour Mill. The Erie Railroad Station is near the eastern end of the bridge.

Aids to Travelers

Hints to Strangers.

Hotel Customs.

List of Hotels.

Description of Hotels.

Railroad Passenger Stations.

Railroad Freight Depots.

Street Car Lines to East Side.

Street Car Lines to West Side.

Crosstown Lines.

Dinkey Lines.

Public Square and Street Cars.

Rapid Transit.

Interurban Lines.

Steamship Passenger Lines.

Steamship Freight Lines.

Automobile Routes from Cleveland.

Scenic Auto Trips in Cleveland.

Natural Scenery Near Cleveland.

Hints to Strangers

The stranger coming to Cleveland is usually confused by the system of paying street car fare. On cars leaving the Public Square, the fare is paid when one leaves the car; on cars coming to the Public Square, the fare is paid when entering the car. Transfers are issued when the fare is paid. The exact fare, or the ticket, is deposited in the glass box for that purpose. But the money for a transfer (when such fare is required) must be deposited on the wooden tray in front of the conductor. If the passenger does not have the exact fare, he will deposit his money on the wooden tray and the conductor will return the amount in change. Crosstown lines issue new transfers to directly connecting lines without additional fare.

Street cars marked "Union Depot" pass all the leading hotels and make direct connections with almost every line leaving the Public Square.

One in doubt can obtain correct information from the officials stationed at the Public Square.

Hotel Customs

Cleveland hotels are operated on the American and European plans. Under the American plan the guest pays a fixed rate per day, which includes meals, lodging, and attendance. Dining rooms are used in common, wherein three meals per day are served. A head waiter receives and assigns the guests to a seat at table. From a printed bill of fare the guest may select anything he desires. For meals sent to the room an extra charge is made. Separate meal accommodations are provided at

reduced rates for nurses and children; this is not observed if they occupy seats at regular tables.

The European plan charges the visitor a fixed rate per day for room, only; meals are served in a restaurant connected with the hotel. A printed bill of fare having prices affixed to each item is used. Or the visitor may eat at places not connected with his hotel.

It is advisable for visitors to engage rooms by telegraph or mail. A state law requires that visitors register and procure rooms upon arriving at the hotel. Fees to employees are not necessary, but are expected, and better service is obtained by tipping. The hotel is not responsible for money or valuables not deposited in a safe in the hotel office. No fees are charged for such protection.

The guests have the privilege to use the public parlor, the elevators, the telephone exchange, and the reading room. Charge is made for telephone calls outside the hotel. On the door of each room there is a printed list of hotel rules and charges. On application to the hotel clerk, a physician may be procured.

Smaller hotels can be found which pleasantly accommodate visitors expecting to remain in the city for a greater period of time.

Hotels of Cleveland

Name	Capacity	Location	Rates
American House	150	627 Superior	\$1.50 to \$3.50
Clarendon Hotel	45	Ontario & St. Clair	\$1 to \$2.50
Cleveland Hotel	1000	Public Square	\$3.00 up
Colonial Hotel	200	Prospect & Colonial	\$2.00 up
Hawley House	100	St. Clair & W. 3rd	\$1 to \$3
Hermitage Hotel	75	1310 Euclid Ave.	\$1.50 up
Hollenden Hotel	800	Superior & E. 6th	\$3.00 up
Kennard House	150	St. Clair & W. 6th	\$1 to \$3
Mecca Hotel	120	1866 E. 9th	\$1 to \$3
Morland Hotel	175	1600 Euclid Ave.	\$1.75 up
New Amsterdam	100	Euclid & E. 22nd	\$2.00 up
Olmsted Hotel	253	Superior & E. 9th	\$2.50 up
Statler Hotel	1000	Euclid & E. 12th	\$3.00 up
Talgarth Hotel	75	1924 Prospect	\$1.25 up
Winton Hotel	950	Prospect & E. 9th	\$3.00 up

Hotel Cleveland

There are one thousand rooms in Hotel Cleveland. Each room is equipped with a bath and a Servidor. The Servidor is used for packages coming in or going out, and as it is arranged with inside and outside doors, the servants are not obliged to enter the apartments. A clerk is located on each floor, so guests do not have to go to the main office for keys, mail, etc. Hotel Cleveland has a main dining-room, a grill room, and a quick lunch counter.

The Hollenden

The Hollenden is accessible from all rail terminals and is but one block from the Public Square. All cars

from the Union Station stop in front of its lobby. The Hollenden is famous for its dinners and the excellence of its service.

The Olmsted

Hotel Olmsted is centrally located, at the corner of East 9th St. and Superior Ave. just four blocks from the Public Square. Each room has a private bath and circulating, distilled ice-water.

Hotel Statler

Hotel Statler, in Cleveland, has two reasons for being called "the complete hotel." One is, that its equipment lacks nothing that could add to the guest's satisfaction or comfort; the other, that it has a complete service. Every room has a private bath, and all sorts of small necessities for emergency, and is equipped with automatic door signals, dresser lights, local and long distance telephones, electric controlled clocks, and other modern conveniences. There are tailoring, printing, carpentry, and finishing shops connected with the hotel. The ball-room accommodates 550 people.

Hotel Winton

Travelers find the lobby of the Hotel Winton inviting; it is stately, yet homelike. The English Room, the French Room, and the Rainbow Room are well known, the latter as one of the most attractive banquet halls in any hotel. All rooms are furnished with private baths, and circulating ice-water, and are outside rooms. Guests staying in private suites enjoy complete club privileges. The Coffee Shoppe is of great convenience to business men and women.

Railroad Passenger Stations

Baltimore and Ohio. Eastern Time. 900 Champlain Ave., near W. 9th St.

Big Four, or Cleveland, Cincinnati, Chicago, and St. Louis. Central Time. Union Depot, foot of W. 9th St.

Erie. Eastern Time. W. 9th St., east end of Detroit-Superior Viaduct. E. 55th St. E. 93rd St.

New York Central, called the "Lake Shore." Eastern Time. Union Depot, foot of W. 9th St. East 105th St.

Nickel Plate, or New York, Chicago, and St. Louis. Eastern Time. 1220 Broadway. W. 25th St. Euclid and E. 120th St.

Pennsylvania. Union Depot, foot of W. 9th St., Euclid and E. 55th St.

Wheeling and Lake Erie. Eastern Time. 2270 Ontario St. E. 93d St. and Harvard Ave.

The Consolidated Ticket Office is located at the Hotel Winton.

Railroad Freight Stations

Baltimore and Ohio

Columbus Road Station, Columbus Rd. and Center St.: carloads and less carloads; capacity 52 cars; less carload freight received for all but Ohio points. Columbus Rd. and Merwin St., West Sta.: team track capacity 90 cars; hand-power crane, capacity 10,000 pounds. Automobile platform: end and side door cars.

Seneca Street Station; West Third St.: less carload for Ohio points, only; no carload; capacity 21 cars, out-bound freight only.

Brooklyn Station, Jennings Rd. and Harvard Ave.: carloads and less carloads; team track capacity 12 cars.

Newburgh Station, Broadway and Harvard Ave.: carloads and less carloads; capacity 3 cars; team track capacity 20 cars.

South Brooklyn Station, West 25th St.: carloads and less carloads; team track capacity 30 cars.

Fruit Yard, West Third St. and Factory St.: perishable freight; capacity 35 cars; daily refrigerator car service for dairy shipments between Chicago-Cleveland and Akron-Cleveland.

Closing time for receiving freight: Columbus Rd. and Seneca St. Stations 4 P. M.; all other stations 5 P.M.

Lake and Storage Facilities: The Valley Warehouse Company, Main and Riverbed Ave.: warehouse track capacity 20 cars; open dock track capacity 16 cars. These facilities provide for traffic (except bulk freight) via Lake Erie. Capacity of warehouse is 100 carloads, and of open docks, 50 carloads. Vessels of the following lake lines makes regular calls at the Valley Warehouse and open docks to receive and discharge traffic via the Baltimore and Ohio Railroad Company:—The Great Lakes Transit Corporation, operating between Buffalo, Cleveland, and Duluth; The Great Lakes Transportation Company operating between Montreal, Fort William, and Cleveland. During the season of closed navigation, the Valley Warehouse is available for public dry storage at tariff rates. A portion of the building can also be used for storage during the navigation

season, which is from the first of April until the latter part of November.

The classification and storage yards are located at Clark Ave. and have a total capacity of 2630 cars.

The office of the Assistant General Freight Agent is located in the Park Building, corner Ontario and Euclid, where public tariff files are maintained and open for inspection. Passing reports are received at this office daily, showing the movement of cars, loaded and empty, over the Baltimore and Ohio Railroad through many points.

Big Four

W. 9th St. terminal.

Erie

At east end of Detroit-Superior, Viaduct; 3200 E. 55th St.; E. 93d St. and Harvard Ave.

New York Central

Orange Ave. terminal, the principal freight station, at Broadway and E. 15th St.; E. 105th St. and Quincy Ave.; E. 26th St.; Detroit Ave.; Collinwood; West Park.

Nickel Plate

E. 9th St. and Broadway S. E., high level for inbound freight, low level for outbound freight; E. 79th St.; E. 89th St. E. 119th St. and Euclid Ave.—covered automobile platforms for loading and unloading automobiles; Ivanhoe Rd. and Euclid Ave.; W. 25 St. at Walworth Ave.; W. 117th St. near Detroit Ave.

Pennsylvania

Cleveland Pier Station: located at the mouth of the Cuyahoga River; serves the wholesale and light manufacturing districts in that locality.

Davenport and E. 18th St.: serves a large portion of the wholesale and retail districts and manufacturing concerns in that locality.

Wason St. (East 38th) and Hamilton Ave.: serves the large manufacturing district in that locality and is one of the principal stations for handling oils, paints, and other inflammable articles.

Euclid Ave. and E. 55th St.: serves the industries in that locality and northeast Cleveland, and to a very large extent the automobile industry.

Harvard Ave. and E. 86th St.: serves all of the industries and patrons in the old Newburgh district as well as those on the West Side using the Harvard Avenue crossing of the Cuyahoga valley.

Wheeling and Lake Erie

Commercial and Canal Rds.; E. 93d St. and Harvard Ave. The Wheeling and Lake Erie operates a fast freight between Cleveland and Toledo making morning deliveries at both points.

Street Car Lines

The following list names the street car and gives the block number at which connections are made with other lines.

Street Cars East from the Public Square

Cedar: All crosstown lines—2100; Wade Park (on Prospect Ave.) 2200.

Eucild, Euclid Heights, Euclid E. 140th St., East Cleveland, Fairmount Boulevard: All crosstown lines—2000.

Payne: E. 30th St., E. 55th St., E. 105th St.—1700; Wade Park, E. 79th St.—1600.

St. Clair, St. Clair Through, Collinwood: E. 9th St., E. 30th St., E. 55th St.—1300; E. 79th St.—900; E. 105th St.—700.

Scovill: E. 9th St.—1700; Euclid—2000; Wade Park—2100; Central—2300; E. 30th St., E. 55th St., E. 79th St., E. 105th St.—2400.

Shaker Boulevard: Same as "Euclid" to University Circle.

Superior, Superior Through: E. 9th St.—1700; E. 30th St., E. 55th St.—1500; E. 79th St., E. 105th St.—1300.

Wade Park: E. 9th St.—2000—2100; E. 30th St.—2100; E. 40th St.—2000—1900; Euclid—2000; E. 55th St.—1900; E. 79th St., E. 105th St.—1500; Payne—1600.

Street Car Lines East from Ontario and Champlain Avenue

Broadway: W. 14th St.—2500; E. 9th St. — 2600; Clark Bridge Dinkey—3200; E. 55th St.—3300; Union, E. 49th St, Dinkey—3500; Harvard-Denison—4000; E. 93d St. 4300; Miles Ave.—4200.

Buckeye (Woodland Ave.) : E. 9th St.—2500; E. 30th St.—2600; E. 55th St.—2600; E. 79th St.—2600; E. 105th St.—2800.

Central Ave.: All crosstown lines—2300. End of line—E. 83d St.

Union: (See Broadway); E. 93d St.—3500.

Woodland: (See Buckeye).

Street Cars East from Other Points

Fairfield from Ontario and Prospect: (See Kinsman).

Kinsman from E. 2d St. and Prospect Ave.: Same as Woodland to E. 55th St.—3000.

Street Cars West from the Public Square

Bridge: All Lakewood cars—1400; W. 25th St., Fulton Rd.—1900; W. 65th St.—1800.

Clark Ave.: All Lakewood cars—1400; Bridge—1900; Lorain—2000; W. 25th St., Fulton Rd., Scranton Rd., W. 65th St., W. 73d St.—3100.

Clifton Boulevard (Lakewood): W. 25th St., Fulton Rd., W. 65th St.—1400.

Denison—East: Same as Fulton Rd., to Denison Ave.

Denison—West: Same as Fulton Rd., to Denison Ave.

Detroit (Lakewood): See "Clifton Boulevard."

Fulton Rd.: W. 25th St.—1400; Bridge—1900; Lorain—2000; Clark, Scranton—3000; Scranton (again)—3500; Harvard-Denison—3800.

Lorain: Lakewood cars—1400; Bridge—1900; W. 25th St.—1900; Abbey Rd., Fulton Rd.—2000; W. 65th St.—2100; Denison, W. 105th St. Dinkey—3200.

Madison: W. 25th St., Fulton Rd., W. 65th St.—1400.

W. 25th St.: All Lakewood cars—1400; Bridge—1900; Lorain—2000; Clark Ave.—3100; Harvard-Denison—3800.

Miscellaneous—West

Scranton (from Ontario and Champlain): Abbey Rd.—2100; Clark—3100; Fulton—3100; again, 3500; Harvard-Denison—3800.

Harvard-Denison—West: Lorain—3200; W. 105th St.—3400; W. 65th St.—3500; Fulton Rd., Scranton Rd.—3800.

Harvard-Denison—East: Fulton Rd., Scranton—3800; W. 25th St.—3800; Broadway—4000; E. 93d St.—4000.

Crosstown—East Side

E. 9th St. Pier: W. 14th St.—2500; Broadway—2400; Woodland—2500; Wade—2100; Euclid—2000; Superior—1700; Payne—1700; St. Clair—1300.

E. 30th St.: Woodland—2600; Scovill—2400; Central—2300; Cedar—2100; Wade—2100; Euclid—2000; Payne—1700; Superior—1500; St. Clair—1300.

E. 55th St.: Harvard — 4100; Broadway — 3300; Union—3500; Kinsman, Woodland — 2600; Scovill—2400; Central—2300; Cedar —2100; Euclid—2000; Payne, Wade—1600; Superior—1500; St. Clair—1300.

