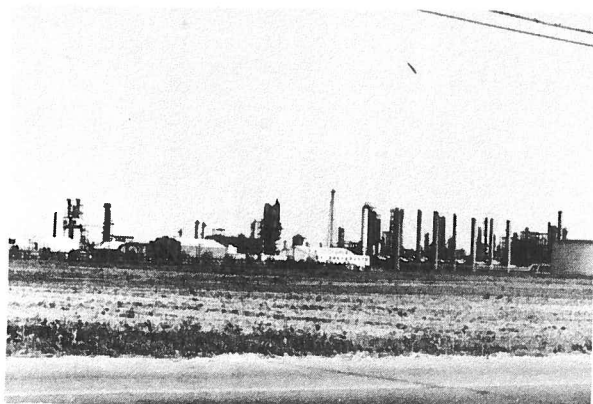


Chapter IV

Organizations and Development of Oregon Township



THE BEGINNING

You will recall that Peter Navarre and his brothers settled on Presque Isle in 1807. Other traders gradually drifted into the territory along the Maumee. The treaty with England was signed September 3, 1783; then the government of the United States made one treaty after another with the Indians in order to establish friendly relations and open the territory for white settlers. During this time and especially after the treaty of Maumee in 1833, white settlers entered the Maumee valley. Speculators established a number of towns along the Maumee River. Descending the river, on the left bank were the towns of Maumee, Miami, Mar-engo, Port Lawrence, Vistula, and Manhattan. On the opposite bank were Perrysburg, Oregon, and Lucas City, now known as Ironville. There was a great deal of rivalry among these towns each hoping to develop its town into a growing city.

EARLY SETTLEMENTS

In the earlier years a number of people were interested in speculation. They purchased large tracts of land from the government. One of these speculators was Margaret Bailey who at one time owned over four thousand acres. Others were Ward, Niles, and Johnson.

Between 1832 and 1853, many purchased from forty to one hundred and sixty acres upon which they established homes.

As stated previously, the Navarres were the first white settlers. They were followed by Joseph Pren-

tice who settled on the east bank of the Maumee in 1825. Others followed among whom were Luther Whitmore in 1829, Robert Gardner in 1830, Nathan Garnder, Hiram Brown, and Gabriel Crane in 1831, Oliver Stevens in 1832, and Elias Fassett in 1833. These and others arriving later settled near the river and became engaged in lumbering, fishing, hunting, and farming.

THE VILLAGE OF OREGON

Isaac Streets, a Quaker, bought a tract of land owned by Messrs. Prentice, Whitmore, and Crane. Here he laid out the town of Oregon in 1830. It was located on the river between Fassett and 660 feet beyond Fort Street which is now known as Hathaway Street. Lots were sold and about fifteen homes were built. A hotel, thirty by forty feet in the shape of an L, was erected. In addition to this, a tavern was built.

The town was named Oregon by Pierre M. Irving, a nephew of Washington Irving, author of the popular book *Astoria*. This book attracted considerable interest in John Jacob Astor's trading lands which were located in what is now the city of Oregon. The story, however, is an account of Astor's fur trading in the territory of Oregon; but since the nephew was representing Astor's interest in fur trading east of the Maumee River, he succeeded in having the town named *Oregon*. In 1838, Mr. Irving accompanied by his wife, went to New York expecting to remain there for the summer; but for some reason he never returned.

FIRST STEAM SAWMILL

Charles V. Jennison built a sawmill in 1836, in the town of Oregon. This was the first steam powered sawmill in operation. It furnished the planks for the first bridge across the Maumee.

The next year a schooner was built at the sawmill called the *Ottawa* and sailed on the Great Lakes for many years.

EFFORTS TO PROMOTE OREGON VILLAGE

Seemingly, Oregon was a thriving town with a

Organizations and Development of Oregon Township

future. Mr. Street knew that in order to keep the town growing the legislature must be persuaded to change the proposed route of the canal. He went to Columbus and argued the case before the assembly. He proposed the canal should cross the river above Oregon so the route would come to Oregon. This would make Oregon a port. From here, goods could be shipped by the way of the Miami and Erie Canal as far south as Cincinnati. Cargoes could be transferred to lake vessels and sent to cities and towns along the Great Lakes. His arguments were very convincing. In fact, the representative of this district told Mr. Luther Whitmore if Mr. Street had brought another lobbyist with him to reinforce his arguments, he would have been successful. Then Oregon would have developed into a large city. But the legislature accepted the recommendations of Mr. Williams which stated that the mouth of Swan Creek was the most suitable point to transfer cargoes from canal boats to lake vessels. Vistula and Port Lawrence united as Toledo, and it developed into a large city. However, Mr. Street had faith in the possibilities of Oregon and held on until 1840, when he sold the hotel to Luther Whitmore for a shilling. The property, including the town lots, now became farming land. Thus, the attempt to establish a village of Oregon failed but the name lived on.

OREGON TOWNSHIP

Again Isaac Street took the initiative and on June 11, 1837, he and others presented a petition to the County Commissioners requesting that a new township consisting of the territory east and south of the Maumee River be established under the name of *Oregon Township*.

FIRST ELECTION

The county commissioners were Samuel Bartlett, William P. Daniels, and Robert Gower. They granted the petition and ordered an election of township officers. It was held in the home of Isaac Street on the 4th of July.

The judges of the election were Joseph Prentice, Hiram Brown, and Isaac Street. The clerks, Elizar Stevens and Aspah L. Mehurin, conducted the election and reported the following officers were duly elected by the majority voters of the township.

Trustees: Joseph Prentice, Hiram Brown, and

Gabriel Crane

Township Clerk: David G. Coonur

Township Treasurer: Leonard Whitmore

Constables: David Jolly, Joseph Miller

Overseers of Poor: Luther Whitmore, Robert Denman

Supervisors of Highways: A. B. Ryno, David McCoughney

Fence Viewers: Charles V. Jennison, Hiram Vinal

Trustees of School Lands: Isaac Street, A. B. Ryno

Treasurer of School Lands: Joseph Prentice

"Copied from poll book of the above mentioned election."

Signed by D. G. Coonur,
Township Clerk

MEETING OF TRUSTEES

According to an old record book, at a meeting of the trustees on September 10, 1837, the township was divided into four school districts as follows:

DISTRICT NO. 1

To consist of all that part of Oregon lying west and south of Sandusky Road.

DISTRICT NO. 2

To consist of all that part lying south and west of the line known and designated by the name of Indian Reserve Line.

DISTRICT NO. 3

To consist of all that part lying south and west of a line drawn parallel to the line last mentioned. Beginning at the mouth of Cove Creek on the Maumee River.

DISTRICT NO. 4

To consist of all the residue of said township of Oregon.

D. G. Coonur

By order of the Trustees

"I certify the above to be a true copy from the Township book."

Leonard Whitmore
Township Clerk

SCHOOLS

For further information on schools see the chapter on the development of schools.

Organizations and Development of Oregon Township

LISTED PERSONAL PROPERTY 1838

The tax duplicate of Lucas County for the year 1838, gave a list of Oregon Township residents who were taxed upon personal property.

The following is the list with the description and the amount of personal property on which they were taxed for the year.

HORSES AND CATTLE

Applegate, Joseph	\$144
Brown, Hiram	24
Crane, Gabriel	24
Consaul, John	72
Franchman, Michael	24
Hicks, Lawson	24
Mowoner	128
Navarre, Peter	8
Navarre, Antoine	96
Navarre, James	160
Phillips, David	8
Rino, Aaron B.	88
Treat, George D.	64
*Whitmore, Luther Jr.	160
Woodruff, E. J.	24
Brown, Jacob	80
Booth, J. H.	24
Consaul, William	24
Denman, Misses	16
Hayes, Samuel	48
Jamison, George	48
McClay, David	40
Navarre, Robert	24
Navarre, Alexander	240
*Oregon Steam Mill Company	
Prentice, Joseph	32
Salisbury, Russel	32
Whitmore, Luther	40
*Merchant's Capital	\$1000
**Including pleasure carriage	\$50

TAXES FOR 1837

The proprietors of taxable property in Lucas County, Ohio, are hereby notified that the amount levied for the present year on each hundred dollars valuation, is

For State and Canal purposes	32½ cents
For County	
and School purposes	50 cents
For Road purposes	30 cents
For Township purposes	10 cents

MORE INFORMATION ON TAXES

According to statements given by Clark Wagoner in his *History of Toledo and Lucas County* the taxable land value is given for Oregon as

3,436 acres valued at \$30,170

Value of town lots 7,282

DELINQUENT TAXES

Much speculation was carried on from 1834 to 1837. On November 1, 1837, the *Blade* published the first list of delinquent taxes. The results of the wild speculation was at its peak by 1840. At this time the *Blade* published a list of Lucas County's delinquent taxes which covered ten pages.

In the town of Oregon there were two lots owned by George Powerland, one valued at \$280 and the other at \$25. In the Upland Block a lot owned by Luther Whitmore, Jr. was valued at \$330. The tax at this time was 3% of the valuation.

Directory — 1875

From *Historical Atlas of Lucas County*

Name	Residence	When Arrived	Occupation
Blandin, D. L.	Oregon	1862 Vermont	Farmer
Bloodgett, L.	Oregon	1844 Massachusetts	Farmer
Burt, Edward	Oregon	1859 England	Farmer
Clark, George	Oregon	1873 Ohio	Blacksmith
Clark, A. M.	Oregon	1873 Ohio	Blacksmith
Crofts, Thomas	Oregon	1855 England	Farmer
Coy, Perry	Oregon	1850	Farmer
Clousing, J. F.	Oregon	1841 Germany	Farmer, Carpenter, Joiner
Dubois, J.	Oregon	1858 Belgium	Farmer
Groll, John	Oregon	1866 Germany	Farmer
Gardner, Nathan	Oregon	1830 New York	Farmer
Gladieux, Joseph	Oregon	1849 France	Farmer
Gates, J. F.	Oregon	1863 Germany	Farmer
Hicks, Wesley	Oregon	1860 New York	Farmer
Johnson, Jane	Oregon	1850 New York	Farmer
Langendorf, J.	Oregon	1852 Germany	Mfg. of Lumber
Matthews, A.	Oregon	1852 England	Farmer
Moon, T.	Oregon	1853 England	Farmer
Munday, Henry	Oregon	1857 England	Farmer
Messer, J. C.	Oregon	1844 Pennsylvania	Farmer
Miller, J. J.	Oregon	1848 Germany	Farmer
Roy, Albert	Oregon	1863 Massachusetts	Farmer
Rideout, Stephen	Oregon	1844 England	Farmer
Schriber, A.	Oregon	1853 Germany	Farmer
Scott, M. J.	Oregon	1849 Canada East	Farmer
Smithlin, M.	Oregon	1847 Germany	Farmer
Stroh, J.	Oregon	1868 Germany	Blacksmith
Smithlin, J. M.	Oregon	1852 Germany	Farmer
Tippan, J. J.	Oregon	1874 Ohio	Farmer
Yohlin, G.	Oregon	1848 Germany	Farmer

POOR RELIEF IN EARLY DAYS

When the township was organized, provisions were made to take care of the less fortunate. During the first election Luther Whitmore and Robert Denman were elected as Overseers of the Poor.

Organizations and Development of Oregon Township

However, in those days little money was available for this purpose. Therefore, to avoid the responsibility of taking care of the poor, strangers were warned not to remain in the township if they were financially unable to support their families.

No record of the early years have been located after the record of the organization, first election, and a short account of some transactions in 1837 and 1838.

RECORDS 1846 AND LATER

The records show that on April 29, 1852, the trustees appropriated ten dollars for an unfortunate family. In May of the same year another ten dollars was given to a second family in need. At various times the overseers of the poor purchased provisions for the needy.

APPROPRIATIONS

On May 5, 1855, a tax of five hundred dollars was levied for township and poor fund. As the population increased, more money was spent for provisions, clothing, medical care, and burials. The first record for burial shows that ten dollars was appropriated to bury a small girl. At that time coffins cost from one and a half to seven and a half dollars. In 1893, the cost was twenty five dollars.

FUNDS REDEEMED

Some men were able to repay money which had been spent to help their families. This was recorded as money redeemed.

INCREASED POPULATION

The population increased and economic conditions became unstable. A depression followed causing many to be unemployed. More provisions and clothing had to be purchased. The trustees made every effort to be fair in the distribution of provisions and money.

BOUGHT GARDEN SEED

At a special meeting on April 17, 1933, the trustees authorized the clerk to purchase garden seed and distribute it to those who had garden plots. Such seed as beets, turnips, corn, and peas were distributed.

UNEMPLOYMENT INCREASED

At a special meeting held July 10, 1933, the

problem became so involved that the trustees adopted a working schedule.

SCHEDULE

No. in family	Days per week	Amount per week	Amount per month
2	3	\$2.00	\$ 8.40
3	3½	2.45	9.80
4	4	2.80	11.20
5	4½	3.15	12.60
6	5	3.50	14.00
7	5½	3.85	15.40
8	6	4.20	16.00
9	6½	4.55	18.20
10	7	4.90	19.60

INCREASE IN PAY

The cost of food advanced and the government discontinued supplying the unemployed with flour. On September 18, 1933, the trustees voted to increase the salary of the unemployed five cents an hour.

ROAD WORK

The minutes show that on November 10, 1933, one hundred seventy eight men worked eight hours on the road for which they received \$3.20.

PROBLEM BECAME SERIOUS

The township trustees knew they were facing a difficult problem. They called a special meeting to discuss their situation with the State Relief Commission. However, this meeting was postponed and Richard Momenee and Sam Bullock were placed on a committee to meet with John Shetler, State Chairman of the Lucas County Relief. They postponed their meeting to November 20, 1933. At this meeting the committee made their report. After discussing the recommendation, the trustees, under State Relief, placed two hundred men on the payroll. They were assigned work on Otter Creek and Brown roads beginning November 21, 1933. Four foremen and two time keepers were in charge. The names of these men were placed on file in Mr. Shetler's office that same day.

APPEAL TO COUNTY RELIEF

On January 29, 1934, the trustees, because of insufficient funds, requested that the County Relief Commission take over the distribution of relief in Oregon.

Organizations and Development of Oregon Township

This request was considered and granted after the trustees agreed to cooperate with the County Relief Administration and coordinate the funds of Oregon Township with funds to be expended by the County Commission in rendering relief to the Township. They also appropriated \$5,000 from the General Fund of the township to poor relief of the Commission. The County Relief Commission took over the relief of Oregon Township on February 1, 1934.

STATE APPROPRIATION

To assist, the State appropriated fifty per cent and the township the remainder.

W.P.A.

