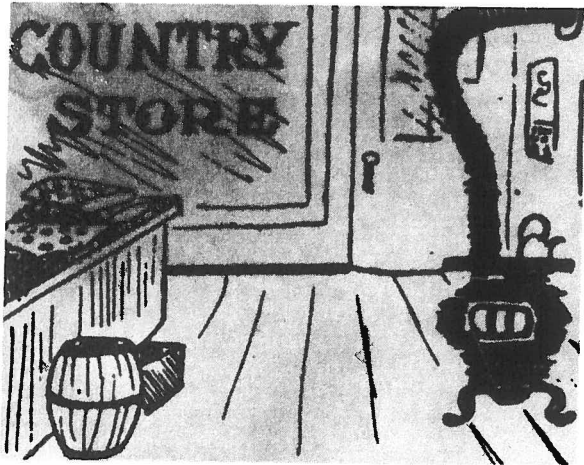


Chapter VIII

Early Industries of Oregon and Jerusalem



HUNTING AND TRAPPING

Among the first industries carried on was that of hunting and trapping. In the early days the Indians were engaged in hunting and trapping fur-bearing animals. Trading posts had been established at various places by the French and later by the English. Peter Navarre became an agent for a fur company in Detroit. Many people became interested and found the pursuit of these occupations interesting and profitable.

FISHING

Fishing was a profitable industry which attracted many people. It still is attractive to a few people who find a ready market for their fresh water fish. During the summer and fall many people enjoy fishing and hunting as a sport.

GAME, 1830-1870

Judge E. D. Potter said that when he came here in 1835, the entire region, north of a line drawn from the head of Lake Erie to the Pacific Ocean, was one unbroken hunting ground, the settlements in the intervening states interfering very slightly with the game. In Oregon, there were the red deer, bears, wolves, panthers, lynx, wildcats, foxes, and turkeys with a great variety of small game.

RED DEER

Red deer were plentiful up to the 70's. Herds of fifty or sixty deer were common in the winter when

the snow was deep and food was scarce in the woods. They came to the barnyards of the farmers eating corn and corn fodder with the stock until driven away. In the early days of the 1850's, men did not hunt deer, but shot one when in need of meat. A. R. Fassett, Jr. told how the deer came and looked into the school room as they stood outside the window.

PANTHERS AND BEARS

The early settlers had little trouble with the panthers and bears destroying their stock. This was probably because land was low and swampy. The Indians living at the mouth of the river gave further protection as farther west in Fulton County the country was overrun with panthers and bears.

PANTHER CHASES RIDER

Mr. Moses Dowell tells about his mother riding horseback to visit a friend of hers nine miles away. His father became uneasy when evening drew near and she did not return. He was about to start after her when he heard a woman's scream coming from a distance. His father and brother took their rifles and ran out of the house when they saw the horse coming on a gallop. The house and barn were fenced in with a high rail fence. The horse was coming up a road back of the barn so they could not see it. Soon the horse came around the turn, leaped over the bars with a panther closely following. Mr. Dowell shot the panther as it was leaping the bars. It measured nine feet from its nose to the tip of its tail.

INDIAN BOY TRACKS PANTHER

James Navarre had adopted an Indian boy, who, when he was about twenty years of age, discovered the trail of a panther and tracked it to a hollow log. He stopped up the end of the log and went home for help. James and Anthony Navarre returned with the Indian. They chopped a hole in the log, and when the panther put out its head, Anthony Navarre shot it.

FEW BEARS SEEN

Robert Navarre, Sr., the scout, killed a bear near the place where the panther had been killed.

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In 1842, a bear killed and ate a steer belonging to Jerome Smith who was living near what is now Sixth and Starr Avenue. An attempt was made by Elijah J. Woodruff to trap the mate but it had disappeared.

FOXES

The red, black, silver, grey, and cross foxes were found here. They intermixed and the "cross" was the name given to a cross between the red and black foxes.

The furs of the silver grey and black foxes were valued highly, a single skin sold for \$75.00. The grey fox had a coarse, brittle fur.

WOLVES

In the early days a bounty, ranging from \$8.00 to \$25.00, was paid for a wolf's scalp. Trappers never killed females, since that would injure their next year's harvest of scalps.

Wolves in packs were seen frequently. Mr. Luther Whitmore and Mr. Keeler started on an Indian trail for Jamestown, a settlement on the Bay Shore. They saw a pack of 150 or 200 wolves, which did not molest them.

LYNX AND WILD CATS

These animals were numerous. They were dangerous since they would quietly approach and wait for an opportunity to spring upon their victim.