E. 79th St.: Woodland, Buckeye—3600 ; Quincy, Scovill—3500; Central—2300; Cedar—2100; Euclid—2000; Payne—1600; Wade—1500; Superior—1300; St. Clair—900.

E. 105th St.: Quincy—2400; Cedar—2200; Euclid—2000; Payne—1700; Wade—1500; Superior—1300; St. Clair—700, N. Y. C. Depot—400.

E. 105th St. Woodhill Station: Same as E. 105th St.; Harvard-Denison—4000; Union—3200; Kinsman—3200; Buckeye—2800; Woodland—2600.

Crosstown—West Side

W. 65th St.: Denison — 3500; Clark — 3100; Lorain — 2100; Madison — 2000; Bridge — 1800; Detroit, Clifton — 1400.

Dinkey—East Side

Clark Bridge: Broadway—3200; W. 14th, St.—3100.

Washington Park Boulevard: E. 49th St. — 3300; Broadway—3300; Fleet Ave.—3700.

Dinkey—West Side

Abbey Rd.: W. 14th St.—2000; W. 25th St.—2000; Lorain—2000.

Lindale: W. 105th St.—4000; Lorain—3200.

Pearl Rd. and State Rd.

Rapid Transit

The Rapid Transit cars leave the Public Square on Superior Avenue and continue thereon to E. 30th St., which route they follow to Broadway; from that point they continue along a special line at Kingsbury Run to Shaker Rd. These cars do not stop except at certain main connecting lines within the city, since they are operated to save time for suburban residents. Full information may be obtained at the main office of the Rapid Transit Land Company.

The Public Square and Street Cars

Almost every street car line at the Public Square encircles one of the four sections, or "loops." The routing of cars is changed at times, but, in general, street cars going eastward on St. Clair and Superior Avenues, stop at the Post Office or Geyser Loop; those going eastward on Euclid and Prospect Avenues, stop at Monumental Loop; those going to Lakewood and to the Southwest part of the city stop at the two loops, Forest City and Court House, which are west of Ontario Street. Traffic regulations and the points at which street cars stop at the Public Square, vary to suit the busy or the less congested traffic hours.

Interurban Railways

Cleveland, Painesville, and Eastern R. R. to Ashtabula.

Cleveland, Painesville, and Ashtabula R. R. to Ashtabula.

Cleveland, Southwestern and Columbus Railway to Seville, Wooster, and Bucyrus.

Cleveland and Chagrin Falls Railway to Chagrin Falls.

Cleveland and Eastern Traction Co. to Chardon and Gates Mills.

Lake Shore Electric Railway to Sandusky, Toledo, Fremont, Norwalk, Lima.

Northern Ohio Traction and Light Co. to Urichsville, Canton, Akron, Bedford.

The Electric Package Company operates baggage and express to and from Cleveland, on all the electric roads listed. Station at 64-72 Bolivar Rd.

Resorts on the Interurban Lines

Beach Park, on Lake Erie between Lorain and Cleveland; picnics, outings; all amusements; dancing, bathing.

Crystal Beach, Vermillion, O.; all amusements; dancing, bathing.

Linwood Park, Vermillion, O.; picnics, cottages, hotels; fishing, bathing.

Ruggles Beach and Mittiwanga, between Vermillion and Huron, O.; camping, fishing, bathing, dancing.

Sage's Grove, Huron, O.; picnics, camping, fishing, bathing.

Rye Beach, between Huron and Sandusky, on Lake Erie; summer homes and camping.

Willow beach, east of Cleveland; all amusements.

Euclid Beach, east of Cleveland; all amusements.

Steamship Passenger Lines

Cleveland and Buffalo Transit Co.

Cleveland Erieau Steamship Co.

Great Lakes Transportation Co.

Chicago, Duluth, and Georgian Bay Transit Co.

Detroit and Cleveland Co.

All boats of the above lines land at E. 9th St. Pier.

Steamship Freight Lines

Cleveland Buffalo Transit Co.

Cleveland Stevdore Co.

Great Lakes Steamship Co.

Jenkins Steamship Co.

Kinney Steamship Co.

Kinsman Transit Co.

Northern Navigation Co.

Pennsylvania Ontario Transit Co.

Pittsburg Steamship Co.

Prindeville and Sons.

Reis Steamship Co.

Richardson, W. C., Co.

Snyder, W. P., Co.

Steinbrenner, H. and G. M.

Williams, R. and M. C.

Wilson Transit Co.

The above list is not complete, but is indicative of the scope of water transportation from this port.

Automobile Routes from Cleveland to

Akron,	37.4 miles	Lorain,	30.0 miles
Buffalo,	89.6 miles	Painesville,	32.4 miles
Cedar Point,	61.5 miles	Pittsburgh,	149.6 miles
Chagrin Falls,	21.1 miles	Toledo,	122.3 miles
Chardon,	29.5 miles	Twin Lakes,	34.6 miles
Columbus,	163.1 miles	Wooster,	51.8 miles
Erie,	99.1 miles	Youngstown,	80.2 miles
Geauga,	23.2 miles		

Scenic Auto Trips in Cleveland

The motorist and the stranger will find many miles of beautiful drives within the city and its suburbs. The boulevards along the lake shore afford glimpses of the lake between the trees. Brookside Park has miles of excellent roadway in the midst of wooded hills. It is a place for the real nature-lover. Several roads wind about over the "Heights" from which one may have views of beautiful homes, deep ravines, and natural forests. One may drive for miles from Shaker Heights to Gorden Park on Lake Erie, never once leaving the boulevard, nor being out of sight of picturesque natural scenery.

Nature Near To Cleveland

The hiker or motorist will find many wild and picturesque spots within reasonable distance from the city. Chagrin Falls and Gates Mills are both nature spots with streams and wood, attractive and beautiful at all seasons of the year. At Bedford Glens there are provisions for picnic parties, and a dancing pavillion; but more attractive than the amusement features, are the little waterfalls, the rocky ravines, and the forest.

Every country road offers some rare attraction of natural scenery in the midst of agricultural improvement. Rocky River west of Cleveland is an interesting place for several reasons. The steep-walled ravine, and the river are especially beautiful. The bridge across the river is one of the largest of its type and adds much to the natural scenery.

Business Section

Numbering of Streets.

Business Streets.

The Mall.

The Customs House.

Arcades.

Business Blocks.

Banks.

Retail Stores.

Wholesale Houses.

Public Buildings.

The Numbering of Streets

Ontario Street which intersects the Public Square is the dividing line between the East and West sides of the city. Streets are numbered, consecutively, east and west from that street. Euclid on the East side, and Lorain on the West side are the dividing lines between the north and south sections. Avenues, which extends in an easterly and a westerly direction, are named. Euclid marks the 2000 block and Lorain the 2000 block. Blind alleys or one-end streets extending east and west are called courts; those extending north and south are called places. Diagonal streets or avenues are called roads.

Streets

Euclid Avenue

Euclid Avenue, so named because it lead to Euclid Village, follows the old shore line and was first known as Center Highway. In 1815 it was surveyed from Huron Road to the Square. It was the main road east to Painesville and Erie and was called Buffalo Road. For many years it was one of the most beautiful residence streets in the world. It is now becoming the most important business street in the city. The larger retail stores being on Euclid from the Square eastward.

Detroit Avenue

Detroit Avenue begins at the New Detroit-Superior viaduct and ends at Bridge Avenue. Although it is the principle business street on the West Side, it has many fine residences.

Prospect Avenue

Prospect Avenue, just south of and running parallel to Euclid Avenue extends from the Public Square to East 55th St. Formerly a fine residence street, it is now being taken over by business and is one of the most rapidly changing streets of the city.

St. Clair Avenue

St. Clair Avenue, which was not in the original plan of the city, was laid out in 1861. Shortly afterwards it was paved with wood. It was named after the first governor of the territory. St. Clair is almost entirely a business street. Factories, wholesale houses, and small retail establishments are located on this street.

Superior Avenue

Superior, planned to be the principal street of the city; crosses the Public Square. It is one of the widest streets in America and was, originally, a residence street. It was cleared in 1812 west of the Public Square. It was the first paved street in Cleveland and was planked in 1842. Superior is the important business street west of the Square. It extends from Euclid Village to West 25th Street.

The Mall

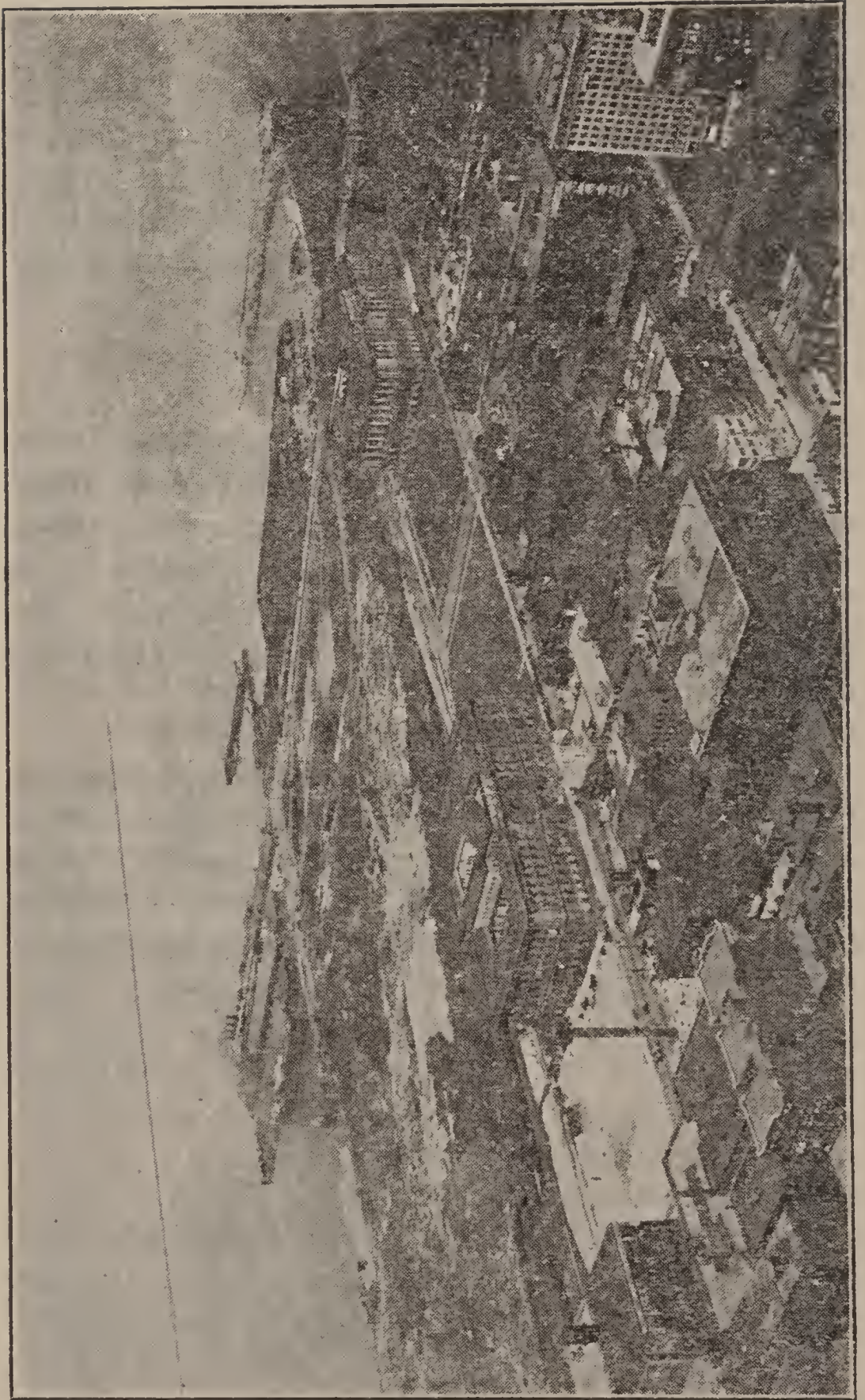
In 1903, a commission was appointed by the mayor to investigate and report on a group plan of arrangement for the municipal buildings. Since that time, new buildings have been located with the view of carrying out the plan. The Court of Honor, or Mall, will be located north and east of the Public Square. The Post

Office, the Court House, and City Hall have been constructed. The Auditorium is completed, and plans are well under way for the building of the Library. These buildings are so designed as to carry out the original plan of symmetry and beauty when placed about the Central Court.

The Customs House

The United States Customs House is located in the Federal Building. The Cleveland Office is the headquarters port for the district of Ohio. The Customs Service operates under the Treasury Department at Washington, D. C. The business conducted by the Customs House is the collecting of duty on foreign merchandise arriving at the ports in this district, or arriving at other ports and transported to this district.

The masters of vessels arriving from or departing to other ports in the United States or foreign countries are required to enter and clear at the Customs House. It preserves records of every vessel, its descriptions, ownership, and all other information pertaining to it.



View of the Mall

The aerograph on the opposite page gives a view of Cleveland's Public Buildings and a part of the business section northeast of the Public Square. The Court House, with open spaces on either side, is seen in the center of the picture. The City Hall is farther east, near the upper right corner. Just across the street, is the new Auditorium which was under construction when this view was taken. A portion of the outer harbor and the E. 9th St. pier are shown. The thin line in the upper left corner is a portion of the break-water. The large open space between the Municipal buildings and the lake is being filled in and will be used, eventually, for a city park.

Business Blocks

- Advance Building, 1514 Prospect Ave.
Anisfield Building, 2069 E. 9th St.
Bangor Building, 942 Prospect Ave.
Beckman Building, 409 W. Superior Ave.
Blackstone Building, 1426 W. 3d St.
Brotherhood of Locomotive Engineers Building,
N. E. Cor. St. Clair and Ontario St.
Buckley Building, 1403 Euclid Ave.
Card Building, 118 St. Clair Ave.
Caxton Building, 816 Huron Rd.
Chamber of Commerce Building, Public Square
Citizens Building, 806 Euclid Ave.
Clarence Building, 610 Euclid Ave.
Cleveland Athletic Club Building, 1120 Euclid Ave.
Cleveland Discount Building, 815 Superior Ave.
Columbia Building, 112 Prospect Ave.
Commercial Building, 2056 E. 4th St.
Cuyahoga Building, Cor. Superior and Public
Square
Frederick Building, 2063 E. 4th St.
Garfield Building, 332 Euclid Ave.
Guardian Building, 631 Euclid Ave.
Hanna Building, E. 14th St. and Euclid Ave.
Hickox Building, E. 9th St. and Euclid Ave.
Hippodrome Building (old), E. 8th St. and Euclid Ave.
Hippodrome Building (new), E. 14th St. and Euclid.
Kirby Building, 620 W. Superior Ave.