Projects under the government were planned in each district so the men were given an opportunity to work. In Oregon the projects included Pearson Park, roads, cemeteries, and schools. Mr. Villhauer states at one time there were seven hundred men from Oregon employed, seventy of which were working on projects in the township.

RETURN OF RELIEF TO TRUSTEES

In time the relief was returned to the trustees. Each year when the budget was prepared a certain amount is appropriated to the Relief Fund. Money was taken from the fund to take care of the needs of the poor which during normal times was a minor problem.

TOWNSHIP GOVERNMENT

INTRODUCTION

A short review of events leading to the formation of townships and township government will give one a better understanding of the local set up.

In 1778, the territory north of the Ohio River and east of the Mississippi was taken from the British by George Rogers Clark, who had command of the Virginia troops. This country was then organized as a county of Virginia.

THE NORTHWEST TERRITORY

At the close of the Revolutionary War, this Northwest Territory was ceded by Great Britain to the United States. Massachusetts, Connecticut, New York, and Virginia ceded to United States their claims to this territory which was based on the early colonial charters. Connecticut kept 3,500,000 acres of this land known as the Western Reserve,

part of which is now Huron and Erie counties in Ohio. Virginia held a track in the southwestern part of the state. This was to be given as bounties to the Virginian Colonial troops. In 1780, Congress promised that all lands ceded by these states should be "disposed of for the common benefit of the United States, and be settled and formed into district republican states, which shall become members of the Federal Union."

THE ORDINANCE OF 1787

Congress, anticipating that these lands would be ceded to the government, adopted the Ordinance of 1787, which provided that the first few years the Northwestern Territory should have a temporary government. The laws were to be made by the governor and three judges appointed by Congress. As the population increased, this government was to be replaced by a representative government. A legislature composed of the upper house consisting of a council of five members appointed by Congress and a lower house of members chosen by the voters of the territory who would serve for a period of two years.

The Ordinance also provided that not more than five states or less than three should be formed from this territory. That, when a district had a population of 60,000, it would become a state and be given the same rights and consideration as given to the original states. Three important provisions were specified. Slavery was prohibited, religious freedom was granted to all settlers, and declared that "religion, morality, and knowledge being necessary to good government and the happiness of mankind, schools and the means of education shall forever be encouraged."

From this Northwest Territory the states of Ohio, Indiana, Illinois, Michigan, Wisconsin, and a part of Minnesota were formed.

PUBLIC LAND SALES

The government sold only to companies and speculators who purchased large tracts. Thus, the early settlers had to purchase their farms from a company or speculator who charged them a much higher price for it. A delegate, from the Northwest Territory, William Henry Harrison of the House of Representatives, persuaded Congress to change their method and sell directly to those wishing to establish homes.

Organizations and Development of Oregon Township

In 1795, the government opened land offices and sold the land to the people. The settlers could purchase a section (640 acres) or half section of land at two dollars per acre by paying one-fourth down. In a short time 200,000 acres of land in what is now Ohio were sold.

LAND SURVEY IN THE NORTHWEST

Congress, in 1785, had adopted a simple but accurate method of survey so each settler could easily locate his land. The territory was divided into townships, usually six miles square. Then each township was divided into thirty-six sections each one mile square containing 640 acres. Each township was numbered but its settlers were urged to give it a name as soon as possible.

DEVELOPING CIVIL TOWNSHIPS

The government required that the 16th section near the center of each township be set aside for the support of public schools. It also authorized the inhabitants to elect school officers and maintain free schools. Thus, the school house became a center and was used as a voting place for the citizens.

As the population increased, there was a need for a government unit smaller than a county to provide protection, build roads, take care of the poor, and other problems that might arise. To meet these needs, provisions were made for the election of trustees, clerk, treasurer, justices of peace, constable, overseers of the poor, and supervisors of highways.

METHOD OF SELECTING OFFICERS

A legislative council was formed in 1790, composed of Governor St. Clair and three judges. This council ordered that all counties be divided into civil townships with boundaries coinciding with the surveyed townships. The courts appointed constables, overseers of the poor, and township clerks.

In 1804, the year after Ohio became a state, the General Assembly directed that the entire state be divided into civil townships.

A township could be created whenever eighty people were found to be living in an area of five or six square miles.

TOWNSHIP GOVERNMENT

The Ohio Revised Code defines a township as "a body politic and corporate, for the purpose of

enjoying and exercising the rights and privileges conferred upon it by state law."

Thus, the township is governed by specific powers granted by the legislature. If need arises for township officials to decide how to deal with a problem for which there is no provision in the law, the trustees must obtain permission from the state legislature before taking any action.

TOWNSHIP OFFICERS

The constitution of Ohio gives the legislature the power to provide by general law for the election of township officials that may be necessary. At present the law provides for three trustees, a township clerk, justices of the peace from districts, constables, and in certain cases township road superintendents, and cemetery superintendents.

ELIGIBILITY

To hold office one must be a citizen of the United States, twenty-one years of age or more, and have been a resident of the state for one year, and in the county and precinct forty days previous to the date of election.

FURTHER INFORMATION

For further information regarding duties of officials, sources of revenues, and services provided by the officials see *The Government of Ohio — State and Local* by William B. Guitteau.

PROBLEMS CONFRONTING NEW OFFICERS IN 1837

In the first election of officers Trustees of School Lands and a treasurer were included. The records of the proceedings of these officials are limited, but one may conclude that the three school trustees acted as the first Board of Education since at their first meeting they divided the township into school districts. After schools were established three directors were appointed to transact business for each school. One of the three was designated clerk of his school district. He also served as one of the Board members of the township. Thus, there were as many Board members as there were schools. For example, in 1914 Oregon had eleven school districts which entitled them to eleven Board members.

Oregon was a new township covered with dense forest with the exception of portions along the river

Organizations and Development of Oregon Township

that had been cleared by the early settlers. Much of it was swampy. The land was low and level so the natural sloping toward the river and bay was slight.

As the settlers came in and took up land claims farther from the river, the clearing and draining of the land were the first problems to be considered. Naturally, the owner took care of the problem of clearing the land as quickly as possible.

Reuben Kent told how his father cleared a plot of land, then built a fence around it to keep out the animals. He planted corn and other crops in this plot and continued to clear more land. Since each farmer allowed his stock to roam about finding their own food, a system of marking the stock had to be established.

This brought a need for fence viewers and a necessity for the recording of each individual's brand. It also brought a need for the study of drainage. There are some interesting accounts which show how these problems were met.

BRANDING STOCK

The owners of stock decided upon a mark and filed the same with the County Recorder. The stock was branded with the owner's mark and permitted to roam around the country. When the owner decided to bring his stock home, he searched for those bearing his brand.

EXAMPLES OF MARKS OF ANIMALS

The following are some of the marks that were recorded between 1837-1845.

John Consaul's mark was a square crop off the right ear and a hole in the left.

Francis Jeninson's a crop off the right ear and slit in the left.

John Lamb's a slit in both ears.

George D. Treat's a swallow fork in the right ear.

Oliver Stevens' a square crop off the right ear.

John Fassett's a square crop off the left ear.

STRAY ANIMALS

When stray animals were found, what were called *Estray Notices* had to be filed with the township clerk. The following is a copy of such a notice taken from the clerk's journal.

"Oregon, Lucas County, August 9, 1855"

"Jesse Oles appeared before me and entered a notice of Estray ox as follows:

"This is to certify that I have taken up one stray ox supposed to be six or seven years old. A large red ox — white tail and white under the belly, and some white on the forehead below the horns, and some white on the rump, found in my corn field, Oregon Township, Lucas County, Ohio."

J. Oles

Dated August 7, 1855

Attest: Ezra Howland, Township Clerk

EARLY GREETINGS TO STRANGERS

In the early history of the township the constable greeted a stranger by reading a warning. This was done to avoid taking the responsibility of providing clothing and food in case this person, because of illness or other reason, was unable to take care of himself and members of his family.

The following is a statement of one such warning given to a man by the name of John Rock.

Statement of Clerk — Oregon, January 27, 1838

"Joseph Miller, constable of the township of Oregon, presented to me a warning which he served upon John Rock and his family, warning them to leave said township forthwith. Said warning dated January 23, 1838, and signed by Luther Whitmore, Sr., one of the overseers of the poor of said township."

Roger W. Hilton,
Township Clerk

INDENTURED CHILDREN

To understand what follows the reader should keep in mind that many of our pioneers came from the eastern states as New York, New Hampshire, Vermont, and others in that section of the country. A number of these colonists were indentured servants. Those men and women signed an agreement to work without pay for from five to seven years for the person or company that paid their passage to America. These colonists came from England to the states mentioned above. At the end of the term of service, an indentured servant often received from his employer two suits of clothes, two hoes, and an ax. The colonial government gave him land and he became a middle class freeman with the right to take part in the government and activities of the colony. Most of the people came of their own free will and accepted the terms of the contract.

Organizations and Development of Oregon Township

So this custom was brought into different states in dealing with children. Similar agreements were made between the trustees of Oregon Township, the child concerned, and the person to whom the child was bound for service.

To make the contract legal and binding, both parties appeared before the trustees of Oregon and a contract was drawn up.

A copy of such contract as recorded in the minutes follows.

Contract

"Indenture of Service between Gabriel Crane, Elijah J. Woodruff, and John Consaul, Jr. Trustees of Oregon Township, Lucas County, State of Ohio and Mary Louise Oles witnesseth, That the Said Mary Louise Oles aged seven years on the Tenth Day of July in the year One Thousand Eight hundred and Forty Eight By and with the consent of the Said Trustees hath and doth hereby bind herself as an apprentice unto the Said Charles Brown until the Tenth Day of July in the year of Our Lord One Thousand Eight hundred and fifty nine from the date hereof:

"And that the Said Mary Louise Oles by the Said Trustees doth hereby covenant with Said Charles Brown to faithfully serve him and covertly herself during the term of her Service, and that Charles Brown doth hereby Covenant with Said Mary Louise and Gabriel Crane, Elijah J. Woodruff, and John Consaul, Jr. and each of them.

"That he will teach the Said Mary Louise Oles all necessary housework and will provide her during said term of Service with meat, lodging, medicine, clothing, washing, and all other necessities suitable for a Servant and will teach or cause to be taught to read and write and also the four first rules of Arithmetic and at the expiration of said term of service will furnish the Said Mary Louise Oles with a new Bible and at least two suits of common wearing apparel.

"In Testimony whereof the Parties have hereunto set their hands and seals this first day of April in the year 1848."

Charles Brown (L.S.) Seal

E. J. Woodruff (L.S.) Seal

Gabriel Crane (L.S.) Seal

"The above recorded this 31st day of June in the year 1848."

Attest George D. Treat"
Township Clerk

ROADS AND DRAINAGE

Most roads followed old Indian trails. The Indians followed routes that avoided swamps but usually were the most direct routes to the points they wished to go. Since there was an Indian tribe living east of Bono, an Indian trail had been established between Bono and the Maumee River. The various tribes of Indians often gathered at Presque Isle for religious ceremonials and council meetings. August Tank told how the early pioneers followed this Indian trail as they came to Victor Metzger's general store on the corner of Jerusalem and Wheeling for supplies. Since they used horses and a wagon to make the trip, they had to carry axes with them to cut away any trees that had fallen across the trail. This trail, of course, formed the route that later became known as Jerusalem Road.

Mrs. Frank Ackerman recalls hearing her mother tell how she followed this trail when she walked to Momeneetown to attend a dance.

An Indian trail from Presque Isle eastward following the shore line of the bay and lake had been established. As people settled along the Maumee east of the river they made use of this trail cutting the timbers to make it wider and formed what we now call Bay Shore Road. However, this trail followed along the Bay to Presque Isle where later a bridge was built connecting the island with the mainland.

The road continued over Otter Creek and followed Duck Creek to what is now Millard Avenue; then on to the river front continuing along the water to what is now East Toledo and south along the river to Perrysburg. Later the road was planked from Presque Isle to Perrysburg.

A settlement grew up around what is now known as Momeneetown at the corner of Stadium, formerly Big Ditch, and Corduroy Roads. Jeremiah Clay, DeBolts, Ai Ransom Fassett, Hamlyn, and others had purchased land just west of this corner. In fact, the DeBolts owned land on the north side and Clay on the south side of the narrow mud road. To improve this road so trips could be made to Toledo throughout the entire year, the settlers built a road of logs. Since this territory was covered with dense forest, the problem of obtaining logs was simple. Large trees were felled and split in the middle, then were laid lengthwise about eight feet apart. Other trees were split and laid on top

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of these runners to which they were spiked. Half of the road was covered with logs, the other half was mud. However, the horses preferred to travel the log covered road as it was much easier to pull a load.

Since these early settlers purchased sections and half sections of land, the need for roads one mile and in some cases one half mile apart was urgent. Thus, the roads running east and west were Bay Shore, Cedar Point, York, Millard, Corduroy, Seaman, Starr, Jerusalem, Pickle, and Brown.

As more settlers arrived, crossroads were a necessity. Reuben Kent recalls traveling over the Wynn Road when he was a very small child. He said it was a narrow trail with stumps in the roadway at various places. As they travelled around one stump after another, a very crooked trail was blazed from the north to the south side of the township. In this way, trails running north and south were made a mile apart. They were Wheeling, Otter Creek, Yarrow, Coy, Lallendorf, Wynn, Stadium, Bury, from Brown to Jerusalem, then continuing as Norden to Bay Shore.

In time these trails were cleared and each made wider. To improve the roads each male citizen worked a given number of days on the road under the direction of a road supervisor or paid a road tax.

These roads were so muddy and soft that it was impossible to travel over them during the spring. On one occasion death took the mother of a family living on Seaman Road. At that time the Seaman Road was impassable, so the funeral director made arrangements to use a lane which extended from this home to a little grove at the north end of the farm. This brought them within a half mile of the Jerusalem Road which was improved. By special permission the director was given the right to continue across a meadow to the improved road.

At times the Otter Creek Road leading to the North Oregon Cemetery was impassable. At such times men clad in hip rubber boots carried caskets from one of the improved roads to the cemetery.

RECORDS OF EARLY ROADS

According to the records "right of ways" for each of the following roads were granted as follows:

Corduroy 1851 — from just west of Lallendorf to Big Ditch

1852 — from Maumee River to Otter Creek

1853 — from Big Ditch to Yondota Road

Cedar Point 1851 — from Otter Creek to half way between Wynn and Big Big Ditch (Stadium)

1857 — continued to Big Ditch (Stadium)

Jerusalem 1852 — Dearborn to half way between Lallendorf and Wynn

1853 — continued to Bury

1874 — Bay Terminal to Dearborn

Brown 1854 — Woodville to Cousino Road

Wheeling 1854 — Jerusalem to Seaman

1864 — Jerusalem to Pickle

1882 — Pickle to County Line

Big Ditch 1853 — Maumee Bay to Wood County Line

Bay Shore 1851 — Otter Creek to Big Ditch (Stadium)

1857 — Big Ditch to Norden

Woodville

This was a trail twelve feet wide beginning at the river and extended to Western Reserve and Maumee line.

THE PLANK ROADS

A number of farmers had located in Lucas and adjoining counties by 1845. They were interested in better roads or at least some means of transportation to enable them to market their products. As shown previously, the mud roads were impassable much of the time. In 1836, the Erie and Kalamazoo Railroad was opened which turned their attention to railroads as a means of better transportation. However, after discussing this possibility the people discarded the idea because they decided: (a) that the East would receive the first railroads (b) that companies would have a monopoly, and would discourage the building of better wagon roads, and (c) that the cost would be too great. Naturally, they turned to the idea of plank roads since the material for building them was at hand. The General Assembly of Ohio gave cities authority to appropriate money for this type of road. The Toledo Plank Road Company was organized in 1848, and the work of constructing plank roads began.

Definite records of the plank roads in Oregon

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are not available but a few of our old residents recall the following roads.

The road from Presque Isle followed along the river through the eastern part of what is now Toledo and continued to Perrysburg. This was one of the first plank roads.

Another was Dearborn to Starr and out of Starr for a short distance. In 1849, the Woodville Plank Road was built. It followed Oak Street to Woodville, thence east to Cleveland. The road was made of three inch plank laid in blocks of same thickness. A toll was charged for use of these roads from which the company expected to realize a large enough income to defray the expenses, keep up repairs, and provide a profit for the investment. However, these roads required much more repairing than was anticipated. In fact, there were times when horses traveling over them stepped into one of the holes and suffered a broken leg. Mr. Wake Matthews recalls this happening to one of their horses.

After experimenting ten or twelve years with this type of road the company went into the hands of a receiver.

Although this project failed, it was a success in opening and improving the country through which the roads passed.

UPKEEP OF ROADS

For sometime the upkeep of all township roads was in charge of two supervisors of highways. Later superintendents of the roads under the trustees took charge. Many men worked on the roads, in lieu of paying a tax, others paid a poll tax which was placed in a road fund. Since the first roads were narrow trails, one of the first improvements was that of making each road at least sixteen feet wide.

PATHS

As early as 1909, people in different parts of the township petitioned the trustees to build cinder paths.

Some of the petitions were for paths as follows: from Cedar Point to Bay Shore along the Wynn road, from Jerusalem to Pickle along Grasser. In fact, paths were built along roads leading to most of the schools. The one from Tierney's Corners to Moneneetown, thence along Corduroy to Momeneetown School was made of plank. These

paths were a great help to children walking to and from the schools.

MODES OF TRAVEL

In the early days much of the traveling was on foot. Men often walked fifteen or twenty miles in a day. Those who owned horses rode horseback to and from various places. Stanley Kent, who lived on Wynn Road, walked from his home to old Central High School on Michigan Street.

TRAVEL WITH OXEN

Oxen hitched to wagons made their way slowly over the trails. This method of travel made it possible for women and children to travel. The men carried axes as it was often necessary to remove a tree that had fallen across the trail. This same method of travel was used when going after supplies and food.

WOMEN LEARN TO RIDE HORSEBACK

Since roads were impassable part of the year, women learned to ride horseback. This proved to be a great help during times of need.

BY FERRY ACROSS THE RIVER

Business transactions made it necessary to cross the river frequently. Since there were no bridges, ferry routes were established. "The first Licensed Ferry over the River at Toledo was that of Alva D. Wilkinson, whose permit was granted by the Court of Common Pleas in April 1836." — Wagoner. R. C. Denman, of Manhattan Township on the east side of the river, was granted a permit. He kept a ferry at Manhattan and crossed the river from the foot of Michigan Avenue. William Con-saul ran a ferry from the foot of Adams Street. He began his route in 1840.

There were other companies that obtained permits at various times, one of which was the Toledo and Woodville Plank Road Company. A schedule was established so that boats left each side of the river every half hour. Fares were established as follows: horse and rider, 10 cents; horse and buggy, 15 cents; two-horse carriage, 30 cents; animals, 5 cents each; foot passengers, 3 cents. This company continued until the Cherry Street Bridge was built in 1865.

Many residents of Oregon and Manhattan Townships crossed in their own boats or canoes.

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J. C. MESSER FORDS RIVER

J. C. Messer bought a yoke of oxen from a farmer on the west side of the river. He drove them along the river to Perrysburg Rapids where the water in the river was low. Here the oxen forded the river.

CROSS BY RAILROAD

People living in the vicinity of Ironville often took the Wheeling and Lake Erie train to cross the river. This brought them into the Wheeling Lake Erie Passenger Station on Cherry Street. From this station horse-drawn street cars took them into the business section of Toledo.

RAILROAD FROM IRONVILLE TO INTERIOR

A railroad was built from Ironville to a sawmill located on the Wadsworth farm, now the home of Melvin Navarre. This road extended east between Cedar Point and Corduroy roads to about a mile east of Stadium, thence in a southeasterly direction to the sawmill. The rails were made of wood. This was called the *Sunnybrook Railroad*. It carried lumber from the mill to Ironville where it was converted into charcoal.

CHILDREN WALK TO SCHOOL

Often children walked four and five miles to and from school as one small school served a community covering a large area. Children walked along ditch banks seeking the highest spots to keep out of the mud and water. Sometimes a ditch crossed a field and this gave them a short cut.

DIFFICULTIES TRAVELING WITH HORSE AND BUGGY

A person traveling by horse and buggy carried a stick with which he removed the mud that collected between the spokes of the wheel. The mud filled the open spaces and continued to collect until it became very difficult for the horse to pull the buggy. The driver would then give the horse time to rest while he removed some of the mud with the stick.

MUD BOATS

Many farmers made what was called a *mud boat*. Two wide planks curved up at one end were used as runners. These were fastened by cross

pieces on which was placed a wagon box or a floor of planks. It would slide over the mud quite easily and farmers used this conveyance to haul corn, cornstalks, logs, and what not from the fields and woods.

It even served as a sleigh when snow was on the ground. Young people enjoyed making rapid turns with it, hoping someone would roll off and thus gave them quite a thrill.

OTHER VEHICLES

When roads were very muddy, a two wheeled open carriage, called a gig, was often used. Another conveyance, sturdy but light, was the buckboard.

IMPROVEMENTS

Travel with horses and wagons or buggies became more prevalent after the roads were widened and graded. In what was called the Gay 90's many young people often drove a fine span of horses hitched to a surrey. Usually two or more couples would enjoy a drive through the country to some summer resort.

AUTOMOBILES

In the early 1900's, some roads had been stoned and some of the residents purchased automobiles. Charles Munding, Horace Coy, and Wake Matthews were among the first to use automobiles. Mr. Matthews recalls the Ford he owned in 1912. This opened the way for others and even though many of the roads were unimproved, it was possible to travel over them during the summer months. Then using chains one was able to slip and slide over the mud roads for a mile or less to an improved road.

DITCHES

The land being low and level there was need for drainage to take the water off the farms and roads. To meet this need ditches were dug at the side of every road following the entire length of each and planned so each ditch or its outlet ran to the Maumee Bay or emptied into other ditches which finally led to the outlet.

DIGGING OF DITCHES

In the early days these ditches were dug by hand. Men became quite expert in the use of the shovel

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and worked on ditches ten hours a day for one dollar.

THE BIG DITCH

The Wolf Creek, flowing in a northeasterly direction from Wood County, brought so much water as it traveled through farm lands that the banks overflowed frequently and by the time it reached what is now Stadium Road, many farms were flooded.

In order to take care of the water and direct part of its flow to the Maumee Bay, a ditch sixteen feet wide was dug. To remove such a large amount of dirt, horses hitched to what was called "hand scrapers" were used. The earth was spread upon the road. By building the road higher in the center the water drained to the side much more rapidly.

DITCH SUPERVISOR

Farmers soon learned that good drainage meant increased production, so they became interested in having the ditches cleaned frequently. In addition to this, they were interested in new ditches. The amount of time needed to take care of these requests required the full time of some man. Therefore, the trustees requested the service of a ditch supervisor.

PETITIONS

Petitions for new ditches and the cleaning of old were presented to the trustees. After deciding to grant such requests, the supervisor was given the task of laying out new ditches and apportioning the rods assessed to each owner. The amount assessed was in proportion to benefits his land received. He was notified of the amount and given the privilege of doing the work himself, hiring someone to do it, or paying the tax levied for the purpose of having the work completed under the supervision of a ditch supervisor. A number of owners did not live on the farm, thus these men employed someone to take care of this work. Others preferred to pay tax so the ditch supervisor sold the jobs to the lowest bidder and the property was taxed for the cost.

NOTICE OF PETITION

The following is a copy of a petition for a new ditch followed by a notice to one land owner of the number of rods assessed to him.

To E. Burt Esq.

"You are hereby notified a petition has been filed by myself and others with the Township Clerk of Oregon Township Lucas County, Ohio praying for the locating and establishing of a ditch, drain or water-course, commencing 10 rods east of the quarter post of Section 9 R 8 Town 10 on the south side of and 14 feet from the center of the road, running thence west along said road to a creek crossing Sec. 8, T 10 R 8."

Which said petition will be for hearing by the Township Trustees at 2 o'clock P.M. on the 1st day of September, 1885 at line of ditch.

August 27, 1885 Signed by J. A. Messer"

The petition was granted and a notice sent by the clerk to each owner assessed.

COPY

"To Edward Burt Esq.

"The Township Trustees have assigned to you as your portion of the work of Constructing Township Ditch No. 3 the Whole of Working Section No. 10, being assessed to E. $\frac{1}{4}$, S.W. $\frac{1}{4}$ of Section 9 Town 10 Range 8 in Oregon Township, Lucas County, Ohio and situated between Survey Stations ——— and ———, in all 13 rods, which work you will preform according to the specifications given below, and complete the same fully by the 5th day of December next.

"They have also assessed to you \$.39 as your portion of the costs of viewing, hearing, locating and establishing said Ditch, which you will pay on or before the 7th day of November next.

"At meeting of Board

Alfred Yenzer,
Township Clerk"

Specifications

"Bank Slopes $1\frac{1}{2}$ ' Base to 1' Vertical
"All trees and stumps of which more than one half stand upon line of the Ditch, to be removed, and all trees and stumps at less than that distance upon the line of the Ditch to be cut down perpendicularly. When the ditch occupies the line of any road, the excavated earth is to be cast thereon; and all excavated earth to be removed at least 4 feet from the bank slopes; all flood-wood and fallen timbers to be removed at least 16 feet beyond the center of the line of the Ditch.

"Cutting in Feet	Width of Ditch in feet
3	Top
	Bottom
	10 ft. 2 ft."

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CHANGES

All the ditches were from three to four feet deep. As the mode of travel changed from horses to automobiles, accidents often occurred as automobiles went out of control and landed in the ditches. Then during the summer weeds grew in ditches and often interfered with the flow of the water. At various places the water remained and became stagnant. People living along these ditches petitioned to have large sewer pipes made of cement placed in these ditches and covered with earth which had to be hauled in for this purpose. To take care of this improvement the property benefited was assessed at a certain amount per rod.

This eliminated any further upkeep of the ditches and improved the appearance as well as providing safety in travel.

Many of the ditches are now covered, for example, ditches along Jerusalem, Seaman, Starr, Corduroy, Bay Shore, and other roads. Some of the ditches are still open, such as the Big Ditch, except in places where by special petition part of it has been covered. The portion that borders the property of Clay Chapel Church is an example.

FUN IN THE DITCHES

Often the ditches were filled with water which afforded a fine place for a raft. Groups of children made their own rafts and each one secured a long pole, then with considerable effort placed the raft into the water. How exciting it was to mount the raft and sail down the ditch! The water moved quite rapidly and at times the raft would get out of control. What happened? The owner was thrown into the water and soaked to the skin. But that was part of the fun until Mother or Dad discovered what happened, then the fun was spoiled.

SPEARING CARP

The high water also brought carp into the ditches. Then with spears or pitchforks the young people would go fishing.

CATCHING FROGS AND TADPOLES

In time the water drained into the bay leaving shallow water in the ditches, especially under the bridges. Here the younger children screamed with delight as they captured tadpoles and frogs. On one such occasion the writer recalls that three little girls on their way home decided to follow

the ditch bank. Forgetting everything but the wonderful time they were having catching frogs, they were made aware of the fact that it was long past time for them to be home by the appearance of their aunt. Where did she find them? Under a bridge catching tadpoles and putting them in cans to bring home. What a sight they presented! Muddy feet, soiled dresses, but happy faces. How should this situation be met? They sat down and talked it over, then proceeded homeward feeling sure all would be well since their aunt would plead their case.

FISHING IN THE CREEK

Children living near the creeks, armed with fishing poles and worms, sat hour after hour catching the little fish that found their way into the creek while others tried out their toys or homemade boats as they followed them along the creek bank.

MAIL SERVICE

During the early days mail for the people of Oregon was received at a post office located in East Toledo. The people went to East Toledo to send or receive their mail.

As more people moved into the eastern portion of the township, there was a demand for better service.

POST OFFICE ESTABLISHED

A post office was established at Momeneetown February 24, 1892, and Joseph E. Page was appointed as postmaster. On October 23, 1892, Enos Momenee became postmaster. This arrangement was convenient for the people of the surrounding territory. Most of them purchased their groceries and other supplies at Momenee's General Store so one trip could take care of the mailing of letters, checking to see if there was any mail for the family and doing the shopping.

Mr. Momenee served continuously as postmaster until July 15, 1900.

RURAL FREE DELIVERY

"Farmers' organizations, especially the National Grange, were active in getting Congress to provide money for free delivery of mail to rural areas." *World Book*.

The first rural deliveries were made in West

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Virginia. The number of routes increased and the service was extended to other states. By 1917, mail service was established in most of the states. Later the parcel post system was added and farmers were able to order supplies from great mail order companies. Many families sat around the table in the evening and enjoyed a shopping tour with the aid of Sears, Roebuck or some other company's catalogue.

In 1900, routes were extended from Station A post office through Oregon Township. Each route covered about twenty five miles. This was a long day for the mail man as he traveled over miles of mud road. During the winter and spring the horse often found it difficult to pull the buggy, but in spite of the roads and weather, the trip was made every day.