Leader-News Building, E. 6th St. and Superior Ave.

National City Building, 613 Euclid Ave.

Newman-Stern Building, E. 12th St. and Walnut.

Osborn Building, 1021 Prospect Ave.

Park Building, S. E. cor. Public Square.

Perry Building, 1013 Oregon Ave.

Plain Dealer Building, E. 6th St. and Superior Ave.

Rockefeller Building, See Kirby Building.

Rose Building, 2063 E. 9th St.

Schofield Building, E. 9th St. and Euclid Ave.

Sloan Building, 819 Prospect Ave.

Society for Savings Building, Public Square

Swetland Building, 1006 Euclid Ave.

Union National Building, 308 Euclid Ave.

Wade Building, 803 Superior Ave.

Williamson Building, N. E. cor. Euclid Ave. and
Public Square.

Arcades

The Arcade, 458 Euclid, to Superior.

Colonial Arcade, Euclid, to Prospect.

Taylor Arcade, 650 Euclid, to Prospect.

Banks

Brotherhood Locomotive Engineer's Co-operative
National Bank, Ontario and St. Clair.

Central National Bank Savings and Trust Co.,
Kirby Building.

City Savings and Loan Co., 221 Euclid Ave.

Cleveland Trust Co., E. 9th St. and Euclid Ave.
Commonwealth Banking and Trust Co., Hanna
Building.

Continental Commercial Co., Leader-News Bldg.
Exchange Savings and Loan Co., Wade Building.
Federal Reserve Bank of Cleveland, 227 Williamson
Building.

Garfield Savings Bank, 322 Euclid Ave.
Guardian Savings and Trust Co., 623 Euclid Ave.
Lake Shore Banking and Trust Co., Prospect Ave.
and Huron Rd.

Reliance Trust Co., 1630 Euclid Ave.
Society for Savings Co., 127 Public Square.
State Banking and Trust Co., 734 Euclid Ave.
Union Savings and Loan Co., 323 Euclid Ave.
Union Trust Co., E. 9th and Euclid Ave.

Retail Stores

Ames Co., Women's Clothing, 240-248 Euclid Ave.
Bailey Co., General Dept., Ontario and Prospect.
Baker, B. R. Co., Men's and Boy's Clothing, 1001-
1005 Euclid Ave.
Ball, Webb Co., Jewelers, 1114 Euclid Ave.
Bowman Co., Household Goods, 224-228 Euclid.
Burrows Bros. Co., Books and Office Supplies, 623
Euclid Ave.
Chandler, Rudd Co., Groceries, 234-236 Euclid Ave.
Cowell and Hubbard Co., Jewelers, E. 12th St. and
Euclid Ave.

Davis, W. B. Co., Men's and Boy's Clothing, 327 Euclid Ave.

Guenter, Art Store, 1733 Euclid Ave.

Halle Bros., Department, Euclid Ave. and Huron Rd.

Hanan Co., Shoes, 1400 Euclid Ave.

Higbee Co., Dry Goods and Clothing, E. 13th and Euclid Ave.

Kinney and Levan Co., China, Glassware, etc, 1375-1385 Euclid Ave.

Kline's Co., Women's Clothing, 1007 Euclid Ave.

Korner and Wood Co., Art and Books, 737 Euclid.

Kresege Co., 5c and 10c, 216 Euclid Ave.

Lindner Co., Women's Clothing, 1331 Euclid Ave.

Loew, John Co., Umbrella, 1115 Euclid Ave.

Marshall Drug Co., Drugs, etc., N. W. Corner Public Square.

May Co., General Department, Euclid Ave. and Public Square.

Newman-Stern Co., Sporting Goods, E. 12th St. and Walnut Ave.,

Roberts F. W. Co., School and Office Supplies, E. 4th St. and Prospect Ave.,

Siegel Co., Women's Garments, 1107-1109 Euclid.

Southworth Co., Groceries, 2013-2017 Ontario.

Stearn Co., Fancy Goods and Toys, 1021-1031 Euclid Ave.

Sterling-Welsch Co., Furniture, 1225-1239 Euclid.

Stone Co., Shoes, 312 Euclid Ave.

Taylor, Wm. and Son Co., Department, 630 Euclid.

Vincent-Barstow Co., Furniture, 725-801 Euclid.

Wholesale Stores

It is impossible in such a book as this to give an adequate idea of the wholesale concerns in Cleveland. The following brief list is indicative of the interests.

- Bingham, W. Co., The, Hardware, 1278 W. 9th.
- Bryant McHenry Co., Grocers, 12622 Woodside Ave.
- Clawson & Wilson Co., Dry Goods, 408 St. Clair.
- Crane Chocolate Co., Candy, 208 Superior Ave.
- Edwards, Wm. Co., Groceries, 1300 W. 9th. St.
- Hall-Van Gorder Co., Drugs, 1382 W. 9th. St.
- Marshall Drug Co., The, Drugs, 809 Lakeside.
- National Fruits Products Co., Grocers, 6837 Cedar.
- Ohio Rubber Co, Rubber Goods, 725 St. Clair N. W.
- Rice & Hutchins, Shoes, 210 St. Clair Ave.
- Root & McBride, Dry Goods, 1250 W. 6th. St.
- Superior Products Co., Candy, 414 Superior Ave.
- Weidman Co., Groceries, 1240 W. 9th. St.
- Worthington, Geo. Co., The, Hardware, 802 St. Clair. N. W.

Public Buildings

- Auditorium, Lakeside Ave. and E. 6th St.
- City Hall, Lakeside Ave. and E. 6th St.
- Court House, County, (new), Lakeside Ave. and E. 4th St.
- Juvenile Court, (Old), Public Square (Old Ct. H.)
- Public Library, 6th floor Kinney and Levan Bldg.
- Post Office, Public Square.

Recreation and Amusements

Elysium.

Theaters.

Parks within the City Limits.

Parks outside the City Limits.

Bath Houses.

Playgrounds.

Boating.

Tennis.

Golf.

Horseback Riding.

Hiking Clubs.

Orchestra.

Elysium

Cleveland has one of the finest indoors ice-skating rinks in the country. The Elysium, which is on Euclid Avenue near Wade Park, provides excellent opportunities for hockey and skating.

Theaters

- Allen, E. 14 th St. and Euclid Ave.
- Colonial, 811 Superior Ave. N. E.
- Empire, 740 Huron Rd.
- Hanna, E. 14th St. and Euclid Ave.
- Keith's, (Old), 720 Euclid Ave.
- Keith's, (New), E. 17th St. and Euclid Ave.
- Ohio, E. 14th St. and Euclid Ave.
- Opera House, E. 4th St. and Euclid Ave.
- Prospect, 621 Prospect Ave.
- Shubert, E. 14th St. and Prospect.

Motion-Picture Theaters

- Park, 102d St. and Euclid Ave.
- State, E. 14th and Euclid Ave.
- Stillman, 1111 Euclid Ave.

Parks Within the City Limits

Brookside: Denison Ave., W. 25th St., and Fulton Rd. Car lines: Fulton, Scranton, Harvard-Denison, W. 25th St.

Edgewater: Lake Ave. and W. 89th St. Car line: Clifton.

Forest City: Independence Rd. and E. 40th St.
Car line: E. 55th St.

Gordon: E. 79th St., E. 88th St., and St. Clair Ave.
Car lines: E. 79th, St. Clair.

Luna: E. 105th St. and Woodland Ave. Car lines:
E. 105th St., Scovill, Woodland.

Rockefeller: E. Boulevard, Superior Ave., and St
Clair Ave. Car lines: E. 105th St., Superior, St. Clair.

Wade Park: Euclid Ave. and E. 107th St. Car
lines: Wade, Euclid, E. 105th St.

Brookside Park

Brookside Park at Denison Ave. S.W., and between
Fulton Rd. and W. 25th St. is one of the most attractive
parks of the city. There are fine drives, trails over
the wooded hills, and large open spaces for tennis, base-
ball, and other outdoor sports. The natural am-
phitheater will accomodate thousands of people and
with the stadium, provides an excellent place for observ-
ing games. The city has a "zoo" in this park. Several
varieties of animals, birds, and reptiles are cared for in
comfortable quarters.

Edgewater Park

The West Side has another natural park which has
the added advantage of a mile of lake front. Edgewater
Park, which contains 125 acres of beautiful wooded land,
lies along Lake Erie. It is popular because of bathing
beaches, boating facilities, and playgrounds.

Gordon Park

Doan Brook flows through a ravine from Shaker Heights to Lake Erie. The ravine has been made into a series of natural parks: Wade, Rockefeller, and Gordon. Gordon Park, which comprises over 100 acres of woodland along Lake Erie, is one of the most popular playgrounds in Cleveland. Provision is made for all sorts of outdoor games, — baseball, football, soccer ball, and tennis. Boating and bathing are favorite summer attractions at this park.

Parks Outside the City Limits

Euclid Beach: Lakeshore Boulevard and E. 166th St. Car lines: Euclid Beach, St. Clair.

Garfield Park: Broadway and Turney Rd. S. E. Car line: Garfield Park.

Lakewood Park: Belle Ave. and Edgewater Drive. Car line: Clifton.

Lincoln Park, Detroit and Rocky River. Car line: Detroit.

Puritas Springs Park: Puritas and Grayton Rd. Car line: Puritas Springs.

Washington Park. Independence. Rd. Car line; E. 55th St.

Euclid Beach

One of the most popular resorts near Cleveland is Euclid Beach Park on the lakeshore east of the city. It has all sorts of amusement features besides dancing pavillion and an excellent beach.

Shakespeare Garden

One of the most picturesque spots in Cleveland is the Shakespeare Tercentenary Garden which is a memorial to the great poet. Among the quaint old-fashioned flowers and shrubs, one finds much of historical and literary significance. Roses from the tomb of Juliet, a scion from a mulberry tree in the Stratford-on-Avon Garden, and trees planted by famous Shakesperaeen players who have visited Cleveland are not the least of the attractions. You will be repaid for a visit to the spot which is located on East Boulevard near E. 97th St. and North Boulevard.

Public Bath Houses

Broadway, 7654 Broadway.

Central, 2526 Central Ave.

Clark, 5706 Clark Ave.

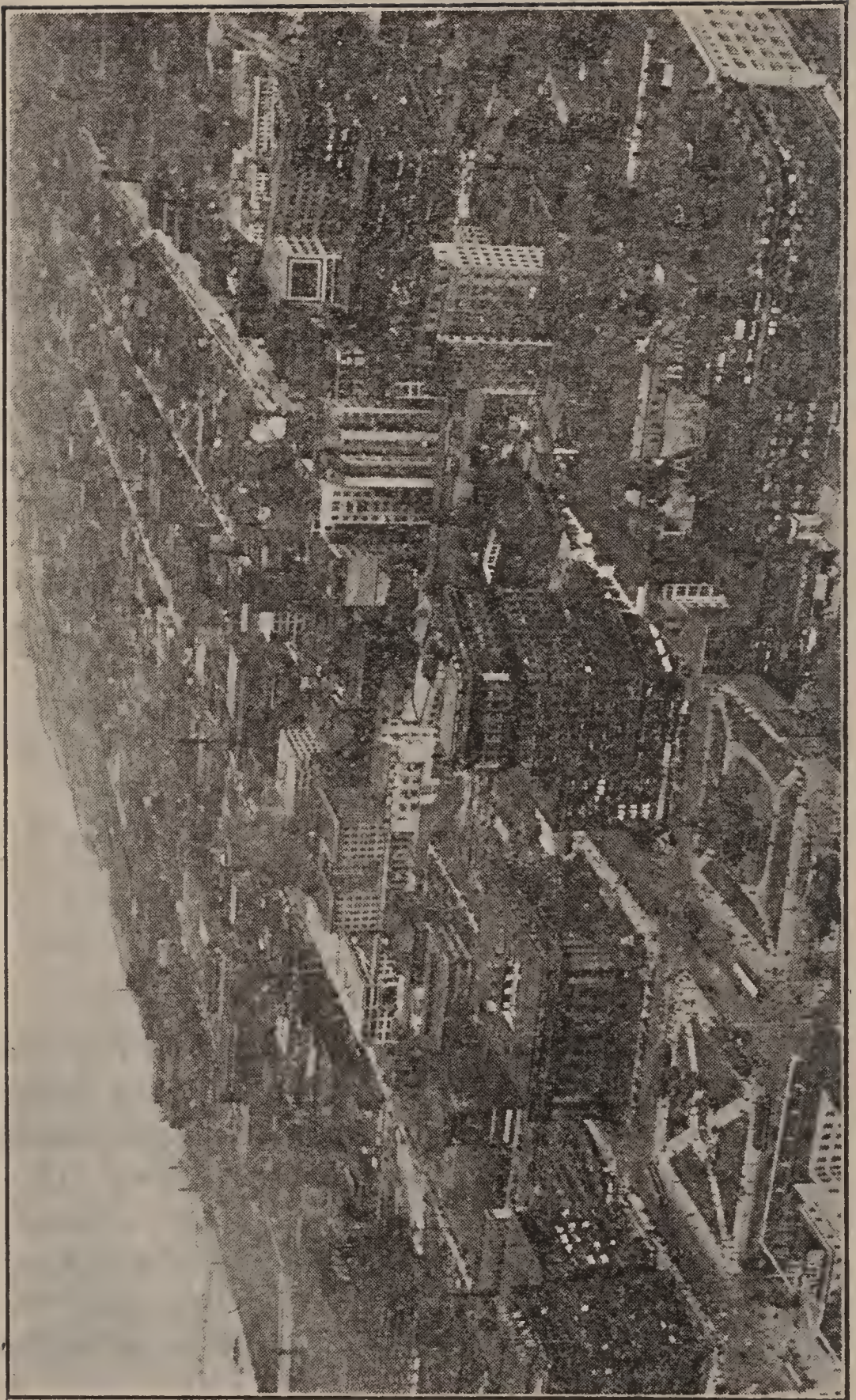
Orange, 1611 Orange Ave.

St. Clair, 6300 St. Clair Ave.

Woodland, 2206 Woodland Ave.

Playgrounds

"A city that plays" might be said of our city, for wherever you go, you find playgrounds in the parks. Baseball, football, soccer ball, tennis, skating, coasting, boating, and less active games may be enjoyed in any of our parks. Besides the park playgrounds, there are smaller spaces set aside for supervised play in various parts of the city. The grass, too, may be used. We walk upon it, play upon it, and enjoy it because there is so much of it.