IMPROVED ROADS

Mud roads and ditches provided the answer to the problem for some time, but people felt the need of better roads especially during the spring and winter. Farmers needed these roads so they could haul their grain, hay, and other produce to market, during the winter months. They were willing to sign petitions requesting that the roads be stoned. This meant they would not object when the county or state placed an extra assessment on their property to pay for this improvement. Some leading citizen residing on a particular road took the initiative. He obtained the petitions and went from home to home to secure their signatures. After obtaining the required number of signers and having the petition properly indorsed by a Justice of Peace or Notary Public, it was presented to the Commissioners. The signatures were checked to determine whether or not the people who signed lived and owned property along the particular road. Then a hearing was held to give anyone who would be taxed for this improvement an opportunity to protest. If the majority desired the improvement, the road was granted and a contract given for the building of same.

EARLY STONE ROADS

In the building of the first stone roads, large slabs of stone were used to form a foundation. Then this foundation was covered with crushed stone over which a fine layer of stone was spread. Since the cost was so great, often just one side

of the road was improved. During the dry weather clouds of stone dust was raised by every passing vehicle. This led to further improvements and at present all roads are tarred or macadamized.

DATES

The trustees have charge of unimproved roads. Their records give an account of the right of way, cleaning and grading of roads, but no record of stoning except in cases where they appropriated a certain per cent of the cost of stoning as in the case of Otter Creek Road. Unable to obtain any records the approximate dates are given based upon information obtained from two or three persons who recall when their particular road was improved.

APPROXIMATE DATES OF IMPROVED ROADS

Jerusalem to Big Ditch Road	1888
Cedar Point to Big Ditch Road	1889
Corduoy to Big Ditch Road	1909
Bay Shore to Big Ditch Road	1918
Seaman to Big Ditch Road	1917
Starr	July 9, 1921
(This date was given by Mrs. Jennie Coy who had recorded it in her diary.)	
Pickle to Big Ditch Road	1914
Brown to Big Ditch Road	1911
Millard to Otter Creek	1918
Otter Creek to Bay Shore	1918
York Road	between 1917 and 1920
Wheeling	between 1892 and 1894
Wheeling from Pickle to Brown	1928
Yarrow	1927
Grasser	1916 or 1917
Lallendorf	1915
Coy	1923-25
Wynn	1924
Norden and Bury	1927
Big Ditch	1914

MODERN ROADS

People enjoyed their improved roads, but progress demands changes. Increased traffic together with increased speed made the widening of many roads, resurfacing and repairing of others, necessary.

DEMANDS FOR MORE ROADS

Oregon is growing rapidly. The problem of roads is one that is ever present as new additions are being developed.

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ADDITIONS IN OREGON

—A—	—K—
Andes Rue Addition	Ketchman's Cresceus Heights
—B—	—M—
Baumie Beach Addition	Maginnis Plat
Baywood Addition	Maginnis Plat I
Brand's Addition	McTigues Addition
Brandville Addition	McTigues Addition
Brookhaven Addition	Momenee Addition
Brookhaven I	Momenee's Seaman Road Addition
Brynhaven I-II-III	Moundview Park
Bury Addition	—N—
—C—	Nelms Auto Inn Addition
Case's Addition	—O—
Case Farm Beach	Oakdale Gardens Addition
Case Farm Beach I	Oregon Park
Cloverdale Heights	—R—
Coy Place	Restmore Beach Addition
Coy School Addition	Restmore Beach Extension
Crossett's Eastwood	—S—
—D—	Sanguishine Addition
Dakin's Addition	Schmidlin Place
Dave Gribbins Dirst	South Shore Place
Delta Addition I-II	Starr Avenue Addition
Dewhart Place	Szabo Addition
—E—	—T—
Earlwood Heights	Tabernilla Place
East Harbor	Taylor Farms Addition
East Harbor I	—U—
Eastern Plains	Ulrich's Addition
Easthighland I, II, III	—V—
East Hollywood Addition	Valley Park
Eastmoreland	Victory Place
Eastmoreland I, II	—W—
Eastport	Willow Beach Addition
Euclid Park	Woodland Beach
—G—	Woodville Heights
Granbrees Addition	
—H—	
Hillwood Gardens	
Hollandale Addition	
Homestead Addition	
—I—	
Immergrun Addition	

ROADS IN ADDITIONS

The roads in many of these additions were not improved until 1934. The township had very little equipment with which to work. In 1934, the trustees purchased a one and one half ton truck, then a second truck in 1936, and in 1938, a two ton truck was added. By this time they had thirty four miles of roads in these additions.

The first improvement in the roads was made by purchasing cinders from Interlake Iron Corporation and Wheeling and Lake Erie Railroad Company. The trustees employed men to haul and spread these cinders upon the roads in these subdivisions. Many complaints were received about the dust caused by the travel on the cinder roads. The trustees then had an opportunity to purchase scrap stone at forty cents a ton. In order to take care of the dust problem the roads were oiled. During this time the trustees made use of W.P.A. labor.

Euclid Park improvements were made by the county.

In time the trustees realized that they would save money by surface treating these roads therefore eliminating the oiling and the constant repairing of the roads. They began with Cresceus Road and continued year by year until all the roads had been improved.

NEWER ADDITIONS

From previous experience the trustees found it a saving over a period of years to assume twenty-five per cent of the cost of the new roads being built in the subdivisions. Thus, good improved roads are built at the time the subdivision is being developed. This same policy has been continued by the city council.

At present there are one hundred thirty three miles of road and four traffic lights.

HEALTH

A growing community soon brings a need of improving living conditions which will prevent the spread of disease, especially those of a contagious nature. The cholera and diphtheria epidemics were examples of the toll taken during such trying times when communities lacked facilities, knowledge, and protection. To combat such problems, the State appointed a Board of Health. Naturally the larger

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communities received attention first, but in time the need of smaller and more scattered communities was brought to their attention. This led to laws which gave trustees the power to appoint health officers and the making of regulations to control the problems that arose.

HEALTH OFFICES PROVIDED

The record shows that on April 27, 1894, health officers were elected as follows:

- Precinct 1 — J. J. Miller
- Precinct 2 — David Navarre
- Precinct 3 — John Tierney

HEALTH REGULATIONS

On July 22, 1894, the trustees adopted regulations set up by the State Board of Health.

These regulations included duties of physicians in regard to reporting cases of contagious diseases such as cholera, smallpox, diphtheria, yellow fever, typhus fever, and scarlet fever. Physicians were to report within twelve hours to the clerk of the Board of Health of the township.

QUARANTINE

The health officer was then required to post a quarantine card on the house which gave the name and character of the disease and forbade ingress or egress to or from the house without a permit from the Board of Health.

FUMIGATION

After the patient recovered, the house was to be fumigated as specified by the State Board.

DISPOSAL OF CORPSE

In case of death of the patient the corpse was to be buried as soon as possible. The body was not to be taken into any chapel, church, or public place. No children were permitted to attend services. Furthermore, the corpse could not be buried outside the township unless a certificate had been obtained from the Board of Health.

A corpse could not be interred or disinterred in any cemetery of the township or outside without a permit.

OTHER REGULATIONS

Other regulations which pertained to food and water were included as follows.

No outhouse, sink or stable was to be drained within fifty feet of any well.

All outhouses were to be cleaned at least once a year.

All vegetables and meat were not to be offered for sale if infected with any disease.

All animals must be at least four weeks old before being killed for food.

Skimmed milk was not to be sold unless the buyer had been notified.

These and other items, pertaining to the protection of the health of the community, were printed and posted throughout the township.

The penalty imposed for violation of any of the regulations was a fine not to exceed \$100 or imprisonment not to exceed 90 days, or both.

REPORT OF HEALTH SUPERVISORS

According to the minutes the health officers inspected the outhouses at each school and reported that they were filthy and should be cleaned.

The trustees ordered the clerk to notify the Board of Education in regard to the condition of the vaults and require the Board to have them cleaned immediately.

PUBLIC WELLS

Pure water was important to the health of the community. Communities became interested in their water supply. In time an act was passed by the State Legislature to give the trustees authority to spend money to drill artesian wells.

COPY OF AUTHORITY

“To Authorize Trustees of townships to provide watering places in their township.

“Section 1 — Be it enacted by the General Assembly of the State of Ohio that the trustees of any township in this state are hereby authorized to appropriate from the road fund of their township money to provide and maintain suitable places for procuring water for man and beast on any public highway in their township when they may deem it necessary for the convenience of the public, provided that not more than fifty dollars shall be expended in any township in any one year.

“Section 2 — This act shall be in force from and after its passage.”

Passed April 5, 1866

F. Hitchcock, Speaker pro tem
of the House of Representatives
Andrew G. McBarney, President
of the Senate

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PETITIONS FOR WELLS

The minutes record petitions that were filed with the trustees and granted for wells in the following locations: Debolt's Corner in 1873, The Northwest corner of Peteau Track on Bay Shore Road 1878, at Vic Metzger's store 1886, near Henry Munday's farm on Pickle Road, and corner Big Ditch and Seaman Road in 1894. In addition to providing these wells, watering troughs were to be installed at each well to take care of the animals.

The same type of well was provided for each school by the Board of Education.

INCREASED COST

It is interesting to note the cost of the well at Seaman and Big Ditch in 1894 was \$110. By this time, farmers were drilling their own wells equipped in many cases with windmills which provided their stock and family with plenty of pure, fresh water.

CLERK OF BOARD APPOINTED HEALTH OFFICER

In time the trustees appointed the clerk as Health Officer. It was his duty to enforce the health regulations.

LACK OF AUTHORITY

Progress was made, but lack of authority, as well as knowledge in regard to the many types of diseases, made it necessary to consider a better method of solving these problems. This brought about the development of a county health system.

COUNTY HEALTH DEPARTMENT

The General Assembly of Ohio passed an act on March 29, 1887, giving cities the right to establish boards of health, but few cities exercised this authority. Physicians were urged to use their influence in getting municipal councils to establish health boards. "President Cretcher, of the State Board of Health in an address in 1888, urged a system of full time county health officers as the most effective means of administering public health." Quotation from *pamphlet of Lucas County Board of Health*.

The result of this suggestion was an act of General Assembly requiring every municipality with a population of five hundred or more to estab-

lish a Board of Health and employ a health officer. However, these boards lacked power and the rural districts were left without protection.

Gradually, changes were made. By January 1, 1920, county Boards of Health began operating. In Lucas County this Board had charge of all Lucas County outside of the city of Toledo. Thus, small villages, towns, and rural districts were given the benefit of a trained health commissioner and nurses.

BOARD OF DIRECTORS

The Board of Directors was composed of five men from various parts of the county who employed a health commissioner. He recommended nurses who were employed to assist in carrying out the health program for the county, outside Toledo.

HEALTH COMMISSIONERS

The following health commissioners served:

Charles Koenig, M.D.	1920-25
Fred DeVore, M.D.	1925-35
M. R. Kukuk, M.D.	1935-36
T. W. Mahoney, M.D.	1936-49
F. E. Mahla, M.D.	1949-59
Dorothy Van Ausdal, M.D.	1959 to present

NURSES

The following nurses have served Oregon and Jerusalem:

Minnie Minnick
Blanche Wessling
Ruth Kipp
Vesta Humberstone

Mrs. Humberstone began her work in 1944, and has been serving ever since in solving the problems in this territory.

SCHOOLS AS HEALTH CENTERS

Since the schools are community centers, especially in the rural sections, the nurse assigned a territory contacted the executive head of the schools. After discussing the health problems, visitations were made at each school in the district. With the help of the principals, students needing medical care were contacted. These contacts opened the home to the nurse and a process of education began.

Progress was slow and at times very discouraging. Much time had to be spent on contagious diseases, skin eruptions, and cleanliness. A manual was prepared by the Health Department and copies

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placed in the hands of the teachers. Whenever a teacher observed any symptoms that might mean the child or children had some contagious disease, the children were sent home and parents notified that they were not to return until checked by the nurse.

EXAMINATIONS

In time the eyes of every child in school were checked, then a program of checking for deafness was started. The Oregon Board purchased the machine for checking the hearing. An effort was made to give physical checkups and notify parents of any deficiencies. This program has been limited due to the need of more nurses and physicians.

HOME CALLS

The nurse makes home calls. She talks with parents and when they are unable to provide glasses, correction for hearing, or other services, the nurse arranges with some organization to provide the services of physicians, or specialist.

TUBERCULOSIS

Cases of tuberculosis are followed and patients are given necessary attention. When patients are willing to cooperate, the family is protected and cures are effected.

EXPECTANT MOTHERS

Expectant mothers are visited and given instruction which is a blessing to the entire family and the baby.

EMOTIONAL CHILDREN

Emotional children are given attention and arrangements made for visits to the Mental Clinic. Such treatments enable the child to adjust to normal life.

Many other services could be enumerated all of which are a help to the entire community. The greatest problem is that of lack of nurses and special workers to carry on the program.

LECTURERS AND FILMS

In addition to what has been mentioned, an effort was made to inform parents through lectures and films in regard to such topics as venereal diseases, heart, cancer, and other diseases in which the community is interested.

SHOTS

Arrangements are made to provide shots to prevent polio. The physicians and nurses set up a working clinic at a central place where parents bring children at specified times.

X-RAY

A mobile unit is equipped to take X-ray pictures of the lungs to determine whether or not the children tested have tuberculosis.

Many other services such as have been enumerated were provided. Continuation of such services with many improvements are still being provided.

THE SMALLPOX EPIDEMIC

FIRST CASES

During the fall of 1902, two oil men contracted smallpox. These men, Ed Findlay and Jim Severline, visited Pete Geoffrion's saloon on the corner of Big Ditch and Corduroy Roads. It is not known whether or not they knew they had been exposed to smallpox and were just beginning to show evidence of the disease. During this period a number of people were exposed.

QUARANTINES

As soon as these cases were brought to the attention of the health officer, the men were isolated by being sent to what was known as the Pest House in Toledo where they were placed under quarantine and given medical attention.

The saloon of Peter Geoffrion was quarantined and guards employed to prevent anyone to enter or leave the place.

Others who had come in contact with these men were under quarantine in their homes. According to the minutes this included the homes of Lambert Navarre, Peter Navarre, Mike Hofbauer, Adolph Grotz, John Schacht, Lou Wells, Chris Meier, Charles Miller, Frank Vincent, John Mottmiller.

DOCTORS COMPENSATED

Dr. Walker was in charge. Other doctors who took care of the patients were: Doctors Dale Wilson, A. D. Root, James LaSalle, Fred Ingraham, Stewart and Miller.

COST

The cost of this service was \$1213.53. Other expenses included groceries, fumigation, and the guards mentioned above.