The Business Section

The accompanying aerograph shows the Public Square and the business district of Cleveland east of the Public Square. The Soldiers and Sailors' Monument stands in the southeast section of the Square, from which corner, Euclid Avenue extends eastward. The Williamson Building is at the same corner on the north side of Euclid Avenue.

Superior Avenue which crosses the Public Square extends eastward, past the Federal Building. At the left center of the picture, is the Society for Savings Building. Beyond it, toward the lake, one can locate the new auditorium which was under construction when this view was taken.

The Hotel Cleveland is in the lower left corner of the picture. It faces Superior Avenue and the Public Square.

The view, eastward, shows a large portion of the retail district and many wholesale houses. The May Company Department Store, the largest in Ohio, is at the corner of Euclid Avenue and Ontario Street.

Miscellaneous Outdoor Sports

The lake and the lagoons in the parks provide excellent opportunities for boating. There are many tennis courts in the parks, which are free to all with certain restrictions.

The golf-player will find good links in the suburban districts.

The Riding-Academy furnishes horses and gives instruction to them who are interested in this outdoor sport.

Hiking clubs are numerous and the lover of outdoor life will find most attractive trails in the surrounding country.

Educational Institutions

Art Museum.

Case School of Applied Science.

Cleveland School of Education.

Museum of Natural History.

Private Schools.

St. Ignatius College.

St. Mary's Theological Seminary.

Western Reserve Historical Society and Museum.

Western Reserve University.

Public Schools.

Cleveland Museum of Art

The Cleveland Museum of Art was opened June 6, 1916. The white marble structure stands above the Wade Park lagoon, facing Euclid Avenue. "The beauty of the building is in its proportions and its simple dignity." Special features of the building are: the garden court; a lecture room with seating capacity of 400; the library where books and magazines on art may be found on open shelves; the vault for the safe-keeping of valuable books, etc.; the photograph room where one can find photographic reproductions of the great masterpieces; the children's room; the original system for storing pictures; and the museums.

The Cleveland Museum of Art is a center of social service. Free lectures of practical nature are open to the public. The children's department offers every advantage to the gifted child. One of the most interesting and valuable lines of activity is the class instruction given to grammar grade classes from the city schools, where music and drawing lessons are given by members of the Museum staff.

Case School of Applied Science

Case School of Applied Science is an engineering college giving courses in civil engineering, mechanical engineering, electrical engineering, mining engineering, chemical engineering, and physics. It has a faculty of 64 professors and assistants. In order to enter, a student must be a graduate of a good high school, must stand higher than the lowest third of his high school class, and must bring the recommendation of the principal of his high school. In addition to classroom lectures and laboratory work, the courses include field trips, and actual experience in mining operations.

The Cleveland School of Education

The Cleveland School of Education, which is a part of the Cleveland School System, provides excellent training for teachers. In addition to the regular two-year normal course, arrangements have been made with Western Reserve University whereby a degree in Education may be earned. Extension classes which meet in the evening or on Saturday are held at central points. The building is located at Stearns Road near University Circle.

Museum of Natural History

The Cleveland Natural History Society was organized in 1921, and promises to be one of the most worthy organizations of the city. Mrs. Leonard Hanna has given the Hanna Residence at 2717 Euclid Avenue for the museum.

Private Schools

There are several good private schools in the city. Among which are:—

The French School for primary grades.

The Hathaway-Brown School for girls. The courses include all work from Kindergarten to College Preparatory.

The Hawkend School for boys offers courses from Kindergarten to Ninth Grade.

The Laurel School for girls. Courses including Kindergarten to College Preparatory are given.

The University School for boys. Its work includes all grades to College Preparatory.

Parochial Schools

There are many schools under the management of the various religious denominations. Some of the schools are for the purpose of religious training, only, while others include secular education as well.

St. Ignatius College

The Jesuit Order maintains the St. Ignatius College which offers courses of college grade leading to the degrees of B. A., B. S., and Ph. B.

St. Marys' Theological School

The Catholic Diocese of Cleveland controls the St. Mary's Theological School which prepares students for the priesthood.

The Western Reserve Historical Society

"The beginnings of this Society may be traced back to the year 1811, at which time, Cleveland was a village of fifty-seven people". Sixteen men of that small community formed a library association which continued in some active form until 1848 when the Cleveland Library Association was chartered.

In 1867, that Charter was amended to provide for the organization of the Western Reserve Society which became the Historical Department of the Cleveland Library Association (now Case Library). The Society, as now named, was incorporated in 1892. Within the appropriate building which houses this organization, many rare, and interesting articles of local and national history may be found, as well as curios from many lands.

The Society owns a rare collection of manuscripts pertaining to early Ohio history. The Library is open to members, students and teachers.

Western Reserve University

Western Reserve College was established at Hudson, Ohio, in 1826. In 1882, it was removed to Cleveland and became Adelbert College of Western Reserve University. Other departments were added until, at the present time, the University embraces in addition the Graduate School, Women's College, School of Medicine, Dental School, Law School, School of Pharmacy, School of Applied Social Science, School of Education, and Library School. Western Reserve University ranks with the best of Universities. It has distinction of being the only college requiring eleven month's work in the senior year of the medical course.

Public Schools

The Public Schools of Cleveland offer an opportunity for education to all ages and classes of people. The departments are: Kindergarten, Elementary, Junior High, Senior High, Americanization, and Special Schools for the Blind, the Deaf, Cripples, and Tubercular Children.

There are ten Senior High Schools offering courses in industrial and domestic arts, college preparatory, and business. It is planned to build a Classical High School which shall be for college preparatory courses, only.

At present there are eighteen Junior High Schools which provide departmental instruction in seventh, eighth, and ninth grades, and which offer elective courses in woodwork, sheet-metal, printing, electrical work, mechanical drawing, domestic arts, and languages.

Some of the new school buildings are unique in plan, and are the result of careful study of school needs on the part of the building department.

The following Junior High and Elementary Schools have branch libraries. Detroit, Eagle, Empire, Fairmount, Fullerton, Gilbert, Kennard, Lafayette, Miles, Milford, Nottingham, Oakland, Rawlings, and Rice.

Social Service

Associated Charities.

Boy Scouts.

Community Chest.

Clubs and Fraternal Organizations.

Hospitals.

Public Library.

Religious Organizations.

Y. M. C. A.

Y. W. C. A.

American Legion.

Associated Charities

The following quotation from The Associated Charities Report explains the work of this organization:

"The Associated Charities is the organization in Cleveland whose responsibility centers upon the family as a whole. It is an organized effort to reduce poverty, disease, ignorance, vice and crime, by dealing with the greatest single cause of all misery—the unhappy, improperly functioning Home. It seeks prevention as well as cure. It believes that if we could help every home in Cleveland to be what a home ought to be, most of our social evils would disappear."

"It's aim is to restore family life and assist dispensaries, hospitals, churches and schools. In a survey made in July, of all families receiving relief, sixty-six per cent were found to be dependent on the Associated Charities because of sickness and lack of bread."

Boy Scouts of America

There are 110 Scout Troops in Cleveland. The Cleveland Council maintains a Scout Headquarters at Payne Avenue and E. 24th Street, and a Scout Reservation for a year-around camp at Chagrin Falls, Ohio. The object of the Scouts is to afford good citizenship training for boys through volunteer organization with a program of interesting and useful activities such as: first aid, knot-tying, signaling, hiking, and camping.

The Community Chest

Cleveland has a common fund for charity. This fund is raised each year by a subscription campaign. The money collected is distributed among the various charitable institutions and agencies of the city. Part of the money is paid to the Red Cross Society, and generous gifts have been sent to starving peoples in other lands.

The Community Chest Fund is for the purpose of helping the needy, caring for the sick, and furthering the general welfare of the city. Any one in need may receive help if the need is real. Because of this fund, Cleveland has no "tags days" and miscellaneous requests from charitable institutions.

Clubs and Fraternal Organizations

Business

Boosters Club, 420 Central Ave.

Cleveland Advertising Club, Hotel Statler.

Cleveland Automobile Club, Hollenden Hotel.

Cleveland Bakers' Club, 203 Sloan Bldg.

Cleveland Business Women's Club, 2833 Euclid Ave.

Cleveland Engineering Club, Hotel Statler.

Cleveland Industrial Ass'n., Hotel Olmstead.

Cleveland Mfrs. Club, 1420 E. 40th St.

Cleveland Printers' Club, 3rd floor Beckwith Bldg.

Graphic Art Club, 601 Euclid Arcade.

Union Club, 1211 Euclid Ave.

Waiters' and Cooks' Club, 1766 E. 12th St.

Athletic

Cleveland Amateur Baseball Athletic Ass'n, 404 Euclid Ave.

Cleveland Athletic Club, 1120 Euclid Ave.

Cleveland Aviation Club, 541 Hotel Statler.

Cleveland Boat Club, E. 9th St.

Cleveland Yacht Club, Rocky River.

College Club, 1958 E. 93rd St.

East End Tennis Club, E. 77th and Carnegie Ave.

Girls' City Club, 717 Superior Ave.

Western Country Club, Detroit Rd.

Political

Cleveland Single Tax Club, 2042 E. 4th St.

League of Women Voters, 633 Hippodrome Bldg.

Social

American Legion, 2121 Euclid Ave.

Apollo Club, 305 Miles Theatre Bldg.

Business Women's Club, 2728 Euclid Ave.

Clifton Club, 17886 Lake Ave.

Druid Club, 633 Superior Ave.

Hermit Club, 2051 E. 3rd. Place.

Kiwanis Club, 337 The Arcade.

Old Colonial Club, Hotel Cleveland.

Rowfant Club, 3028 Prospect Ave.

Tippicanoe Club, Hollenden Hotel.

Young, Old Men's Ass'n, 1405 W. 3rd. St.

University Club, 3813 Euclid Ave.

Women's Club, 3535 Euclid Ave.

Western Reserve Club, 2164 E. 55th St.

Fraternities

- Delta Kapa Epsilon, 2044 Cornell Rd.
 Fraternal Order of Orioles, 739 E. 152nd St.
 Grand Fraternity, Euclid Arcade.
 Sigma Alpha Epsilon, 2066 E. 107th St.
 Sigma Nu Fraternity, 2073 Adelbert Rd.
 Sozialer-Turn-Verein, 3919 Lorain Ave.
 Phi Alpha Delta Law Fraternity, 11055 Euclid Ave.

Hospitals

- Charity Hospital, E. 22 St. and Central Ave.
 City Hospital, Scranton Rd. S. E.
 E. 55th St. Hospital, 2415 E. 55 St.
 E. 79th St. Hospital, 1853 E. 79 St.
 Fairview Park Hospital, 3305 Franklin Ave.
 Glenville Hospital, Parkwood Dr. near St. Clair Ave.
 Grace Hospital, 2307 W. 14 St.
 Huron Rd. Hospital, Prospect Ave. and Huron Rd.
 Lakeside Hospital, Lakeside Ave. and E. 12 St.
 Mt. Sinai Hospital, 1800 E. 105 St.
 Provident Hospital, 624 E. 103 St.
 St. Alexis Hospital, Broadway and McBride Ave.
 St. Ann's Hospital, 3409 Woodland Ave.
 St. Clair Hospital, 4422 St Clair Ave.
 St. John's Hospital, 7911 Detroit Ave.
 St. Luke's Hospital, 6606 Carnegie Ave.
 St. Mark's Hospital, 629 Eddy Rd.
 Woman's Hospital, 1946 E. 101st St.

The Cleveland Public Library

Miss Linda A. Eastman, Librarian, furnished the following data:

The Cleveland Public Library system includes the Main Library, which is located on the sixth floor of the Kinney and Levan Building, at 1375 Euclid Avenue; 27 branches in separate buildings and store-buildings; 25 school branches and 127 stations which are located in stores factories, engine houses, and institutions. The names of the branches are listed in the telephone book and directory under "Public Library."

The Public Library and its branches contain over 650,000 books which are for the use of the rich and the poor, the learned and the unlearned, old and young, American and foreign born. There are library club rooms for meetings of classes and committees and other groups. There are auditoriums for neighborhood gatherings. There are story-hours and clubs for children and young people.

The Reference Department answers questions daily on all sorts of subjects. There are collections of books in twenty-three different languages for foreign-speaking people; there are up-to-date books for business men, and a special librarian at the Main Library in charge of a collection of books on technical subjects such as machine shop work, carpentry, navigation, auto repair, etc.

The Library is for the people of the City of Cleveland. Come and use it.

Churches

The following list gives names and locations of churches and synagogues which are easily reached from the downtown section of the city.

Baptist, Euclid Avenue, E. 18th St.

Christian, Euclid Avenue, E. 100th St.

Church of Christ Scientist, Second, Euclid Ave. and E. 77th St.

Congregational, Euclid Avenue, E. 96th St.

Hebrew, the Euclid Avenue Temple, E. 82d St.

Hebrew, "The Temple," E. 55th St. and Central Ave.

Methodist Episcopal, First, E. 30 St. and Euclid Ave.

New Thought, E. 105th St., north of Euclid Ave.

Presbyterian "Old Stone," Public Square and Ontario St.

Protestant-Episcopal, "Trinity Cathedral," Euclid Ave. and E. 22nd St.

Roman Catholic, "St. John's Cathedral," Superior Ave. and E. 9th St.

Unitarian, First, E. 82d St. and Euclid Ave.

United Presbyterian, First, Carnegie Ave., and E. 71st St.

The Federated Churches

"The Federated Churches" is constantly studying the composition and distribution of the people of Greater Cleveland with a view to assisting the churches more adequately to meet the situation. Every church is represented by its pastor and two lay delegates, and every department in the Federation represents the entire constituency of the churches.

The Young Men's Christian Association

Central Men's, 2200 Prospect Ave.

Downtown Boys' Branch, 2200 Prospect Ave.

Y. M. C. A. Day and Night Schools, 2200 Prospect.

West Side Boys' Branch, 3204 Franklin Ave.

East Side Boys' Branch, 2053 E. 105th. St.

Broadway Boys' Branch, 8303 Broadway.

Brooklyn Community Branch, 3327 Broadview Rd.

Lakewood Community Branch, 201 McCasky Block,
Detroit and Belle Ave., Lakewood, O.

New York Central Branch, 615 E. 152nd St.

Y. M. C. A. Camp, Centerville Mills, Ohio.

Y. M. C. A. Machine Shop School, E. 23rd St. and
Chester Ave.

Y. W. C. A.

The main branch of the Cleveland Y. W. C. A. is located at Prospect Avenue and E. 18th Street. One interesting department of the Y. W. C. A. is the Girls' Reserve which has been formed for girls in their teens. This organization has three phases: Organizing clubs for the grade schools, High Schools, and the younger girl in industry. Branches of the Y. W. C. A. are located as follows:

Stillman Witt Home Retreat, Y. W. C. A. Building
Home for Aged Women, 2206 E. 46th St.

Eliza Jennings Home, 10603 Detroit Ave.

West Side Branch, 3105-3117 Franklin Ave.

Brooklyn Community Center, 3227 Broadview Rd.

Mary Ells Vacation Farm, Madison, Ohio.

The American Legion

The American Legion is an organization of ex-service men and women who served in the United States Army, Navy, or Marine Corps between the declaration of war, April 6th, 1917 and the signing of the Armistice, November 11, 1918. It is not a military organization, but a civilian organization composed of ex-military men and women. The American Legion is the only organization of ex-service men and women which has a charter from the National government. The American Legion has on its rolls approximately two million men and women, or almost one-half of all the men and women who served during the war. They have approximately 50,000 men and women on the rolls of the American Legion in the state of Ohio, and approximately 8,000 on the rolls who reside within Cuyahoga County. In this county there are thirty-four American Legion posts.

Industrial Activities

View of Industrial Section.

Note of Explanation.

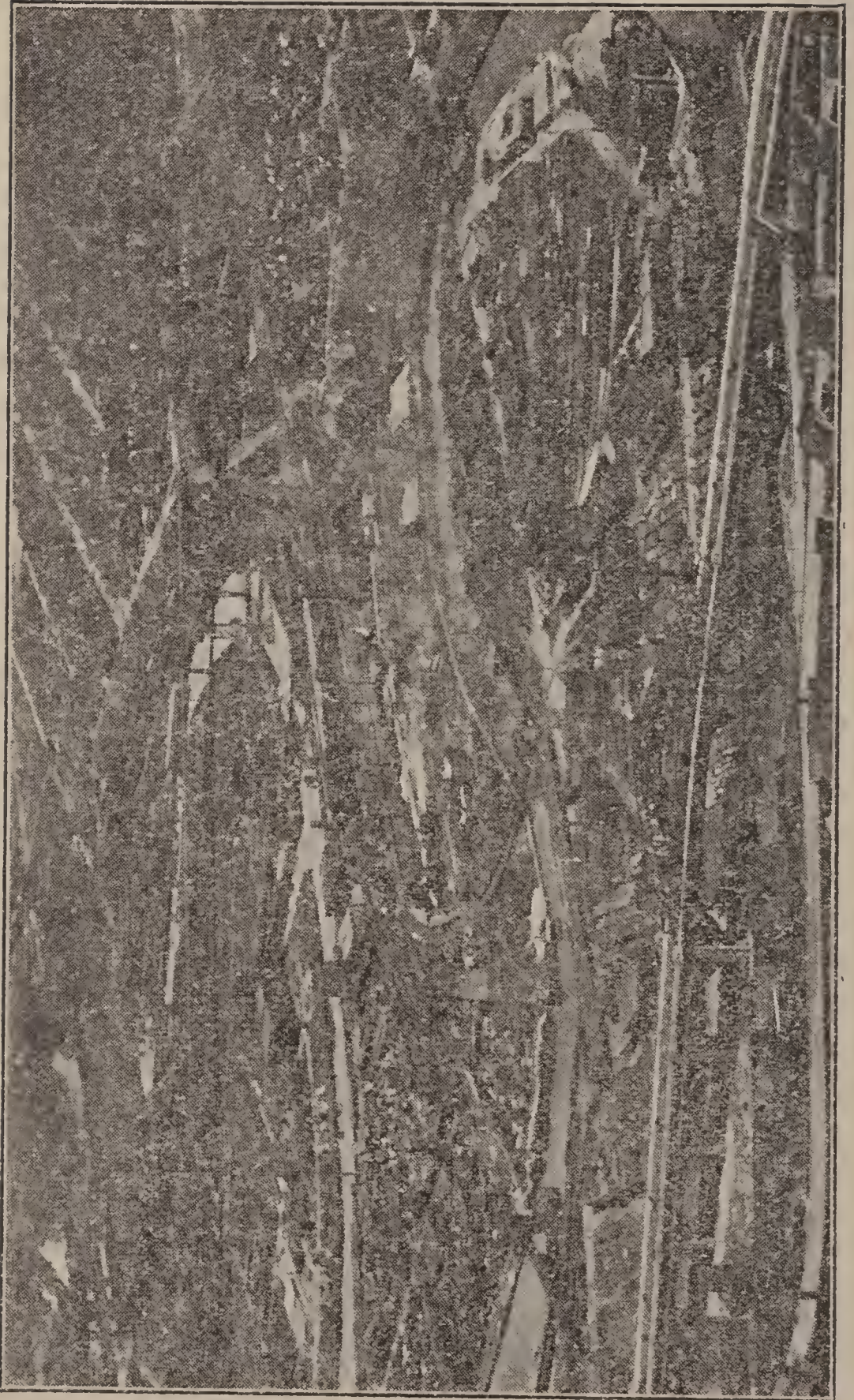
Table of Industries.

Ore Docks, Blast Furnaces, Steel Mills, and Coke Ovens.

Lake Commerce.

The Customs House.

Representative Business Firms.



View of the Industrial Section

The aerograph on the opposite page is a good view of the Cuyhoga River, its bends, and the "Flats". The view was taken looking southward from the lake. The first large bend, at the right, is Irishtown Bend. Collision Bend, at the left, is not shown entirely. The new High-Level Bridge is in the foreground. Central Viaduct is in the middle distance. Clark Avenue Viaduct is in the right background.

A careful study of this view will show why there is such a demand for shortening and straightening the Cuyhoga River. The many sharp turns and the many bridges with center piers are a great hinderance to navigation.

On the other hand, this view shows how the flat valley and the river have combined to make this an ideal site for a great industrial city.

Note of Explanation

It is hoped that the reader will consider that the industries and business firms mentioned in this section are but representative of Cleveland's many and varied activities. It may be of interest to note that the pupils wrote letters of inquiry to representative business firms, and from the information received in return, they compiled the data as given. It is regretted that a larger number of industrial activities could not be included in this book.

The Cleveland Chamber of Commerce

The "Board of Trade of the City of Cleveland" was organized July 7, 1848, at the Weddell House by the merchants of the city.

A charter was granted April 5, 1866.

"The objects of said Association are to promote integrity and good faith; just and equitable principles of business, discover and correct abuses; establish and maintain uniformity in commercial usages; acquire, preserve, and disseminate valuable business statistics and information; prevent or adjust controversies and misunderstandings which may arise between persons engaged in trade; and generally to foster, protect, and advance the commercial, mercantile, and manufacturing interests of the city, in conformity with an act of the General Assembly of the State of Ohio entitled 'An act to authorize the incorporation of boards of trade and chambers of commerce,' passed April 3rd, 1898. [Taken from Annual, 1920.]

The name of the organization was changed to

"The Cleveland Chamber of Commerce," February 6, 1893.

Article I, Section 2 of the By-laws reads, "Men of good standing interested in the commercial, industrial and municipal advancement of the City of Cleveland shall be eligible for active membership."

Some Cleveland Companies and Their Products

Blast Furnaces

American Sheet and Tin Plate Co., 7037 Bessemer Ave.

Central Furnace, Broadway and E. 23d St.

Cleveland Furnace, Clark Ave. and Cuyahoga River.

Emma Furnace, Union Ave. and C. and P. R. R.

Mc Kinney Steel Co., 4002 Dille Ave., S. E.

Coke Ovens

Cleveland Furnace, Clark Ave. and Cuyahoga Riv.

Coke Plant, American Steel and Wire, Harvard-Denison Bridge.

Foundries

Cleveland Foundry Co., 4269 Hamilton Ave.

Ferro Machine and Foundry Co., 66th St. and Hubbard Ave.

National Malleable Castings Co., Quincy Ave., and Woodhill Rd.

Walworth Run Foundry Co., 2488 W. 27th St.

Machine Shops

Cleveland Twist Drill Co., E. 49th St. and Lakeside Ave.

Brown Hoisting Machinery Co., 4403 St. Clair Ave.

National Acme Co., E. 131 St. and Coit Rd.

National Screw and Tack Co., Stanton Ave. and
C. & P. R. R.

Wellman-Seaver-Morgan Co., 7000 Central Ave.

Warner and Swasey Co., 5809 Carnegie Ave.

Ore Docks

Central Furnaces, Broadway and E. 23d St.

Cleveland Cliffs, Cuyahoga River near Big Four
Railroad Bridge.

Cleveland Furnace, Clark Ave., and Cuyahoga
River.

McKinney Steel Co., 4002 Dille Ave., S.E.

Ore Storage, Erie R. R. and Miles Ave., Randall.

Pennsylvania Ore Docks, Lake Front.

Steel Mills

Newburgh Works, 8101 Broadway, S. E.

Newburgh Wire Works, 8225 Jones Rd.. S. E.

Cuyahoga Works, E. 42d St.

Central Furnace, Broadway and E. 23d St.

Emma Furnace, Union Ave, and C. and P. R. R.

Consolidation Works, E. 67th St. and N. Y. C. R. R.

H. and P. Works, 1192 E. 40th St.

Otis Steel Co., 1230 Marquette Ave.

Riverside Plant, 3441 Jennings Rd. S. E.

Lakeside Works, 3131 Lakeside Ave.

Bourne-Fuller Co., Clark Ave. and Cuyahoga River.

Upton Nut Co., 1912 Scanton Rd.

Union Rolling Mills Co., Aetne Rd., S. E.

McKinney Steel Co., 4002 Dille Ave., S. E.

Lake Erie Iron Co., 915 E. 63d St.

Empire Rolling Mill, Bessemer Ave. and C. & P.R.R.

What People Do in Cleveland

Manufacturing, 51 percent.

Trade (Banks, Commercial Travellers, Insurance, Salesmen, Stores) 13 percent.

Personal Service (Barbers, Waiters, Hotel Keepers, Janitors, Servants, Waiters) 11 percent.

Transportation (Boat Lines, Railroads, Street Car Lines, Express Companies, Telephones) 9 percent.

Clerical (Bookkeeper, Agents, Stenographers, Collectors) 9 percent.

Professional (Teachers, Lawyers, Doctors, Ministers, Chemists, Nurses, Actors) 5 percent.

Miscellaneous, 2 percent.

Lake Commerce

(From Chamber of Commerce Report for 1919)

Iron ore receipts, 7,466,731 gross tons.

Received 42 percent of all Lake Superior iron ore product

Bituminous coal shipments, 1,508,576 gross tons.

Total freight received, 8,204,791 tons.

Total freight forwarded, 1,662,993 tons.

The Cleveland Automobile Company

The factory is located at Euclid Avenue and London Road. All the parts are made in Cleveland. The Cleveland is noted for its high-power six-cylinder motor.

Cleveland Plain Dealer

The Plain Dealer was first established as the Evening Plain Dealer in 1841. The morning and Sunday edition were founded in 1885 by L. E. Holden.

The Templar Motors Company

The authorized capital is \$10,000,000 of which over \$6,000,000 is paid for. The factory occupies approximately twenty-five acres of land, about one-third of which is covered with buildings.

The Cleveland Worsted Mills Co.

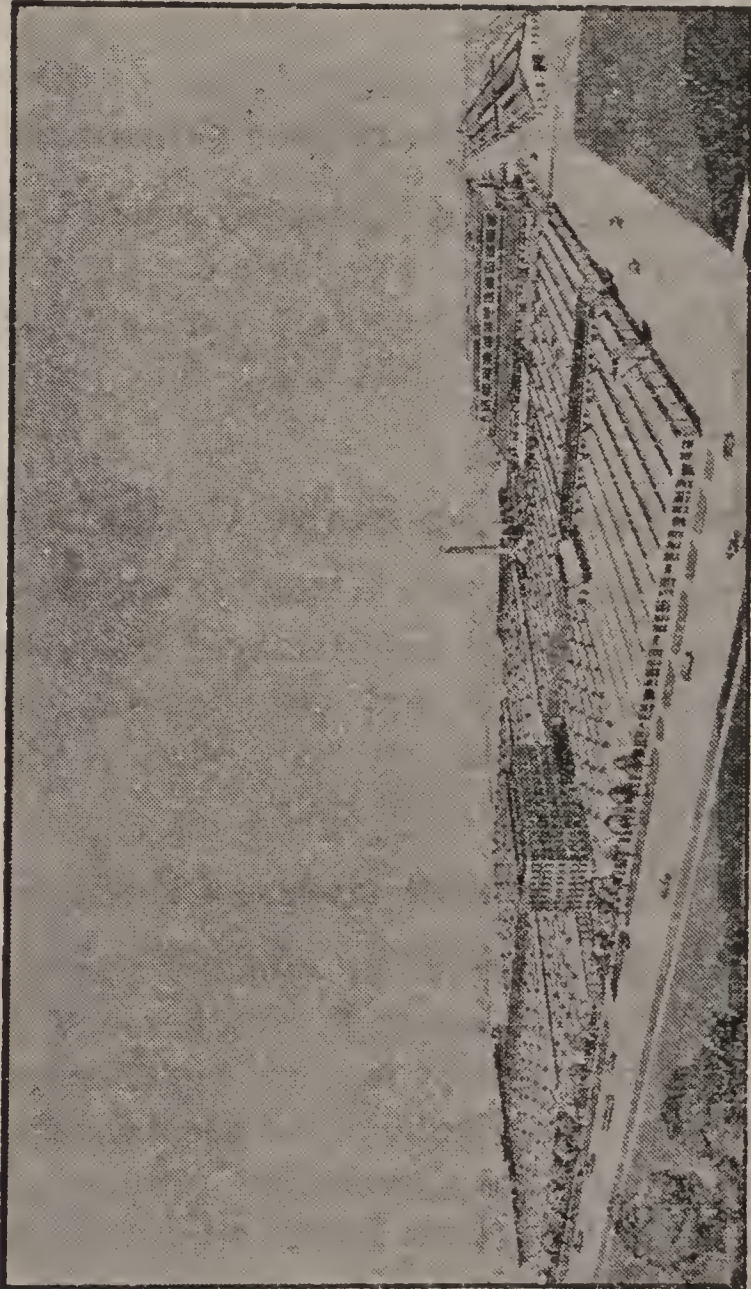
The "Cleveland Worsted" is the result of selected pure wools, and the long wool stock from which they are made. It requires 14,000,000 pounds of wool just as it comes from the sheep ranches to supply the demand for "Cleveland Worsted."

The "Cleveland Worsted Mills Co." was established in 1878. They now own and operate twelve of the finest equipped worsted mills in the United States. They operate 150,000 spindles and 1,750 broad looms. The average output is 30,000 yards of cloth daily, 5,000 people are employed in their mills. They own two large lakes the waters of which are chemically perfect for correct dyeing.