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ASSESSOR

A new law, enacted in October 1869, provided for the election of an assessor in each township and every tenth year thereafter.

Within ten days after election each assessor filed a bond of two thousand dollars with the county auditor at which time he took the oath of office.

In July 1870, and every five years thereafter, he returned to the county auditor descriptions and value of real estate that was subject to taxation.

He reported separately all public properties, giving description of each. This included cemeteries, school houses, institutions of charity and churches.

CHANGE IN LAW

In 1954, a new law provided that the reappraisal of property be made by the county auditor. Thus, the office of assessor was eliminated.

The auditor now assigns the task to a number of men who are working in his office. The last reappraisal was made in 1960, and will be made every five years thereafter.

CEMETERIES

Oregon has two public cemeteries, one located on Otter Creek between Corduroy and Cedar Point roads, and the other on Pickle Road between Woodville and Grasser.

NORTH OREGON

This cemetery was established by the First Congregational Church which held its first services in the home of William Consaul in 1849. Written records of the transactions are not available. However, A. R. Fassett, Sr. and others with their teams helped to clear the ground for cemetery purposes. For their service they were given cemetery lots. The twelve grave lot given to Mr. Fassett is approximately 100 feet from the cemetery fence and about half way between the two driveways.

The church moved from its location on Consaul and Otter Creek roads to Fourth Street in Toledo in 1868.

The trustees of Oregon Township took over the cemetery March 1, 1856, providing paths, roadways, and completion of the laying out of lots. At this time it contained three acres.

On April 9, 1959, the trustees levied a tax of 3-10 of a mill on a dollar to take care of improvements and upkeep of same.

Mr. Maginnis reported on June 1, 1889, that a shed and speakers' stand had been completed at a cost of \$110 and that the G.A.R. would pay forty dollars toward this improvement.

G.A.R. SERVICES

In memory of the men whose lives had been sacrificed during the Civil War, special services were held each year on Decoration Day. The members of the G.A.R. marched from the road to the stand with their flags flying and their band playing military music. The committee and speaker took their places. The speaker then delivered an effective patriotic speech after which the small squad of soldiers and a bugler gave a salute to the dead. This same procedure was repeated at each East Side cemetery. The final service was held on the Cherry Street bridge from which they scattered flowers on the water in memory of those who died in the navy.

PUBLIC VAULT

In 1889, a public vault was built.

THE CIRCLE

In time the stand and shed were removed and a monument erected, in the center of the circle to the memory of the soldiers by Ford Post and citizens. Around the edge of this circle a number of the veterans were buried.

SERVICES CONDUCTED BY G.A.R.

LADIES

The memorial services are now carried on for soldiers of all wars by the Ladies of G.A.R., the Spanish and World War Veterans, and their auxiliaries.

ADDITIONAL LAND

From time to time more land has been purchased. At present there are thirty-five acres in this cemetery.

WILLOW CEMETERY

Three acres of land was purchased on Pickle Road near Woodville in 1856. This is known as Willow Cemetery. The Ford Post and citizens erected a monument in the center of this cemetery where special services are held each year on Decoration Day.

On August 18, 1905, the trustees purchased

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four acres of adjoining property. More property was added from time to time. It now contains twenty-five and three tenths acres.

CHURCH CEMETERIES

In addition to the public cemeteries some churches have provided burial places for the members of their congregations. They are St. John's Lutheran, St. Ignatius, and three Jewish cemeteries.

ST. IGNATIUS CEMETERY

In 1880, Enos Momenee donated two and one half acres on Big Ditch Road for a church and cemetery. As the membership of the church increased, more land was purchased and the cemetery enlarged.

ST. JOHN'S CEMETERY

This cemetery is now in the city of Toledo but when established was a part of Oregon Township. It is located on Seaman Road just a short distance back of the church.

JEWISH CEMETERIES

There are three Jewish cemeteries in Oregon, each adjoining the other. These cemeteries are on Otter Creek Road south of and adjoining North Oregon. They are B'nai Israel, B'nai Jacob, and B'nai Shareizedeck.

THE TOWN HALL

MEETINGS IN HOMES

From the organization of Oregon Township July 4, 1837 to 1861, the trustees and members of the Board of Education met in the homes of the members. Quite frequently the home of the clerk was used for this purpose. For some time after the organization very few meetings were held. In time it was necessary to meet at least once a month to transact business. This resulted in an election to determine whether or not the voters were willing to build a town hall.

RESULTS OF ELECTION ON TOWN HALL AND JAIL APRIL 1, 1861

For Town Hall	35 Against	18 Carried	
For Jail	5 Against	42 Failed	
	Attest Ezra Howland, Clerk of Oregon Township		

RESULTS OF ELECTION OF OFFICERS APRIL 1, 1861

Clerk — Ezra Howland
Assessor — James Rideout
Treasurer — Charles A. Crane
Constables — Charles Brown and Wesley Hicks
Trustees — Michael DeBolt, James Messer,
Wesley Hicks

Supervisors of Road Districts

District 1	W. E. Witt
District 2	J. F. Clausing
District 4	John Bunce
District 5	John J. Miller
District 6	J. Thompson

LEASE FOR GROUND FOR TOWN HALL

A lease for a plot of ground on which the Town Hall was built was arranged April 22, 1862, between J. F. Clausing and the township trustees, Michael DeBolt, Wesley Hicks, and Daniel Blandon. This included one eighth acre of land in the East ½ S.E. ¼ of Section 4 R. 8 Town 10 South. It was located on the corner of Coy and Jerusalem roads.

The contract was for ten years from April 22, 1862, to April 22, 1872, and as long after as they needed said premises for township purposes. The rental of one dollar for the first ten years and a like sum for each succeeding ten years that the land was used.

Later the rental was changed to one dollar a year.

MONEY IN TREASURY

April 17, 1862, From County	
Treasurer for Town Hall	\$185.35
September 16, 1862, From County	
Treasurer for Town Hall	98.10
Total	\$283.45

COST OF TOWN HALL

For lease	\$1.00
For labor	215.50
For chairs, stove, and tables	31.46
For disbursing	4.96
Total	\$252.92
Received for Town Hall	\$283.45
Cost of Town Hall	\$252.92
Balance	\$ 30.53

According to the records this balance was transferred to the poor fund.

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FINAL SETTLEMENT ON LEASE

The records show that in 1894, a final settlement was made with Mr. Clausing as follows:

For lease from 1862 to 1894 —	
32 years @ \$1.00 per year	\$32.00
Paid on above lease first year	1.00
Balance paid	\$31.00

SECOND TOWN HALL

On November 7, 1893, the voters authorized the building of a new town hall by a vote of 262 for and 112 against.

BIDS RECEIVED ON BONDS

Duncan and Stalker bid \$2,000 at par, Union Savings \$2000 at par \$4.12 premium, East Side Bank \$2,000 at par \$5.00 premium. The East Side Bank bid, being the best was accepted.

BONDS ISSUED

To raise money for the building \$2,000 bonds were sold. The following is a copy of Bond No. 1

No. 1	State of Ohio	\$100
	Lucas County	

"Oregon Town Hall Site and Building Bond.
Know All Men by These Presents:

That the Board of Trustees of Oregon Township in the County of Lucas, State of Ohio, is indebted to and promises to pay The East Side Bank Company or bearer the sum of One Hundred Dollars lawful money of the United States of America, at the East Side Bank, Toledo, Ohio, on the first day of April 1895, with interest thereon at the rate of six per cent per annum, payable annually on the first day of April of each year, upon presentation and delivery of the proper coupon hereunto annexed, signed by the Clerk of the said Township of Oregon, Ohio, for the payment of which sum and interest the said Trustees and their successors are hereby held and firmly bound, and the faith and credit of said township are hereby pledged. "This bond is one of a series of twenty of like date and tenor, amounting in the aggregate to Two Thousand Dollars, issued for the purpose of purchasing a site and erecting a Town Hall in said Township of Oregon Ohio, by virtue of a vote of the electors of Oregon, Ohio, at an election held November 7th, 1893, by authority of Section No. 2835 Rev. Statutes of the State of Ohio, as amended April 21, 1893. Also in accordance with a resolution of the said Board of Trustees, passed December 16, 1893.

"In testimony whereof, We, the trustees of said township of Oregon, County of Lucas, and State of Ohio, being duly authorized to execute this obligation on its behalf, have hereunto set our signatures this first day of April, 1894."

W. H. Shumaker,
President

D. W. Maginnis
George Navarre

Trustees

J. C. Messer,
Clerk

SITE

One half acre was purchased as a site for the Town Hall located at the corner of Seaman and Wynn roads for \$75.00

BIDS FOR BUILDING

The bids were opened February 24, 1894, at 1 P.M. They were as follows:

Joseph Jackson	\$1090.00
J. M. Packer	939.50
Joseph Kesting	904.00
Julius Comte	875.00
Andrew Ulrich	860.39
John Reichert	832.98
Jacob Romstadt	795.00
F. J. Shovar	790.50
Victor Gladieux	787.00

The contract was awarded to Victor Gladieux, the lowest bidder.

BIDS FOR SHED

Victor Gladieux's bid of \$129.12 was the lowest and the contract was given to him.

FURNITURE FOR TOWN HALL

D. W. Maginnis, Henry Lalendorff, and George Navarre acted as committee to purchase furniture. The best prices were offered by Graun of Toledo, Ohio. Therefore, they purchased

1 dozen arm chairs @ \$16	
a chair	\$192.00
5 dozen chairs @ \$8 a dozen	40.00
3 tables	9.00
Total cost	\$241.00

SUPERVISOR OF BUILDING

By a motion G. Ackerman was allowed \$10 for supervision of the building of the town hall and shed.

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TRANSFER OF FUNDS

The clerk was instructed to obtain permission from State Legislature to transfer funds left in Building to Cemetery Fund and to transfer \$400 from Road to General Fund.

Permission granted by Special Act of Legislature March 16, 1894.

FIRST MEETING AT TOWN HALL

The first meeting was May 31, 1894, when trustees accepted the new town hall.

GROWTH BRINGS NEED FOR THIRD TOWN HALL AND EQUIPMENT BUILDING

SUB-DIVISIONS

In time people were attracted to Oregon Township because of its accessibility to the city, its open spaces, and low tax rate. Sub-divisions developed such as Starr Avenue Addition, Brands, Cresceus Heights, Mound View, Eastmoreland, South Shore, Cace Farm, and others. This also brought the need for fire protection to the attention of the trustees.

SITE

On May 20, 1937, the trustees purchased an additional acre adjoining the property on which they had erected the second town hall.

BIDS FOR THIRD TOWN HALL KNOWN AS EQUIPMENT BUILDING

The bids were received and opened for this building and contracts awarded by the Trustees on September 12, 1940. The total contracts, general, plumbing, and heating, were awarded for \$12,798.

This was called an equipment building since the trustees had enough money to build the new building without a vote of the people. According to law if it had been designated as a Town Hall, a vote of the people would have been required.

CONTINUED GROWTH BROUGHT NEED FOR EQUIPMENT BUILDING

The new building at the corner of Wynn and Seaman provided space for fire equipment, trustee's and other business meetings, members of the fire department, citizens' groups and others. The trustees realized, as the township grew, more machinery would be required and the building now

occupied would be needed for fire department and police. Since they had money that could be invested in another equipment building without the vote of the people they decided to work toward this goal.

GROWTH OF POPULATION

The study of the population showed continued and rapid growth as follows:

1900	2,702
1910	2,568
1920	3,500
1930	5,756
1940	6,409
1950	10,193
1960	13,301

RAPID GROWTH BRINGS PROBLEMS

New sub-divisions required new roads, more lighting, more fire and police protection and many other requirements necessary for dealing with problems which must be met.

Therefore, the trustees proceeded to prepare to meet the needs.

NEW SITE PURCHASED

If another building was to be erected, a new site would be required. Property on Seaman, just east of the site at Wynn and Seaman, was chosen. Eight acres were purchased from Frank Pokornik on March 8, 1955, for \$9,000. Later they added ten acres to this site at a cost of \$10,000.

EQUIPMENT AND MAINTENANCE BUILDING

In October 1955, a contract was awarded to build a new building at a cost of \$160,685. Here they stored the equipment needed for the upkeep of their roads and meetings of the trustees. The fire and law enforcing departments were given the building at Wynn and Seaman.

RECREATION CENTERS PRESQUE ISLE

Presque Isle is located at the mouth of the Maumee River. It is bounded on the south by Otter Creek and the river, on the west by the river, on the north by the bay and on the east by swampy ground which extends into farm land owned at one time by Byron Case. As stated previously, when Peter Navarre and his brothers came

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to this territory, they found it occupied by the Ottawa Indians. From a study it is assumed that Indians had been living here since 1763. It is possible that they lived in the vicinity at a much earlier date.

The government made a treaty with the Indians at Maumee in 1833. At that time Presque Isle with that portion of land shown on maps of Oregon marked Autokee Tract was given to Chief Autokee.

On the 4th of July, 1835, the Chief sold Presque Isle to Robert A. Forsyth and George B. Knaggs for \$1,000.

In time it became the property of F. N. Quale. A map in an old atlas of Lucas County shows it contained 40 acres of land.

In 1895, Mr. Quale converted Presque Isle into a summer resort. A bridge was built connecting it with Bay Shore Road just west of Otter Creek.

The Pastime, a river boat, carried families from Toledo to the Isle. Picnic tables invited them to spread their well filled baskets and enjoy themselves. The goodies displayed at the lemonade and ice cream stands attracted the children who were successful in obtaining nickles and dimes from their parents.

The Wilbur Opera Company entertained the crowds with afternoon and evening performances.

A dance hall, merry-go-round, and restaurant claimed their share of pleasure seekers.

The resort was closed in 1900, and the old Pastime sold to a company at Detroit where it was used as a garbage scow.

Presque Isle was sold to Cleveland Cliffs Iron Company. It is now owned by C & O Railroad and Lake Front Dock Companies.

NILOSEAN BEACH

This was a large strip of land along the Bay Shore extending westward from Soncrant's Mill. This space was covered with tall native trees of elm, hickory, walnut, and ash. Among these trees a number of swings were placed where children and young people enjoyed themselves. There were also some small bath houses. The beach was sandy and many people enjoyed bathing and swimming.

Many picnics were held in this park and arrangements were made for boat rides. This included rowboats and sailboats.

At one of the Sunday School picnics a friend took a group of young people in his sailboat. While on the water a storm came up. The majority of the group had never been in a storm. The wind blew, the boat was difficult to manage, and the owner of the boat had a serious time getting his group back to the beach. When they arrived, they were far from being happy. Frightened, soaked to the skin, and worried about their best clothes and hats, they presented a sorry sight. However, when the sun came out and their clothes dried, their spirits revived with the exception of a few girls, who could not forget that their hats were ruined, and their dresses spotted with colors that dripped from their new hats.