The White Company

The White Company, one of Cleveland's oldest manufacturing concerns and a pioneer in the automotive industry, ranks as the largest maker of high-grade motor trucks exclusively, in the world. The White Factory is located at East 79th Street and St. Clair Avenue. For 20 years the company has been a maker of automobiles; first the steam car, then gasoline, passenger cars, and trucks. The manufacture of passenger cars was discontinued in 1918.

In normal times, the White Factory employes in excess of 6,000 men and produces approximately 15,000 motor trucks, annually. The company is capitalized at



Factory of The White Motor Company, E. 79th St. and St. Clair Ave.

\$25,000,000. Factory branches are maintained in 40 of the principal cities of the United States and Canada.

The first White steam cars were manufactured by The White Sewing Machine Company which located in

Cleveland in 1886. The growth of the automobile end of the business led to the forming of a separate organization, The White Company, in 1906.

White Trucks are made in four sizes: $\frac{3}{4}$ -ton, 2-ton, $3\frac{1}{2}$ -ton, and 5-ton.

The Forbes Chocolate Company

The Forbes Chocolate Company was incorporated November 1916. It has two plants both of which are located in Cleveland. The normal capacity of the two plants is about 25,000 pounds daily. The products are cocoa and chocolate.

The Park Drop Forge Company

Another iron industry is that of the Park Drop Forge Company which manufactures crankshafts for automobiles, aeroplanes, and gas engines, and heavy drop forgings. The sales territory includes the United States, England, France, and Italy.

The Warner and Swasey Company

The Warner and Swasey Company was organized May 5, 1860 by Worcester R. Warner and Ambrose Swasey. The first factory was built in Chicago, but it was so far from New England, the great industrial center, that they moved to Cleveland.

Some of the telescopes which they have manufactured are: the 30-inch refracting telescope of the Lick Observatory; a 26-inch objective of the United States Naval Observatory, Washington; the 40-inch telescope for the Yerks Obseratory. The company has won many medals.

The Richman Brothers Company

Men's clothing is made by the Richman Brothers Company which was organized in 1879. There are six branches, two of which are outside of Ohio. The Cleveland factory occupies an entire block. Ninety percent of the employees are shareholders in the company.

Wellman-Seaver-Morgan Company

One of the large machine concerns of Cleveland is the Wellman-Seaver-Morgan Company, manufacturers of coal and ore handling machines, hoisting machinery, mining machinery, rubber machinery, port and terminal equipment, and hydraulic turbines.

The Independent Towel Supply Company

The Independent Towel Supply Company supplies coats, trousers, and other wearing apparel, and linens, at a rental price, to professional and business men, hotels, restaurants, and shops. The linen is laundered under the best sanitary conditions.

The Grasselli Chemical Company

The main office of the Grasselli Chemical company is in the Guardian Building. There are thirteen branch offices and warehouses, and eight factories in the United States and Canada. This company manufactures commercial acids, alum, alumina, dyes, etc.

The Forman-Bassett Company

The Forman-Bassett Company is one of Cleveland's oldest concerns. It was organized in 1832 by Alfred Sanford and Lewis P. Lott. It was the first lithograph-

ing concern of the city. In 1837 Sanford and Lott compiled the first directory of Cleveland.

The business includes printing, lithographing, steel-engraving, binding, and the sale of desk and office supplies.

The Van Dorn Iron Works Company

A small blacksmith shop was erected at the corner of East 79th Street and the Nickel Plate Railroad, in 1872. That was the beginning of the Van Dorn Iron Works Company which, today, is a very large corporation.

The Company manufactures steel products, some of which are structural steel for buildings, and bridges ornamental iron-work, stair-cases, tools, proof-steel prison cells, steel office furniture, frames, bumpers, bodies, etc.

Some of the notable contracts completed by Van Dorn are: the structural steel for the Williamson building of Cleveland; United States Mail Boxes; steel cells for the Tombs, New York; steel furniture for the battle-ships "Arizona" and "Tennessee"; and steel lockers for most of Cleveland's High Schools.

The A. Teachout Company

It was in 1873 that Mr. A. Teachout and his son A. R. Teachout began a sash and door business. The business soon reached a point where larger quarters were needed. More space was acquired and the organization enlarged. The steady growth continued until now, it represents an enormous stock and equipment for taking care of the largest sash and door business in the

East. Twelve large warehouses, two city branches, a well equipped mill, and a large distributing connection at Columbus, are evidence of the facilities for serving the trade.

The Cleveland Provision Company

The Cleveland Provision Company is one of Cleveland's oldest concerns. Its origin dates back to 1854. It is one of the largest of the great independent packers. The company was engaged in packing, only, from 1854 until 1887. Then the slaughter and sale of beef was added. This department has grown so, that they kill 2000 head of cattle, daily. This company is one of the largest exporters in the Cleveland district. The Wiltshire and Rose Brands are two products. A fleet of trucks supplies all of Cleveland and surrounding communities within a sixty-mile radius.

The Standard Oil Company

(An Ohio Corporation)

The Standard Oil Company of Ohio is one of the oldest and largest corporations in the State. It is an outgrowth of the original Standard Oil Company founded by Mr. John D. Rockefeller over fifty years ago. During this period it has grown up with the State and has witnessed all the amazing progress in science, business, and transportation, and has consistently met the ever increasing demand for petroleum products that give light, comfort, and power.

The Company operates two giant modern refineries, one at Cleveland and one at Toledo, at which crude oil received direct from the wells is refined into correct

petroleum products. These products include fuels and lubricants for every power need, and are easily available to every resident of Ohio, even those in the most remote places. Prompt deliveries and efficient service are made possible by over 300 bulk distributing stations and hundreds of tank wagons and motor tanks which completely cover the state.



One of the 320 Standard Oil Service Stations located at convenient points throughout the State.

The American Ship Building Company

Cleveland has one of the largest ship building concerns in the country. The American Ship Building Company has seven plants at various ports on the Great Lakes. These plants are equipped with machine shops, boiler shops, foundries, etc. and are able to construct ships and all the parts that go to make up a complete ship.

The Browning, King Company

Over sixty years ago, Wm. H. Browning and H. W. King began the making of men's clothing in separate

cities. They formed a partnership and made clothing for the wholesale trade for twenty years. Then they opened retail stores and sold their products directly to the customer. The Cleveland store, Number 15, was opened twenty-eight years ago. It has been one of the most successful stores and, last year, won the Silver Cup for merchandising efficiency.

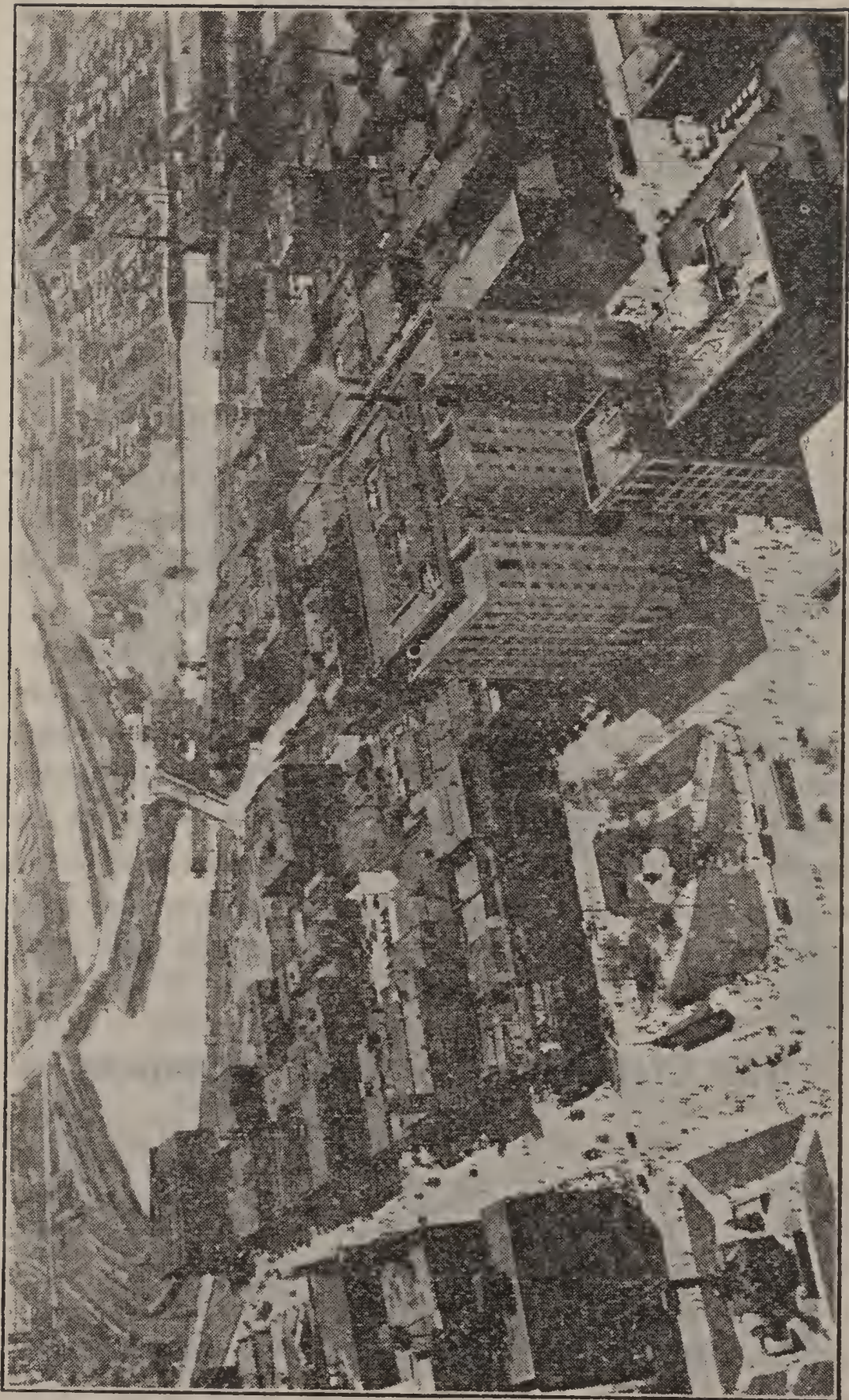
The Telling-Belle Vernon Company

"The Telling-Belle Vernon Company is one of the largest dairy companies in the United States. In addition to Telling's Ice Cream, it produces Belle Vernon milk, buttermilk, butter, and cottage cheese.

The dairy products are used in Cleveland and surrounding towns. But Telling's Ice Cream is sold throughout Ohio, and in parts of West Virginia, Pennsylvania, and New York. This Company "has won distinction through the work which it is doing to preserve the health of babies. Its certified milk is a tuberculin-tested milk for the general use of babies. The modified milk is prepared to fit the particular needs of the individual baby."

The Cleveland Twist Drill Company

The catalog of The Cleveland Twist Drill Company reads, "We are a trifle proud of our product—and we hope with reason—" This Company was established in 1874 and incorporated in 1904. Its products are drills, reamers, sockets, counterborers, mills, screw, extractors, arbors, mandrels, and high speed tools. Its market is world-wide.



View of Collision Bend

The picture on the opposite page is a view of a small part of the Cuyahoga River valley looking south from the lake.

Collision Bend —the most dangerous bend in the river—is shown. Because of this sharp turn, the freighters of more than 480 feet cannot go to the upper river valley. This explains why there has been so much discussion about straightening the river channel.

The industrial advantages of the "Flats" is shown, clearly. Note the lumber yards, steel mills, docks, warehouses, and factories.

A portion of the Public Square is shown in the foreground. The white building at the right is the Hotel Cleveland.

The proposed new Union Passenger Station is to be located between the Public Square and the river.

The Brown Hoisting Machinery Company

When the Brown Hoisting Machinery Company began business, "ore was loaded by hand into wheelbarrows which were then hoisted to the ship's deck by horse or steam windlasses, and then wheeled on gang planks to the docks."

In 1916, over sixty-four million tons of iron ore were handled on the Great Lakes. Such amounts are possible because of the hoisting machinery. And to Mr. Alexander E. Brown belongs the credit for inventing an entirely new machine—the ore-handling machines.

"The results were so novel from an engineering standpoint, so original in thought and application, that patent after patent was granted in the United States and Foreign Countries."

The Company makes many forms of material-handling machinery, both for large and small quantities, and its activities are world-wide.

The American Multigraph Concern

"Multigraph" is a trade-mark, the name of the product of the American Multigraph Company. In 1900, "First thought of Multigraph developed by Mr. Gammenter, who started private experiments lasting more than two years." The Company was incorporated in 1902. The first machine was sold to the Bourne-Fuller Company of Cleveland, September 3, 1904. Today, there are 50 Divisions throughout the United States and Canada and the company has established itself in Europe.

The White Sewing Machine Company

"We expected to find a large smoky place and a dirty building, but instead we found a building which looked more like a place where the offices of doctors, lawyers, etc. are located" wrote one of the pupils who visited The White Sewing Machine Company plant.

This Company is 50 years old. It is the largest manufacturer of family or household sewing machines. In normal times, the output is 500 machines daily. All parts of the machine are made in the factory under the most sanitary and comfortable conditions.

The William Edwards Company

"A Treat to Eat" is the well-known trademark of The William Edwards Company. The Company has a large modern plant in Cleveland where we saw food stuffs prepared, canned, and made ready for the wholesale trade under the best possible sanitary conditions.

The Standard Parts Company

Springs—"Perfection Springs"—is the product of this company. The Standard Parts Company is one of the large concerns of Cleveland. This concern manufactures "the best in the country; made in the biggest and most completely equipped factory in the world."

The Winton Company

The first automobile which was sold in the United States was a Winton. It was sold by Alexander Winton of Cleveland, March 24, 1898. Today, the Winton is one of the first rank automobiles on the market.

The Weideman Company

The Weideman Company, wholesale grocers and pure food manufactures, was established in 1861. In addition to foods for groceries, confectioneries, and delicatessens, this company sells tobacco products, drug supplies, toilet articles, toys, games, and bakers' supplies.

The Glenn L. Martin Company

Aeroplanes are manufactured in Cleveland by the Glenn L. Martin Company. The Martin Field is a station for the United States Postal Air Service.

The Cleveland Grain and Milling Company

"Fairchild's Flour" is a product of The Cleveland Grain and Milling Company which is a successor to the Cleveland Milling Company. The capacity of the mill is 1500 barrels, daily. Several grades of flour are produced.

Other Cleveland Concerns

Automobiles

Peerless, Chandler, Stearns, Grant, Jordan, Merit, Kurtz.

Clothing

Silver, Sunshine, and Horwitz; H. Black Company; Printz-Biederman Company; Joseph and Feiss Company.