PEARSON PARK

The Metropolitan Park Board, with the help of the East Toledo and other civic clubs, awakened enough interest in a tract of three hundred twenty acres to purchase same at an auction.

BRIEF HISTORY

A tract of land containing six hundred and forty acres was owned for a number of years by the Wabash Railroad. This land was often involved in litigations, during which times it was held by some bank. Owing to this situation it became known as the *Bank Land*.

About two hundred eighty acres were gradually cleared and developed into farming land. This left the remainder lying between Wynn Road on the east, Lallendorf on the west, Navarre Avenue on the south, and the Northwestern Electric Line on the north, still intact. It is covered with a wide variety of native trees, wild flowers, and ferns. After the purchase of the portion on which the Ohio Saving Bank and Trust Company held a mortgage, there were still forty acres desired to complete the new park. This was held by the Blodgett Estate, Mr. Blodgett being one of the original men identified with the Wabash Railroad. He died in 1925. Later the tract was offered to the people of Toledo and Lucas County at a price less than one-fifth of what had been asked in 1925. It was purchased and thus the park area was completed.

IMPROVEMENT MADE

The Metropolitan Park Board interested the Federal Authorities in the Park. They assigned two

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hundred young men of the Civilian Conservation Corps, the work of developing this tract.

The Oregon Board of Education, by special arrangements and advice of the State Legislature to make the transaction legal, appropriated three thousand dollars for improvements. This made it possible to extend the city water to the Park.

Such improvements as a shelter house, artificial lake, tennis courts, skating rink, swings, saws, picnic tables, and benches were provided.

Numerous civic clubs and individuals have contributed to the cost. Their names are on bronze plates placed on trees deep in the forest and along the bridle path.

The park has become noted for its groups of picnickers and groups who enjoy baseball, softball, roller skating, tennis, horseback and bicycle riding. Small children spend hours on the swings, saws, and riding ponies.

FIRE PROTECTION

The rapid growth in population and the development of the large number of subdivisions required careful planning on the part of the trustees.

As the subdivisions developed, the fire hazards increased. People living in these additions were eager to obtain adequate fire protection.

CONTRACT WITH ROSS TOWNSHIP

On April 15, 1937, the trustees signed a temporary contract with Ross Township, Wood County for fire protection.

PROVISIONS OF CONTRACT

Services for First Hour	
Use of fire truck	\$25.00
Labor of 5 men	20.00
Drying hose	8.00
The minimum charge for the first hour	50.00
Services for Second Hour	
Use of truck	\$50.00
Continued use of truck	15.00
Continued use of 5 men	5.00
Total charge for 2 hours	70.00
Services for Third Hour	
Use of truck	\$70.00
Continued use of truck	10.00
Continued use of 5 men	5.00
Total cost for 3 hours	85.00
Services for Additional Hours	
Continued use of truck	\$10.00
Continued use of men	5.00

OTHER CONTRACTS

A contract with Harbor View was made in June, 1947.

In July 1947, a contract was arranged with Lake Township.

INTERESTED CITIZENS

Before any action was taken in regard to contracts with nearby fire departments, citizens became aware of this great need and, under the leadership of Paul Blum, became active. Mr. Blum talked to the trustees to determine what could be done. Even though he knew they were unable to help at this time except by contracting with their neighbors, Mr. Blum believed in preparedness. Therefore, he became a pioneer in this field and succeeded in interesting about eighty or more who were willing to give their time and talents to the work. Mr. Blum expressed his views as follows: "Viewing with alarm the tremendous fire loss of Oregon Township in the past years, I often wondered why something could not be done about this loss. In talking with some of my neighbors and Floyd Yeomans, it was thought that the organization of a fire department might help. The idea was given a lot of publicity, and on September 15, 1936, (approximately) a meeting was held in the old Town Hall at Wynn an Seaman, now the location of No. 1 Department.

"A meeting was called to order by Chairman Floyd Yeomans and the following officers were elected:"

Howard Orns	— President
Leo Cramer	— Vice President
Charles Jackson	— Secretary
Floyd Welsh*	— Treasurer
Paul Blum	— Chief
Charles Carr	— Assistant Chief
Larry D. Cuture	— Assistant Chief

A year later another election was held and officers were:

John Korb	— President
Leo Cramer	— Vice President
S. S. Schardt	— Secretary and Treasurer
Paul Blum	— Chief
Charles Carr	— Assistant Chief
Larry D. Cuture	— Assistant Chief
Homer Brundage	— Captain
Ted LaBounty	— Captain
William Roe	— Captain
Charles Rossler	— Captain

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MEMBERS OF 1936 FIRE DEPARTMENT

Floyd F. Arthur	Arthur F. Floyd
Harold Alexander	C. L. Fought
Clarence Ankele	Gordon Gould
R. O. Becker	George Groll
Arthur Berdice	Neil E. Hessick
Paul Blum	Calvin R. Hunter
Homer Brundage	Clayton C. Huss
E. Brower	Walter Johnson
George O'Brisin	William E. Jenkins
Howard Burgie	Altha Jones
Elmer Bitters*	John Korb
Anthony Balogh	Frank H. Kohn*
Charles Carr	Howard Kohn
Larry D. Cuture	Brice Kilburn
Leo Cramer	Elmer Krueger
James E. Close	Wilbur Krueger
Thomas Crandall	Theodore LaBounty
William Cluckey	Howard Lehman
Irwin Driftmeyer	Roland Lamb
Donald Dupont	Clifford Lanning
Charles Duckvite	Paul Lederman
George Dodson	Jerold Mathile
S. J. Fazekas	Gene Melick
Claude Fisher	James McKinly
Raymond McKinly	John Savage
Robert F. Miller	A. J. Schaghtor
D. E. Misamote	Ralph Silverwood
Glenn Olmstead	George Shebeanas
Jerom Phillips	Burl Snyder
Perry C. Purdy	Charles Shornalas
Jay A. Popp	F. M. Steele
E. B. Pearce	Sidney Thrush
William Roe	Daniel Tailford
William Roe, Jr.	Frank Tompkins
Charles Rossler	Thomas Ussher*
Fred Roy	M. S. Viers
Grover Rechin	Willard Weatherwax
S. S. Schardt	R. C. Ward
Delbert Sager	Irwin Wodtke

Honorary Members

Henry Villhauer	Fred Rouiller*
Richard Momenee*	Floyd Yeomans*
Carl Kraus*	Erwood Shanks

* Deceased

TRAINING

Since Oregon Township had no fire equipment, these men were trained by the Fire Chiefs of the surrounding townships. This included the Fire Chiefs of Washington, Adams, Point Place, Trilby, Rossford, and Alexis. The drill master, Robert Dutton, Chief of Toledo Fire Department Training School, also devoted his time.

The members of Oregon Township Fire De-

partment traveled from one township to another to participate in these drills. This, with the fact that they had no equipment in the township, led a number to withdraw from the organization. Thirty two men and three officers remained with the fire department.

ACCEPTED BY TRUSTEES

In 1937, the organization petitioned the township trustees for acceptance as a fire department. In 1938, the trustees took action and they became the official Fire Department of Oregon Township.

RESOLUTION FOR BOND

The trustees knew that the township needed fire protection. They had faith in the ability of these men. Therefore, on August 27, 1938, the trustees adopted the following resolution:

Whereas: A voluntary fire company has been organized in Oregon Township, Lucas County, Ohio, of such character as to give assurance of permanency and efficiency; and

Whereas: There has been filed with the trustees of this township a request signed by thirty (30) per cent or more of the electors of this township, as shown at the last preceding election, that there be submitted to the electors of this township the question of issuing bonds in the amount of Twenty Thousand (\$20,000) Dollars for the purpose of providing two sets of fire apparatus and appliances for the use of said volunteer fire company; and

Whereas, It is necessary to issue bonds to pay the cost of said fire apparatus and appliances: and

Whereas, It is necessary to levy a tax outside the limitations imposed by Article XII, Section 2, of the Constitution of Ohio:

Be It Therefore Resolved, That the question of issuing bonds in the amount of Twenty Thousand (\$20,000) Dollars on or about the 8th day of November, with interest at the rate of per cent per annum, maturing on for the

purpose of providing two complete sets of fire apparatus and appliances for the use of the volunteer fire department of Oregon Township, Lucas County, Ohio be submitted to the electors of the township at the next general election;

Be It Further Resolved: That a copy of this resolution be immediately certified to the Auditor of Lucas County, Ohio;

Be It Further Resolved That a copy of this resolution be certified to the Deputy

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State Supervisor of Elections of Lucas County, Ohio, upon receipt of the certification, by this board, of the County Auditor of Lucas County, Ohio, as provided by Section 2293-19 of the General Code of Ohio.

Mr. R. A. Momenee moved the adoption of the foregoing resolution and the roll being called upon its adoption the votes resulted as follows: Henry Villhauer, yes; R. A. Momenee, yes; Paul Cannon, yes. Thereupon the resolution was declared duly adopted this 27th day of August 1938.

RESULTS OF ELECTION

The Board of Elections, Lucas County, Ohio reported the results as follows:

For the Bond Issue	768
Against the Bond Issue	708

The issue failed since under the law a bond issue required a majority of 65%.

SECOND ELECTION

As shown by above results, over fifty per cent of the voters were in favor of a bond issue to provide equipment for the fire department.

Therefore, the trustees arranged for a second election by adopting a resolution August 31, 1939. The date specified for voting on this issue was November 7, 1939.

RESULTS OF SECOND ELECTION

For the Bond Issue	879
Against the Bond Issue	752

This being only 53% the issue failed.

LAW CHANGED

The law which made it necessary to submit the purchasing of fire equipment to a vote of the people changed. This gave the trustees authority to purchase such equipment if they deemed it necessary, without the vote of the people.

EQUIPMENT PURCHASED

At a meeting of the trustees April 17, 1941, the trustees purchased a Buffalo Triple Fire Engine at a cost of \$6,895. Later the following equipment was purchased:

- 1944 — Water wagon for Fire Station No. 1
- 1945 — Rescue car for Fire Station No. 1
- 1951 — A fire engine, water wagon and rescue car
- 1953 — Water wagon to replace old one for No. 1

1956 — Rescue car for No. 2

1959 — Rescue car for No. 3

HARBOR VIEW FIRE DEPARTMENT TAKEN OVER

In 1947, the Harbor View Fire Department was taken by the trustees and housed at what was known as Momenee Corners in Cousino residence. Steve Fazekas became chief of this division.

ANOTHER FIRE STATION

In 1948, the trustees purchased a Buffalo Pumper which was placed in a garage behind Coy School under Chief Irving Wodtke.

NEW STATIONS BUILT

As noted above, the need of two more stations made it necessary to award a contract for two new fire stations. John Nauman's bid of \$29,098, being the lowest, was accepted. Oregon Township now had three stations known as

- Fire House No. 1 corner Seaman and Wynn
- Fire House No. 2 Wheeling near Pickle
- Fire House No. 3 Bay Shore and Mominee

FIRE CHIEFS

Paul Blum — August 1937 - October 1940, resigned.

Charles Carr — 1940 - 1943

Larry Couture — 1943, resigned in 1944

Clair Huss — October 1944, resigned in 1959

Beginning in October a fire chief was appointed for each fire station.

Arnold Gladieux — No. 1 - 1949 - 1953

Irving Wodtke — No. 2 - 1948 - 1955

Steve Fazekas — No. 3 - 1949 - 1955

Ward Ensign — No. 1 - 1953 - 1955

Beginning in 1955 one chief was appointed to take charge of all stations.

Ward Ensign, Chief of the three departments 1955-1961.

Melvin Weiler, District Chief, No 1 1955-57

Philip Breno, District Chief No. 2 - 1955

James Blade, District Chief No. 3 - 1955 - 1960

Harold Konoff, District Chief No. 1 - 1957

Philip Breno, District Chief No. 2 - continued

Robert Carpenter, District Chief No. 3 - 1960

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ORIGINAL MEMBERS

Only two members of the original group of Volunteer Firemen have continued to the present time, Theodore LaBounty and Clifford Lanning.

COMPENSATION

For a number of years the firemen received no compensation. This arrangement left a man without any protection in case of injury or death. This problem was discussed at various times and different methods were used. At one time the trustees appropriated a stated sum to be divided equally among the group. This was unsatisfactory since each one received the same amount regardless of the time and effort put into the work.

In 1951, points were established. The points were changed at various times. At present, they are as follows:

- 2 points for fire or rescue
- 1 point for fire drills
- 1 point for meeting

This system rewards each according to the time spent on the job. The present rate established is thirty seven cents per point earned.

SERVICE

Oregon has eighty volunteer firemen with three fire stations located so that any point in the city may be reached within a few minutes. In addition, two Volunteer Rescue Squads are on call twenty four hours a day, one squad located at No. 1 and the other at No. 2 fire station. The rescue cars are fully equipped manned by men who have completed the Red Cross First Aid Courses and are qualified to handle all types of rescue work.

VALUE

The development of an efficient fire department has reduced the cost of the insurance of every taxpayer. The loss of property by fire has been greatly reduced. Lives are saved by the prompt reply to a call by firemen and rescue squads.

Its value continues to increase as more and better equipment is purchased to replace the old.

ZONING

Oregon Township's rapid growth brought problems. Without regulations, such a growth fails to develop in an orderly fashion. People living in or near the subdivisions discussed those problems with

the trustees. To meet the situation, the trustees considered the need of zoning.

TRUSTEES TAKE ACTION

Their first step was to consider appointing a commission. After much discussion and some action the following Zoning Commission was appointed on September 27, 1947: Lyle Meadows for a period of five year; Frank Daney four years; Anton Munding three years, Burton Nopper two years; and H. H. Beckhusen one year.

PLAN AND WORK

This commission made a careful study of the problems. Much time and energy was spent in an effort to meet and consider all the situations that might arise. In general, consideration was given to the portions of township best suited to industrial, commercial, and residential development. In their attempt to solve the problems in detail, the regulations established often gave the owner of the property little or no choice.

After conscientiously working out a plan, it was submitted to the Lucas County Planning Commission who approved it on August 20, 1948.

TRUSTEES APPROVE PLAN

The plan was then presented to the trustees and approved. On September 30, 1948, a public meeting was held at which arguments for and against the plan were considered. Further publicity and study were given to the question which was submitted to the electors on November 2, 1948.

RESULTS

The issue was defeated at the polls. Shortly after, the members of the Commission resigned. Evidently, the people were not ready to accept zoning at this time.

REQUEST BY PETITION

In the meantime, growth continued and problems multiplied. On July 26, 1954, a petition signed by eight hundred free holders, was presented to the trustees. This petition requested that Oregon Township be zoned from the county line on the south to a line two hundred feet north of, and parallel to Corduroy, and extending from the city line on the west to the boundary between Oregon and Jerusalem on the east. The trustees accepted the petition on August 31, 1954.

Organizations and Development of Oregon Township

ZONING COMMISSION APPOINTED

The Board of Trustees appointed the second Zoning Commission November 3, 1954. The following were appointed: John Bachman for five years, Robert Shultz four years, Lehman Richardson three years, George Kuebler two years, and Theodore Momenee one year.

WORK OF COMMISSION

The commission studied the problems. In their study they consulted the Lucas County Planning Commission, the Board of Trustees and others. According to the plan the territory was zoned in the following method: as agriculture A-1; agriculture A-2, which included rural residential; suburban R.A. near city limits; R-1 one family; R-3 multiple family; C-1 limited commercial; C-2 general commercial; M-1 limited industrial; M-2 light industrial, such as the area in the vicinity of Stadium and Navarre Avenue; and M-3 heavy industrial, as in the vicinity of Sun Oil Company. The cost of preparing the plan was paid by the trustees.

PLAN ACCEPTED

On May 25, 1955, the trustees voted to accept the plan and set the date for a public hearing.

PUBLIC HEARING JUNE 27, 1955

At this meeting the plans were read and discussed. Suggestions were made during the meeting. On the evening of the above date the trustees met and arranged for an election November 8, 1955.

RESULT OF ELECTION

For Zoning Plan	1548
Against the Plan	643

ZONING BECOMES EFFECTIVE

By order of the Board of Trustees a notice was sent which declared zoning was to be effective in that portion of Oregon Township south of the line two hundred feet north and parallel to Corduroy Road on November 21, 1955. This notice was mailed to the Chief Building Inspector, the Lucas County Planning Commission, and the Board of Health.

COMPLAINTS AND REQUESTS

After zoning became effective, those dissatisfied or wishing changes met at various times with the Zoning Commission and Trustees. Some requests

were granted and other refused. Changes and requests are now being considered from time to time.

CONTINUED WORK OF PLANNING COMMISSION

The Commission now began studying plans for the zoning of that portion of the township north of the line two hundred feet north and parallel with Corduroy Road. Much time and effort was spent in this study. Men from industry as well as those residing in this particular area were consulted. A plan was formulated which recommended that the portions that were residential continue as such and the remainder be zoned as heavy industrial. It also specified that, if and when industry desired the property, it be purchased in sections to prevent small owners from being surrounded by industry.

PLAN SUBMITTED TO COUNCIL

At the time this plan was ready, Oregon Township had changed its status from that of a township to a village by means of incorporation. Thus, the plan was now submitted to the Council. After much discussion the plan was rejected. Later some changes were made in the personnel of the Commission due to resignations. However, the Commission is still working on the zoning of this portion of Oregon. A hearing was held March 2, 1960, at which about three hundred citizens were present. Definite and specific objections to the plan were presented.

CHANGES

At present changes are being considered. More time will be given to the problems, and an effort made to reach a satisfactory conclusion.

CLOSING PERIOD OF OREGON AS A TOWNSHIP

BUSINESS AS USUAL

In a township where growth continued rapidly, the trustees found responsibilities increased. Petitions from new subdivisions, for lights, roads, water, and other improvements were received and considered.

Regular business of upkeep of roads, cemeteries, ditches, handling and purchasing of supplies, and various other problems that called for action had to be considered.

Organizations and Development of Oregon Township

ATTITUDE OF TOLEDO COUNCIL

The attitude and action of members of the Toledo Council indicated that they were concerned with annexing to their city any portions of the surrounding territory that would add to their wealth and growth regardless of the effect of same on the townships concerned. This brought about the formation of an Area Study Committee in Oregon Township. It also aroused the trustees and led them to consider what would be best for Oregon Township.

TRUSTEES MAKE DECISION

As the trustees considered the situation, they, like many of the residents of Oregon, preferred to remain as a township. Progress had been made, and a change in status would mean higher taxes and greater responsibilities. However, after considering the situation from all angles, they concluded it would be impossible to remain status quo, due to the determination and work of the Toledo Council. Therefore, they declared themselves as favoring incorporation. During this difficult period they continued to serve efficiently as township trustees.

MEETING WITH AREA STUDY COMMITTEE

On May 20, 1957, the trustees met with the Oregon Township Area Study Committee to discuss the matter of incorporation.

Leo Kelly legally presented the required, authorized, and certified petition and map of the area and boundaries of Oregon Township to the clerk and trustees for the purpose of proceeding with the incorporating of Oregon Township, Lucas County, Ohio. This transaction was witnessed by approximately twenty five people. The trustees then set the date for the public hearing for June 10, 1957, at 8 P.M. at the Maintenance Service Building.

THE PUBLIC HEARING

At the appointed time the Area Study Committee with approximately one hundred twenty five citizens met with the trustees.

The trustees and clerk had been given the original signed petition which contained the required number of free holders and registered voters, and a map of Oregon Township boundary limits. The trustees examined and discussed the legal requirements. After some discussion they reached the

decision that all legal requirements had been met. Therefore, a date was to be set for an election.

DATE SET FOR ELECTION

According to law, the trustees were obligated to set the date for an election not sooner than thirty days, nor more than ninety days after the public hearing. The meeting was opened for discussion. Mr. Boxwell, a representative of the Pure Oil, stated that they were neither for nor against incorporation, but preferred that the date be set as near the ninety day limit as possible in order to give more time for study of the question. A similar request was made by Mr. Wilson Snyder, attorney for the Toledo Edison Company. Mr. Hart, a representative of Gulf Oil, requested a map of boundary limits. This request was not fulfilled. Mr. N. L. Souter of Sun Oil requested that the date be set as near the ninety day limit as possible. Mr. Harold Sherman presented a recommendation that the Trustees of Oregon set the date for the special election on July 16, 1957. No action was taken on this recommendation.

TRUSTEES MEET JULY 12, 1957

A resolution was adopted at this meeting setting the date for the special election on August 6, 1957.

REPORT OF AREA STUDY COMMITTEE

This committee met with the trustees and a report in incorporation was given on July 23, 1957.

RESULTS OF ELECTION

For Incorporation	2925
Against Incorporation	735

MEETING OF TRUSTEES AUGUST 26, 1957

The office of clerk was declared vacant as a result of the death of Earlh Fox. John Fletcher was employed to fill the vacancy.

The regular business such as payroll, changes in zoning of particular properties, and other matters of routine were acted upon.

MEETING OCTOBER 17, 1957

After the regular routine business was disposed of Mr. Villhauer made a motion, which was seconded by Mr. Myers, that a legal notice be placed in the *Toledo Blade* and the *East Side Sun* as follows:

Organizations and Development of Oregon Township

Legal Notice

Notice is hereby given that as of November 12, 1957, the Township of Oregon, Lucas County, Ohio will cease to exist.

All claims against said Township should be presented to the clerk on or before November 8, 1957.

Also, notice is hereby given that all contracts, now in effect with said Township, for various services, will terminate as of November 12, 1957.

W. E. Carpenter
Henry Villhauer, Jr.
Stanley E. Myers
Board of Township Trustees
John A. Fletcher
Township Clerk

LAST MEETING NOVEMBER 4, 1957

The last meeting of the Board of Trustees was held on November 4, 1957. Bills were paid. It may be of interest to know the business that was transacted at the final meeting. A motion was made and passed establishing a ninety minute parking on the west side of Grasser Street four hundred feet south from Navarre Avenue.

The next motion included insuring of three items of property in the Maintenance and Service Building: namely a boiler, a Crane Electric Storage Water Heater, and a Scife Air Receiver, with \$50,000 limit any one accident. Premium \$136 for three years. Thus ended the long, upward climb of Oregon Township as a political unit. It now awaits its initiation into a new form of government.

TRUSTEES OF OREGON TOWNSHIP

Joseph Prentice, Hiram Brown, Gabriel Crane 1837

Note: No record could be found between 1838 and 1845 inclusive.

Elijah J. Woodruff, Gabriel Crane 1846

Elijah J. Woodruff, Gabriel Crane, John Consaul 1847

Asa W. Maddocks, Gabriel Crane, Elijah J. Woodruff 1848

John Brown, E. J. Woodruff, Gabriel Crane 1849

Orlin Phelps, E. J. Woodruff, Gabriel Crane 1850 - 1852

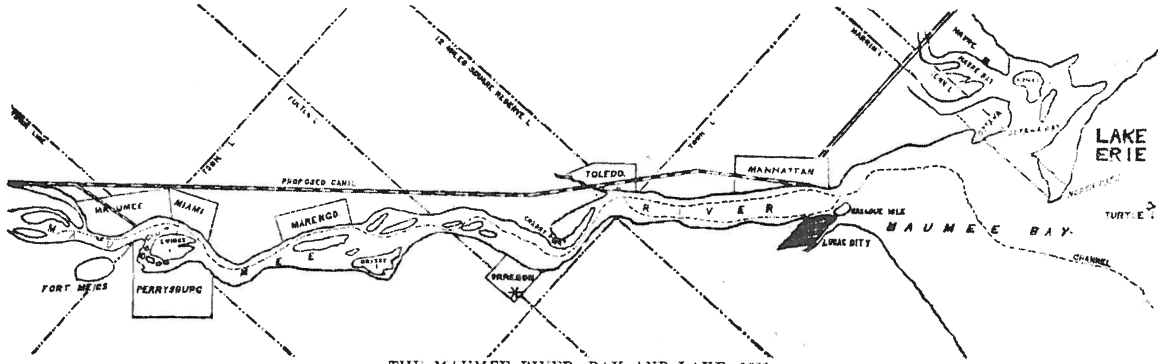
Oliver Stevens, John Consaul, Gabriel Crane 1852

Oliver Stevens, Alonzo Rogers, Gabriel Crane	1853 - 1855
Charles A. Crane, Wm. W. Consaul, Sylvester Brown	1855 - 1857
Charles A. Crane, Wm. W. Consaul, Luther Whitmore	1857
Wm. W. Consaul, Augustus Brown, Horace Howland	1858
Charles A. Crane, Horace Howland, Sylvester Brown	1859
Peter B. Porter, Wesley Hicks, James C. Messer	1860
James C. Messer, Wesley Hicks, Michael DeBolt	1861 - 1863
Wesley Hicks, Darius Blandin, Michael DeBolt	1863
Charles A. Crane, James Rideout, A. Benedict	1864
J. L. Wynn, Charles A. Crane, Albert Royce	1865
J. L. Wynn, Wesley Hicks, Fredrick Burger	1866
Peter B. Porter, Albert Royce, Jacob Langendorf	1867
Edward Burt, James Croft, Gilbert Bartley	1868-1870
Charles A. Crane, James Croft, Wm. Consaul	1870
Charles A. Crane, Wm. E. Cummings, C. F. Roberts	1871
Charles A. Crane, Cutler F. Roberts, James Croft	1872
George J. Miller, Gilbert C. Bartley, Edward Burt	1873
Wesley Hicks, Edward Burt, Gilbert Bartley	1874
Charles H. Brown, Thomas Wynn, Patrick McHenry	1875
Wm. Nixon, Gilbert Bartley, Horace Coy	1876
George Gladieux, Enos Momenee, Conrad Smithlin	1877
Daniel Maginnis, George Navarre, John B. Kohne	1878 - 1880
D. W. Maginnis, Gilbert Burr, George Navarre	1880
D. W. Maginnis, James S. Metzger, George Navarre	1881 - 1883

Organizations and Development of Oregon Township

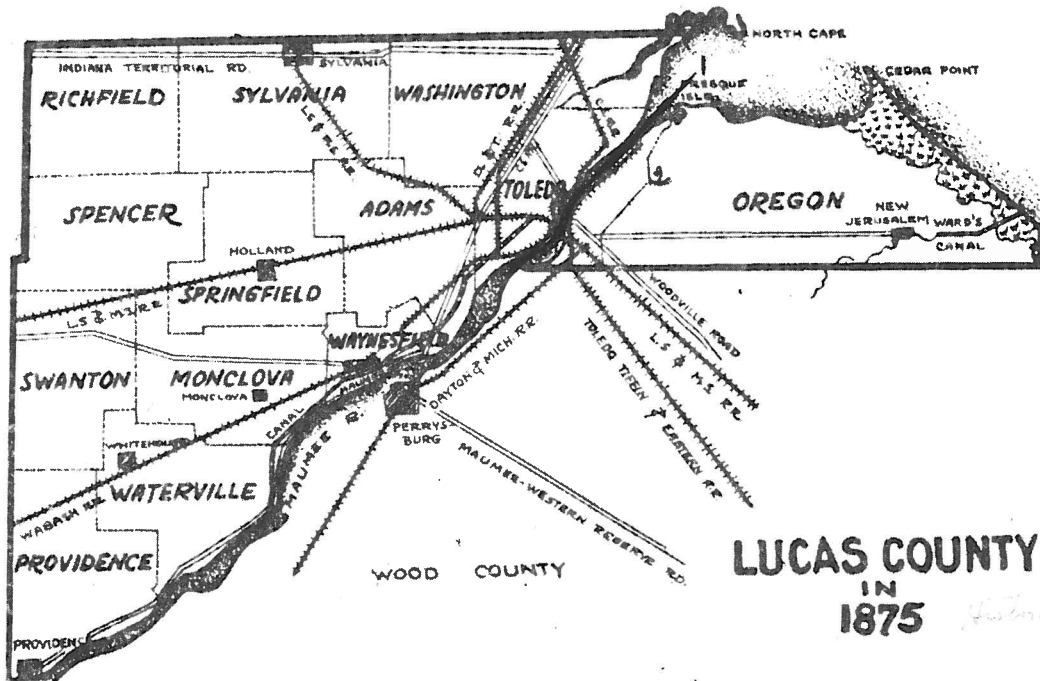
<p>Amos DeBolt, Charles Cook, George Miller, John Mominee 1884 - 1886</p> <p>George J. Miller, Fred Matthews, Lloyd Albertson 1886</p> <p>Enos Momenee, George J. Miller, Fred Matthews 1887 - 1888</p> <p>I. N. Gardner, Enos Momenee, Henry Shoemaker 1889</p> <p>Fred Murphy, Enos Momenee, Henry Shoemaker 1890</p> <p>Henry Shoemaker, I. N. Gardner, Charles Cook 1891</p> <p>M. G. Witty, E. H. Diekman, Henry Shoemaker 1892</p> <p>Henry Shoemaker, George Navarre, D. W. Maginnis 1893</p> <p>D. W. Maginnis, George Navarre, Henry Lallendorf 1894</p> <p>H. Lallendorf, George Navarre, Louis Bihl 1895</p> <p>Adam Shelles, Henry Lallendorf, Louis Bihl 1896 - 1898</p> <p>Lloyd Albertson, Henry Lallendorf, Louis Bihl 1899 - 1901</p> <p>Adam Shelles, Henry Lallendorf, Louis Bihl 1902</p> <p>Henry Kohne, Louis Bihl, Adam Shelles 1903 - 1904</p> <p>Charles Croft, Henry Kohne, Adam Shelles 1905</p> <p>Henry Norden, Henry Kohne, Charles Croft 1906 - 1909</p> <p>Henry Kohne, Charles Croft, Adam Shelles 1910 - 1913</p> <p>Walter Grove, Charles Croft, Adam Shelles 1914 - 1915</p> <p>Walter Grove, Horace Coy, S. A. McLeary 1916 - 1921</p> <p>Walter Grove, James Coy, S. A. McLeary 1921 - 1931</p> <p>R. A. Momenee, S. A. McLeary, James Coy 1932</p> <p>R. A. Momenee, S. W. Bullock, James Coy 1933</p> <p>R. A. Momenee, Henry Villhauer, Jr.,</p>	<p>Carl Krauss 1934 - 1937</p> <p>Henry Villhauer, Jr., Paul Cannon, R. A. Momenee 1938 - 1939</p> <p>Henry Villhauer, Jr., R. A. Momenee, Carl Krauss 1940 - 1942</p> <p>Henry Villhauer, Jr., R. A. Momenee, Charles Crom 1943 - 1944</p> <p>Henry Villhauer, Jr., R.A. Momenee, Charles Crom 1945</p> <p>Henry Villhauer, Jr., R. A. Momenee, George Wolfe 1946 - 1948</p> <p>Henry Villhauer, Jr., R. A. Momenee (Nov.), S. S. Schardt 1949</p> <p>Henry Villhauer, Jr., Waldo Carpenter, S. S. Schardt 1950 - 1953</p> <p>Henry Villhauer, Jr., Waldo Carpenter, Stanley Myers 1954 - 1957</p>																																																
<h3>TREASURERS OF OREGON TOWNSHIP</h3>																																																	
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Organizations and Development of Oregon Township