Paint and Varnishes

Sherwin, Williams and Company; Glidden Varnish Company; Ohio Varnish Company.

Printing and Publishing

Chandler and Price Company; Savage Publishing Company; Ward and Shaw Company.

Civics and History

City Government.

The City Hall.

The Court House.

The Public Square.

Suburbs.

Home Owners.

Early Explorers.

The Western Reserve.

The Connecticut Land Company.

Moses Cleaveland.

Early Settlers.

Beginnings.

Ships.

Railroads.

Historical Events.

Memorials.

Honor Roll.

City Government

The city of Cleveland enjoys "home-rule" government granted by the State constitution. Every two years, the people elect twenty-six councilmen who make the ordinances and the appropriation of money for the city. They elect also the judges of the Municipal Court and a Mayor who appoints a Cabinet of seven men to act as administrative heads of the seven city departments — Law, Public Service, Parks, Public Property, Public Welfare, Public Safety, Finance, and Public Utilities. The Mayor and his Cabinet, or Board of Control as it is called, may go to Council meetings and enter into the discussions, but have no vote.

At the November elections (1921), however, the people voted to try the City Manager Plan. That form of Government will go into effect when the present Mayor's term of office has expired, Jan. 1, 1924.

The offices and meeting places of the city officials are in the City Hall.

The City Hall

The City Hall stands silhouetted against Lake Erie at Lakeside Avenue and East Sixth Street. Like its twin sister, the Court House, it forms one corner of the future Mall system of public buildings. It is a broad rectangular structure of gray stone. The Council Chamber with its golden oak tones, and the Mayor's Conference Room with its tapestried walls portraying the early settlement of Cleveland, are probably the most beautiful spots inside the Hall.

The Court House

The Cuyahoga County Court House is located at the junction of Lakeside and Ontario Avenues. It is of gray stone like others of the Group Plan Buildings and was completed in 1911. On one side of the broad entrance steps, stands a statue of Thomas Jefferson; on the other, that of Alexander Hamilton. The rooms in this building worthy of special note are the marble Main Hall, the Law Library on the top floor, and the Court of Appeals. The last named has the reputation of being one of most beautiful Court Rooms in the world and is visited by architects and administrators of justice not only from American cities but from abroad.

The Public Square

The Public Square occupies ten acres of land in the heart of the city. It is divided into four sections by the intersection of Superior Avenue and Ontario Street. The soldiers' and Sailors' Monument, surrounded by flower beds in emblematic design, occupies the southeast quadrant.

In the northwest corner of the square is the statue of Tom L. Johnson, former mayor of Cleveland, and in another section stands the monument of Moses Cleveland. A statue of Oliver Hazard Perry, the hero of the battle of Lake Erie, was erected on the Square, but this was later moved to Gordon Park.

In 1861 the city council changed the name to Monumental Park, which is still the official name, although it is better and more appropriately known as the Public Square.

In the years that have witnessed the growth of Cleveland many important events have been celebrated on the Public Square, and the citizens have greeted there, men of great note, among whom were Lincoln, Grant, Sherman, Horace Greeley, and Garfield.

Some of the more important buildings surrounding the Square are the Old Stone Church, the Society for Savings, the Chamber of Commerce, the Federal Building, and the new Cleveland Hotel.

Suburbs

"Greater Cleveland" comprises Cleveland proper and several adjoining suburbs.

West Park and Lakewood are west of the city. Both are attractive residential sections; but the latter has the advantage of a frontage on Lake Erie.

Shaker Heights, East Cleveland, Cleveland Heights, Euclid Village, and Bratenahl are the "East Side" suburbs. Bratenahl and Euclid Village front the lake. The others have the advantage of the higher elevation known as the "Heights" which has an altitude of from 700 to 1000 feet.

Each of these suburbs enjoys many of the privileges of the city, and each is served by the same transportation facilities.

Home Owners

Cleveland has no large "tenement district" such as are in many other cities. There is a rapidly growing tendency to erect large apartment houses in the more exclusive and the more desirable sections of the city and of the suburbs.

A larger percentage of people own their own homes in Cleveland than in any other American city of its size.

The Early Explorers

While the French explorers, traders, and later English explorers probably pushed their way through the forests of the Western Reserve, they left scanty records. La Salle, the French explorer, who discovered the Mississippi, may have crossed the Reserve on his way from Port Crevecoeur to Fort Frontenac in the winter of 1682-3.

One of the first fur traders to visit the Cuyahoga, of whom there is a definite record, was George Croghan, an Irishman, who had a trading post on the Cuyahoga from 1745 to 1748.

In November 1760, an Englishman, Major Robert Rogers, was dispatched to take possession of the French posts in the West. It was thought that he landed at the mouth of the Cuyahoga where he met Pontiac, the Indian chieftain, who was an ally of the French. On being told that the French were defeated, Pontiac smoked the calumet with Rogers.

During the Revolution, Major Craig reconnoitered in the Western Reserve to discover if the English had established forts at Sandusky, the Cuyahoga, or the Grand Rivers. After enduring many hardships, he at last reported that the British had not occupied those places.

A lively fur trade was carried on here in 1786. Little is known of the men engaged in that business.

In 1786 and 1787, a band of Moravians lived on the

banks of the Cuyahoga. They settled below Tinker's Creek near Bedford, and they named the settlement Pilgerruh (Pilgrim's rest). The location may not have pleased them, for they left in the spring of 1787. Heckewelder, the leader of the band, made a map of northeastern Ohio which was accompanied by a description of the Cuyahoga valley. This map and description are now in the archives of the Western Reserve Historical Society.

The Western Reserve

In 1781, when the Articles of Confederation were before the States for ratification, seven states claimed land west of the Appalachian mountains. These claims were based on old charters, royal grants, and Indian treaties. Maryland, having no claims to western lands, refused to ratify the Articles unless these states gave up those lands to national government. In order that the new union could be established, they readily did this.

When Connecticut gave up her claim in 1786, she reserved a small tract of land in northeastern Ohio north of the forty-first parallel and extending one hundred twenty miles westward from the boundary of Pennsylvania. This land was known as the Connecticut, or Western Reserve.

In 1792, Connecticut granted to her citizens whose homes had been destroyed by the British in the Revolutionary War, five hundred thousand acres in the western part of the Reserve. This was called the "Fire Lands." Connecticut later sold the remainder of the Reserve to the Connecticut Land Company.

The Connecticut Land Company

Connecticut wished to sell the land in the Western Reserve, but could not dispose of it because of the hostility of the Indians. In 1794, Wayne defeated the Indians and made the treaty of Greenville by which they were forced to give up all claim to the land in southern and eastern Ohio. By the fall of 1795, Connecticut had sold the entire tract of land for \$1,200,000 to the Connecticut Land Company.

The company prepared to survey the land and dispose of it to actual settlers. A surveying party composed of thirty-seven men under the leadership of Moses Cleaveland was sent to the Reserve. The surveyors assembled in Schenectady in June 1796, and made their way to Buffalo by way of the Mohawk valley, the Oswego river, and Lake Ontario.

When they reached Buffalo, Cleaveland entered into negotiations with the Six Nations and secured their good will by presents of whiskey, cattle, trinkets, and \$500 in money. The Indians agreed never to disturb the white settlers in the Western Reserve. And they kept their agreement, although settlers in other parts of Ohio suffered greatly at their hands.

The party then left Buffalo and reached the boundary of the Reserve on July fourth. After celebrating Independence Day there, they proceeded to Conneaut where they began the work of surveying. There, they built a log cabin for a store-house and shelter. The party then divided into four groups for the work of surveying, and Moses Cleaveland and some of the men pushed westward to the mouth of the Cuyahoga River. The survey-

ors reached the river June 22, 1796, and ascending it, landed where an old Indian trail crossed the valley.

The constitution of the company called for the establishment of a "capital town", and in September, Cleaveland decided to locate the principal town at the mouth of the Cuyahoga.

The Connecticut Land Company felt some dissatisfaction with the work accomplished by the surveyors, and in the autumn of 1796, Moses Cleaveland left the Reserve, never to return. The next year, a second party of surveyors was sent to complete the work. The surveying was finished in the summer of 1797, and the land was divided among the members of the company.

Moses Cleaveland

Moses Cleaveland, one of the members of the Connecticut Land Company and leader of the surveying party which laid out Cleveland, was born in Canterbury, Connecticut in 1754. After graduating from Yale University, he studied law and practiced it successfully. He was a member of the Connecticut legislature for several terms and also served in the United States army and in the militia of his state.

Moses Cleaveland was a heavy set man of medium height. He had black hair and his skin was so swarthy that the Indians thought he belonged to their race. He was a man of few words, but had a pleasing manner which won for him many friends.

One hundred years after his death, which occurred in 1806, the people of Cleveland erected a monument over his grave in Canterbury, Connecticut.

The Early Settlers of Cleveland

Among the early settlers of Cleveland, the names of Lorenzo Carter, James Kingsbury, Nathaniel Doan, and Samuel Dodge stand out prominently.

Lorenzo Carter came to Cleveland in 1797, and built his cabin at the foot of St. Clair Street near the Cuyahoga River. He was most successful in dealing with the Indians, and in settling frontier disputes. Before a government was established, Carter's word was law. When ague and fever attacked the settlers, Carter provided food for the sick with his trusty gun. He died in 1814, and his remains were buried in the Erie Street Cemetery.

Among the settlers who came to Cleveland with the second surveying party in 1797, were James Kingsbury and his wife. The unhealthy climate prevented Kingsbury from remaining at the mouth of the Cuyahoga, and he soon moved to the higher land south of Cleveland. He became the founder of Newburgh. Kingsbury devoted his life to public service until he died on his farm in Newburgh in 1847.

The first blacksmith shop in Cleveland was established by Nathaniel Doan, a member of both surveying parties. Doan moved to Doan's Corners, now Euclid Avenue and E. 105 Street, in 1799. There, he established a smithy, an inn, and a store. Doan was postmaster and justice of the peace, and, in the absence of the clergyman, conducted religious services in his home.

Samuel Dodge, the first carpenter in Cleveland, married Nathaniel Doan's daughter. He received a large tract of land between Euclid Avenue and St. Clair

Avenue from Governor Huntington in payment for the construction of a barn. The Dodge family still holds a portion of this tract. Doan's body lies in the Erie Street Cemetery.

Job Stiles who spent the winter of 1796 in a cabin near the river, Elijah Gunn who conducted a ferry at the foot of Superior Street, and Nathan Perry, a successful trader with the Indians and the first great pioneer merchant of Cleveland, were also among the early settlers.

First Homes

The first residence district of Cleveland lay along the river between what are now Superior and St. Clair Avenues.

The first cabin was built by the surveyors and was occupied, later, by Seth Pease. It was north of Superior Street and was known as "Pease's Hotel."

A second cabin was built by the surveyor for Job Stiles and his wife. It was near Superior Street on the present West 9th Street. They spent the winter of 1797 there, with but one other companion, Edward Paine, an Indian trader. There, the first white child was born in Cleveland.

The first cabin was built by Lorenzo Carter on the site north of the foot of St. Clair Street. In 1803, he built a second cabin, near the foot of Superior Street, which was used as a tavern, also. The first wedding in Cleveland was performed there.

The First Hotels

The first tavern in Cleveland was in the cabin of Lorenzo Carter. His son also, kept a tavern known as

Red House because of its coat of red paint. This tavern was located on the west side of the Cuyahoga River.

Merwin's tavern or the Mansion House was located at the foot of Superior Street overlooking the river. It was built in 1822. This was one of Cleveland's most popular hotels. DeWitt Clinton, Governor of New York, was entertained there in 1825.

The headquarters for stage coaches both entering and leaving Cleveland were located at the Franklin House on the north side of lower Superior Street.

The American House located at West 3rd Street and Superior Avenue and the Weddell House at West 6th Street and Superior Avenue were noted for the prominent men and women who were entertained there. Among them were Abraham Lincoln, William Henry Harrison, Henry Clay, Horace Greely, and Jennie Lind.

Ever since 1815, the site now occupied by the Cleveland Hotel has been occupied by a tavern.

First Business Activities

The first blacksmith shop in Cleveland was erected by Nathaniel Doan at West 6th Street and Superior Avenue. Doan later moved to Doan's Corners which is now East 105th Street and Euclid Avenue. There he erected a second blacksmith shop.

First Schools

The New Englanders who became the early settlers of Cleveland brought with them a desire for education, and the pioneer schools which were established soon after their arrival laid foundation for the present great school system of Cleveland.

In 1800, a school was established on the ridge road near Kingsbury Run in Newburgh. Sarah Doan, a daughter of Nathaniel Doan, was the teacher. In 1802, Anna Spafford opened a school for the children of the settlement in Lorenzo Carter's cabin. Asel Adams who conducted a school in a log cabin near the foot of Superior Street was paid ten dollars per month by his patrons. His salary was payable in money or in wheat, according to the terms of the contract.

The first schools were private institutions that were open only to those persons who could afford to pay the small tuition fee. However, a charity school that was supported by public subscription was established about 1834. This school was attended only by the very poorest children.

An ordinance for the establishment of public schools was passed by the city council in 1837. The first free schools were held in rented rooms and buildings, and the boys and the girls were kept separate in all classes.

The council, in 1839, purchased two lots, one on Prospect Avenue, and the other on Rockwell Street (E. 6th St.). Buildings were put up on those lots and opened in 1840. About one thousand pupils enrolled.

In 1846, a High School for boys only, the first High School west of the Alleghenies, was opened in the basement of a church on Prospect Street. A department for girls was opened in 1847. The establishment of this High School brought much objection from the taxpayers who favored elementary education but not the higher schools. This school which developed into what is now known as Central High School celebrated its seventy-fifth anniversary in the spring of 1921.

The First Bridge

Before there were any bridges across the Cuyahoga, Elijah Gunn and Lorenzo Carter with his sons operated ferry-boats at the foot of Superior Street. That was the only way by which the river could be crossed.

Later, a floating bridge of white logs was constructed at the foot of Center Street. When boats passed, this bridge was drawn aside so that navigation would not be hindered.

The Columbus Street bridge was the first substantial bridge. It was erected in 1835-1838. It was the scene of the famous "Bridge War." The present Columbus Street bridge was built in 1898.

A wooden draw-bridge was built in 1853 at Division Street, but an iron structure has replaced it. The Seneca, Main, Willow, and Center Street were other early bridges across the Cuyahoga River.

The First Streets

The first north and south streets of Cleveland were: Water, Ontario, Miami, and Erie. Lower St. Clair, then called Federal Street; Superior, then called Broad Street; and Ohio and Huron Streets were the east and west streets. These streets were not cleared at once, although they had been planned by the surveyors. Superior, west of the Public Square, was the only street cleared by 1812. All other streets were either not cleared at all, or were barely passable.