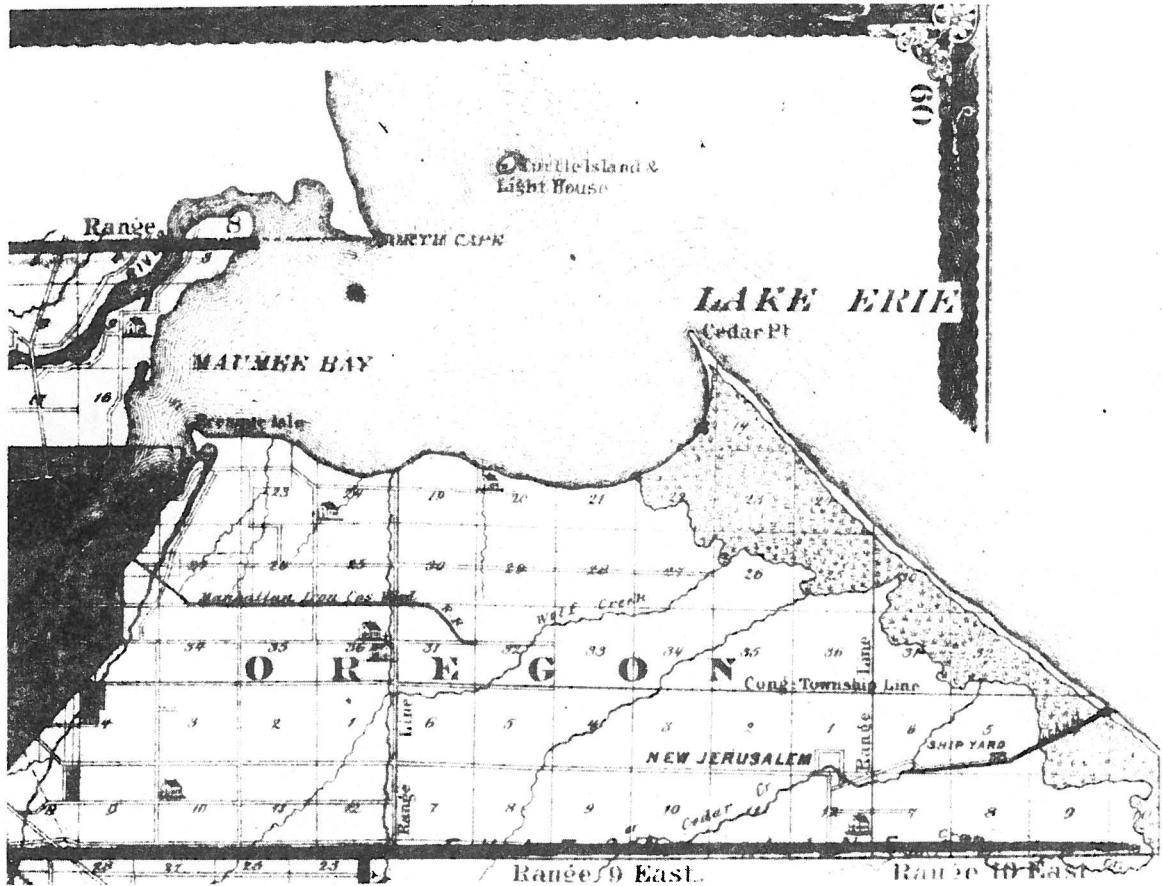
THE MAUMEE RIVER, BAY AND LAKE. 1836.

Map Showing Towns On Maumee, 1836.

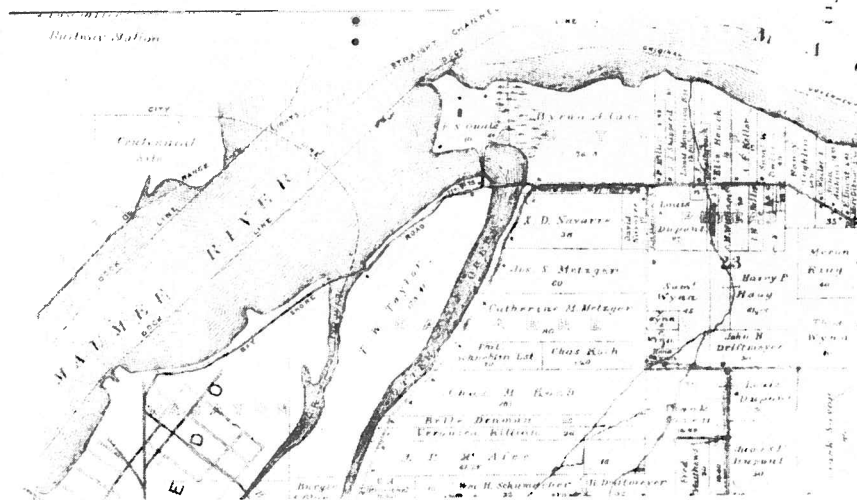


* The town of Oregon. See Village of Oregon, Page 38. This map and those following taken from Historical Atlas of Lucas County and part of Wood (1875)

Organizations and Development of Oregon Township

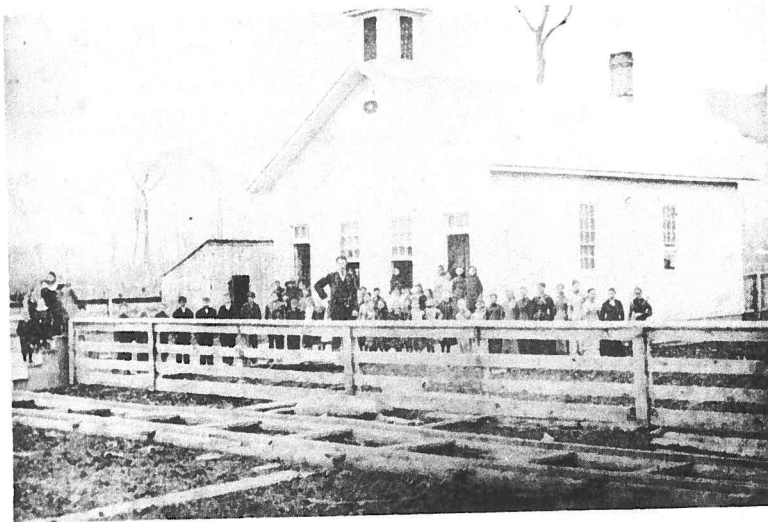


Map Showing New Jerusalem and Ship Yard With Ward's Canal.
Historical Atlas, 1875



Bay Shore Road follows bay with bridge over Otter and Duck Creeks and continues along bay and river to Perrysburg. Note — Bridge from Bay Shore Road over Otter Creek to bridge — to Presque Isle, which was owned by F. N. Quail. Road continues with bridge across Duck Creek. The road then follows river and continues to Perrysburg.
Historical Atlas, 1875.

Organizations and Development of Oregon Township

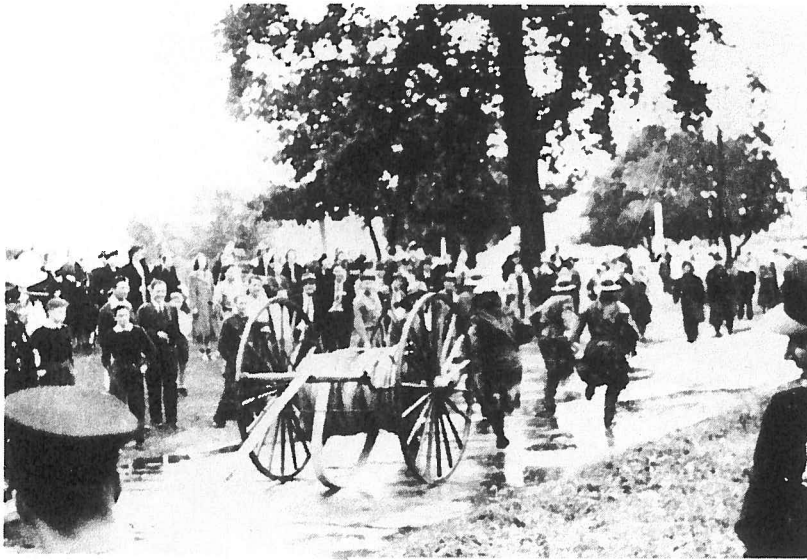


Picture of the old Eckville School, showing the railroad built with wooden rails. This road was built to carry lumber from the saw mill to Ironville.
Donated by Ora Livingston

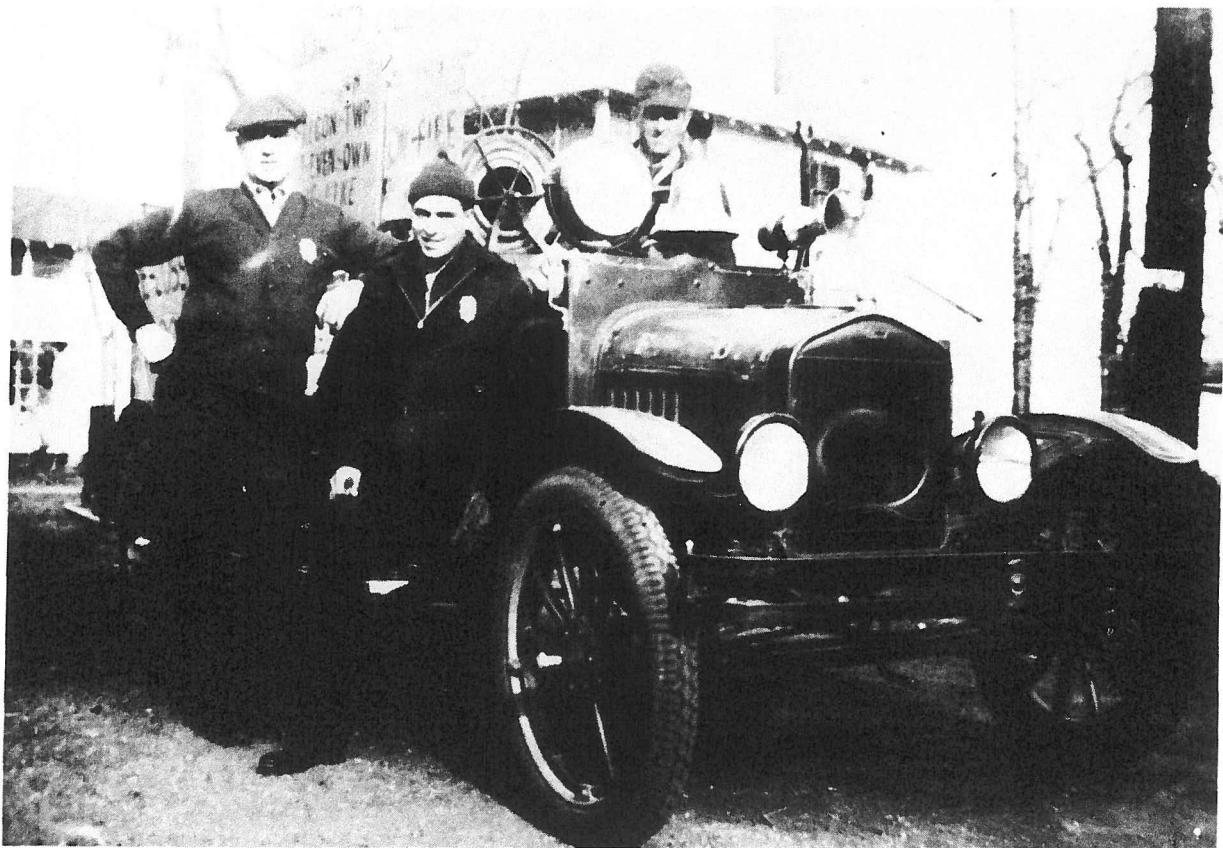


A picture of bridge over Otter Creek, known as Case's Bridge.
Donated by C. D. Keller

Organizations and Development of Oregon Township



The first members of our Fire Department used above equipment during the time they were training.
This and following picture donated by Mr. Blum.



Mr. Blum ready for action with first fire equipment.

Organizations and Development of Oregon Township



Fire House No. 1 — No. 10. This building was originally built as a Town Hall in which the first fire equipment was kept.



Built as a Town Hall, the above building was then used for fire department. This is now the City Hall.