In 1815, the following streets were authorized, but not opened: Diamond, Euclid, Bond, Wood, Seneca, Bank, and St. Clair.

Superior is one of the widest streets in America,

and at that time was planned to be the principal street of the city.

Euclid road led from the township of Euclid to the village of Cleveland.

Broadway and Kinsman Road were much more important at first, but after a while, Euclid Road became the main thoroughfare leading to Erie and Buffalo, and was known as Buffalo Road. By 1830, it was the most important highway along the lake.

Kinsman Road was renamed Woodland Avenue in the sixties. It was known as the "old south highway." It was one of the favorite drives of the city.

One of the oldest streets in Cleveland was Pittsburgh Street. It lead to Newburgh Road. It was renamed Broadway and widened in 1834. Pittsburgh Street was one of the most frequented roads in pioneer days when Newburgh was an important settlement. Pittsburgh Street was a favorite drive, giving an excellent view of the valley of the Cuyahoga below, before the factories were built along the river.

The First Paved Streets

In 1842, the people of Cleveland made their first attempt to pave streets. This was made on River Street and on Superior Street between the Cuyahoga River and the Public Square. The material used in construction was heavy planking which was laid crosswise of the street. When this paving was new and was held firmly in place, it was satisfactory. However, when it was loosened or was worn, it was not satisfactory. On River Street, floods would sometimes rise and float the paving off into the Cuyahoga.

The Bridge War

In 1837, James Clark and some other men laid out a large tract of land along the Cuyahoga River. Columbus Street ran through this allotment, and was graded down to the river. There they built a covered bridge of the "draw" type, which was not a toll bridge. They hoped that trade from the southwest would come to Cleveland by that easy route. The people of Ohio City objected greatly to this bridge, because they feared that people from surrounding villages would go to Cleveland with their loads of pork, wheat, corn, and other products, and that Ohio City would lose their trade.

At the foot of Detroit Street, was another bridge—a float bridge—one half of which belonged to Cleveland and one half to Ohio City. The Cleveland Council ordered Cleveland's half of that bridge removed. The plan was carried out in the night and Ohio City found her direct communication with Cleveland cut off. They now had to use the hated Columbus Street bridge to get to Cleveland.

Much excitement prevailed, and the marshal of Ohio City with some deputies attempted to blow up the bridge. Some damage was done but the bridge was not destroyed. A day was set and the people of Ohio City again attacked the bridge. The people of Cleveland were prepared, and the mayor, backed by a company of militia and an old cannon, met the West Siders at the south end of the bridge and tried to advise peace. He was driven back and a fight followed. Some persons were injured, but the county sheriff and the marshal of Cleveland put an end to the disorder.

For a time Cleveland kept an armed guard at the bridge. The dispute between the two cities was finally settled by the courts.

The First Steamship

The first steamship made in Cleveland was built in 1824 by Levi Johnson with the assistance of the Turhooven Brothers. "The Enterprise," as it was named, was constructed at the foot of St. Clair Street. It had a capacity of 220 tons. Its engine of from 60-70 horse-power was built in Pittsburgh. The regular route for the "Enterprise" was from Buffalo to Detroit.

The Ohio Canal

In the first quarter of the nineteenth century, the rapidly increasing population of the central and southern parts of the state of Ohio forced the people to find better and cheaper means of transportation. The central counties of the state had practically no outlet to the world. Stimulated by the idea of the Erie Canal in New York, Ohio appointed a committee in 1822 to consider whether or not it was practical to connect Lake Erie and the Ohio River.

On July 4, 1824, a celebration was held to mark the beginning of the work on the Ohio Canal. De Witt Clinton, who is remembered because of his work in connection with the Erie Canal, dug the first spadeful of earth. The canal was ready as far as Akron by mid-summer 1827, and was completed through to Portsmouth, a distance of three hundred and seven miles, by 1832. Direct control was given to Mr. Micajah T.

Williams and Mr. Alfred Kelley. Mr. Kelley neither charged nor received any pay for his first year's service in superintending the preliminary explorations and surveys, and while engaged in the actual building, he received but three dollars a day.

As a result of the Ohio Canal, Cleveland was made the principal place in Ohio, on Lake Erie. The Canal brought wood, flour, wheat, and coal to Cleveland. It enlarged the possibilities of lake travel and freighting by providing a means by which goods could be carried into the State, and on to the South by way of the Ohio and the Mississippi Rivers. The canal made it possible for farmers to market their grain and other products. Two years after the completion of the Ohio Canal, the freight carried upon it amounted to one-half million bushels of wheat, one hundred thousand barrels of flour, one million pounds of butter, and about seventy thousand pounds of cheese, besides much general merchandise. The construction of the canal provided labor and much-needed ready cash for the settlers along its route. It is impossible to overestimate the value of the Ohio Canal, not only to the state of Ohio, but to the United States as well. "The prosperity of Ohio and of Cleveland began with the building of the canal."

Ships

The first vessel built in Cleveland was the schooner, "Zephyr," which was built in 1808 by Alonzo Carter. In 1814, Levi Johnson built the "Pilot" of sixty tons. In 1841, there were nineteen sailing vessels built on Lake Erie, only two of which were built in Cleveland. Among the last of the clipper-schooner sail craft,

was the "Southwest" owned by Captain Bradley of Cleveland.

By means of these sailing vessels, the raw materials of the lake region were exchanged for the manufactured goods of the East. One can trace the development of sailing vessels from 1812, when vessels were needed for war purposes.

The first steamboat on Lake Erie was the "Walk in the Water" which was built near Buffalo in 1818. The first commercial iron boat on Lake Erie was built in Buffalo. Iron tugs had been built in Buffalo as early as 1861. The "G. K. White" was the first iron ship built in Cleveland in 1868. It is interesting to note that between 1849 and 1869 about five hundred vessels of all kinds for lake navigation were built in the Cuyahoga district, nearly all of which were built in Cleveland. In 1895, the first fleet of steel canal boats was sent from Cleveland to New York with a cargo of rails for New York Street Railways.

As a result of the development of shipping on the Great Lakes, many emigrants have poured into the region of the Great Lakes and the Mississippi valley. Commerce has been stimulated greatly. Cleveland has been benefited particularly. Cleveland takes a large part of the iron ore produced each year in the Lake Superior district. In 1916, the total production of the district was 64,898,583 tons, and of this total 10,669,745 tons were unloaded at Lake Erie ports. Four out of every five freight boats carrying ore on the lakes are owned or at least controlled in Cleveland. It is estimated that eighty per cent of the freighters carrying ore, coal, and grain are owned or managed by Cleveland firms.

The Wooden Railroad

The first railroad project in this vicinity was planned by the Ohio Railroad Company which was organized in 1836. The plan was to extend a line from the western edge of Pennsylvania to a point on the Maumee River near the present site of Toledo. Two great cities were to be created as a part of the scheme, Richmond on the Grand River, and Manhattan on the Maumee. The railroad was to be built on stakes driven into the ground. Although the people had subscribed nearly two million dollars for this railroad, a total collapse came in 1843 because of the panic of 1837. Remnants of the stakes were seen on Lorain street for many years.

Railroads

About the time of the collapse of the Wooden Railroad, the Cleveland, Warren, and Pittsburgh Railroad Company planned a line which was to run from Cleveland to the State line, or to some other point on the Ohio River in the direction of Pittsburgh; the Cleveland, Columbus, and Cincinnati Railroad Company planned a line which was to run from Cleveland to Cincinnati by the way of Columbus; and the Cleveland and Erie Railroad Company, a line which was to run from Cleveland to Ravenna. These plans failed.

The story of Cleveland's first successful railroad is the story of the Cleveland, Columbus, and Cincinnati Railroad which later became a part of the Big Four. The charter for this road, granted in 1836, was saved by Oliver Perry. John Allen, Fredrick Harbach, Amasa Stone, and Stillman Witt received the charter for this

road. The rails were brought from abroad; the first coaches were brought by boat in 1849; but the locomotives were made in Cleveland. On the completion of this road in 1851, a speech was made at the Public Square in celebration of the event. The following Sunday the pastor of the Old Stone Church preached a sermon on railroads.

The Cleveland, Columbus and Cincinnati Railroad had a successful beginning, financially. The revenues from passenger service for three months amounted to \$56,625.21, and from freight \$25,929.85. The number of passengers carried during this period was 31,679.

Many factors have contributed to make Cleveland a great city, but probably, no one factor has contributed more than the railroads.

The Growth of Cleveland

Previous to the coming of the Ohio Canal and the railroads, Newburgh, Euclid, and Ohio City were rivals of Cleveland. In fact, Cleveland was spoken of as a small village six miles from Newburgh. Improved means of transportation and its favorable location, made it possible for Cleveland to outdistance its rivals.

As it was first established, the village lay north of Huron Street and west of Erie Street (East 9th Street). As the population grew, it spread to the east and south.

The building of factories in the Cuyahoga valley made Ohio City and Cleveland really one, and led to the annexation of Ohio City. There was considerable opposition to this, but terms of annexation were finally agreed upon, and on June 5, 1854, the first council of the enlarged city met.

Portions of Brooklyn and Newburgh townships already having been annexed, the village of Newburgh was added to Cleveland in 1883, and the village of Brooklyn was annexed in 1894. In 1905, the villages, South Brooklyn and Glenville, came within the limits of Cleveland, and in 1910, Collinwood became a part of the city. Part of Euclid Village was annexed recently.

Cleveland Heights, East Cleveland, Bratenahl, and Lakewood are important suburbs which enjoy the benefits of the city without being a part of it.

Perry's Victory

On September 10, 1813, Commodore Oliver Hazard Perry of the American navy won a decisive victory over the British fleet near Put-in-Bay on Lake Erie. Clevelanders heard the booming of cannons which ended British control on the Great Lakes.

Sometime later, a banquet was held in Cleveland in honor of Commodore Perry. This was one of the most splendid affairs ever staged in Cleveland and was attended by many prominent citizens.

A statue erected in honor of Perry now stands in Gordon Park, overlooking Lake Erie, the scene of this famous victory.

The Soldiers' and Sailors' Monument

The Soldiers' and Sailors' Monument, which is located on the Public Square, is dedicated to the memory of the soldiers and sailors from Cuyahoga County who fought in the Civil War. It was dedicated July 4, 1894.

The monument is made of polished granite. The massive shaft is surmounted by a figure of Liberty

clad in an army coat. On the four sides of the exterior, there are bronze groups representing the infantry, the artillery, the cavalry, and the navy.

In the interior, is a memorial room encircled by polished marble slabs on which are carved the names of the soldiers and sailors who served in the war, and the names of the women of the Soldiers' Aid Society of Northern Ohio. There are also panels in relief representing Emancipation, Ohio's War Governors, the Executive Committee of the Soldiers' Aid Society, Lincoln, Grant and Sherman at City Point, and Ohio's Civil War Generals. Bronze busts and medallions adorn the walls of the Memorial Rooms. The windows, doors, and flower beds are emblematic in design.

Liberty Row

On Memorial Day 1919, Cleveland dedicated a living monument to its soldiers who gave their lives in the World War. This monument is a row of victory oaks which extends along the Lake in Gordon Park and along the lower boulevard drive to University Circle, and continues south through Ambler Park as far as Shaker Lakes. A bronze plate bearing the name of the soldier for whom the tree is planted and the date of his death marks each tree.

Garfield Memorial

The Garfield monument and tomb stand on the highest spot within the city, in Lakeview Cemetery. It is a massive structure of sandstone with a tower fifty feet in diameter. There are thirteen memorial windows in the tower, each of which represents one of the original States.

Memorials

Tom L. Johnson

There is a bronze statue on the Public Square which bears this inscription:

“He found us groping
Leaderless and blind;
He left a city
With a civic mind.

“He found us striving
Each his selfish part;
He left a city
With a civic heart.”

Those words refer to Tom L. Johnson, deceased, who was mayor of Cleveland.

Marcus A. Hanna

The bronze statue of Marcus A. Hanna faces Euclid Avenue at University Circle. It commemorates an active life of a great man of the Nation as well as of the State.

Louis Kossuth

The liberty-loving Hungarians of Cleveland erected a statue of their great national hero, Louis Kossuth, at University Circle. Every year a celebration is held there, and the statue is decorated with floral emblems.

Goethe and Schiller

Two large figures stand on the same pedestal at the rear of the Art Museum in Wade Park. They are statues of Goethe and Schiller, the great German poets.

Moses Cleaveland

Elsewhere, we have referred to the statue of the founder of Cleveland which stands in the southwest section of the Public Square.

Lakeview Cemetery

There are several beautiful cemeteries in Cleveland, but none surpasses "Lakeview." The site was well chosen for it is a wooded section with hills and deep ravines.

Besides the Garfield memorial, there are many monuments and private vaults of great beauty; among which are the Rockefeller shaft, and monuments for General Liggett and John Hay, and the Marcus Hanna vault.

The Wade Park Memorial Chapel, near the entrance, is a building of unusual beauty and harmony of architecture.

Prominent Cleveland Men

Living

NEWTON D. BAKER, Ex-Secretary of War, statesman.

CHARLES BRUSH, inventor of the arc light.

LEONARD CASE, founder of Case Library and Case School of Applied Science.

J. D. COX, manufacturer.

GEORGE W. CRILE, surgeon.

MYRON T. HERRICK, Governor, statesman, diplomat.

SAMUEL MATHER, philanthropist.

J. D. ROCKEFELLER, developer of coal, oil, and gasoline business of the country; distributor of wealth to educational, religious, and medical projects.

AMBROSE SWASEY, maker of the Lick, Yerkes and other telescopes; philanthropic work, education in America and China; recognised as one of the leading scientists of the world.

CHARLES F. THWING, educator.

Deceased

W. H. BRETT, librarian.

FAYETTE BROWN, manufacturer.

WILLIAM CHISHOLM, steel manufacturer.

MARCUS A. HANNA, statesman.

RUFUS P. RANNEY, lawyer.

HARVEY RICE, great educational leader of Ohio.

L. H. SEVERANCE, philanthropist.

H. A. SHERWIN, paint manufacturer.

AMASA STONE, promoted education, philanthropist.

J. H. WADE, The developer of telegraph company, donor of Wade Park to the City of Cleveland.

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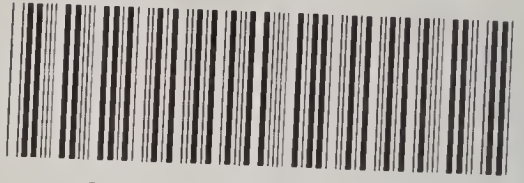
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1875

1876

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