This stealthy mode of approach almost cost the lives of two of Mrs. George DeKay's children. She had placed them on a blanket under a tree while she gave her attention to other duties. Fortunately, she looked up into the tree just as the wild cat was about to spring upon the children. She rushed to the side of the children and saved their lives.

TURKEYS

Next to the deer, turkeys were the most important game. They grew to be very large and often weighed thirty pounds when dressed. Hunters by using a wing bone or quill could imitate the turkey's call. Using this method as a decoy they were able to catch them quite easy. Another method they often used was a trap. This was built of rails or poles making a tight covered pen. Then a trench was dug leading under one side of the pen. Corn was scattered in the trench. The turkeys would find the corn in the trench, eat it, as they followed the

trail which led them into the pen. Since they did not know enough to look down but continued looking up, they were unable to escape.

SMALL GAME

Small game was abundant and consisted of quail, woodcocks, snipes, prairie chickens, and partridges. Judge Potter reported that he had seen over five hundred prairie chickens at one time and thousands together in open spaces. Quails were sold in Toledo at twelve and one half cents a dozen alive, and eighteen and one half cents when dressed. Geese were plentiful and sold at thirty cents a dozen.

FISH

Robert Navarre, the range lighthouse keeper at Ironville, reports that in March of 1858, he caught by means of an 80 rod seine the following hauls of fish: the first haul, 50 barrels; the second 42 barrels; the third 22 barrels. Each barrel contain two hundred and fifty pounds. The entire catch amounted to over fourteen tons which he sold at three cents a pound, a total of \$950.00.

PROTECTION

In time men began hunting and fishing as a sport. They failed to follow in the footsteps of the early pioneer who killed just what he needed. The ruthless method of killing, without regard to the future, resulted in gradually reducing the number until there was danger of extinction of all game.

To preserve game of various kinds the state legislature passed laws which allowed people to hunt and fish during specified times. The law also placed a limit on the number of duck, deer, and other game that one person could kill. Fish are protected by specifying the size, the time of year, and the kinds of fish.

BASKET FACTORY

Mr. Fredrick established a small basket factory on the Otter Creek Road. Ash and willow trees which grew in this vicinity provided the material for the weaving of baskets.

Gilbert Koch and others remember the factory because Mr. Fredrick had a live bear chained to a post near the front of the factory. According to Fred Cook, Mr. Fredrick went to Michigan on hunting trips. On one of these trips he captured a cub bear which he brought home with him. He

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taught the bear many tricks. The children enjoyed seeing Mr. Fredrick walking along with the cub at his side. During these walks he had the bear walking on his hind legs.

LUMBERING

The early settlers needed lumber for various purposes. Much of it was used in building homes, barns, and sheds. Some was used for fuel, part of which was used by the settlers and the other sold to factories and families in the city. It was cut into three and four foot lengths and sold by the cord.

CHARCOAL

Some of the wood was converted into charcoal. The wood was cut into four foot lengths, then put into a pile, beginning the pile in the center and working toward the outside. A hole was dug on one side so the air could pass into the pile. Then straw was placed over it and covered with mud. A fire was then built at the opening and kept burning slowly so the wood became charred. The charcoal was then sold as fuel in the city.

SAWMILLS

Since the demand for lumber increased, men bought large tracts of land and established sawmills at various places. This became a profitable and thriving business.

In 1836, the first sawmill was built by Charles V. Jennison. It was located on the river bank in the village of Oregon. The flooring for the first bridge across the Maumee was cut in this mill. The next year a schooner, named the *Ottawa*, was built. It sailed the Great Lakes for a number of years.

FREDRICK PRENTICE'S MILL

This mill was built in 1849, near the bridge on Bridge Street, now known as Main. Mr. Prentice purchased several tracts of land. After removing the timber he sold the land to settlers who cultivated this rich soil and raised such crops as corn, wheat, and other produce.

JOHNSON'S MILLS

Johnson developed mills in the southwestern portion of the township which attracted men interested in working in the mills and others who purchased the land after it was cleared and established farms.

BAILEY

Bailey established a mill on Jerusalem Road. This settlement was called Bailey. Later the name was changed to Booth where passenger trains on the Wheeling and Lake Erie Railroad stopped for passengers going to Toledo. This mill produced staves which were made into barrels. At this time barrels were used for packing salt, apples, flour, and for storing wine, oil and other liquids.

FOSTER AND WARD

A large mill was established at Warden by Foster and Ward. This attracted a group of people and resulted in the building of the Warden School.

WARD'S MILL AND CANAL

Ward became interested in the eastern portion of the township, now Jerusalem, and built a mill on Cedar Creek south of Jerusalem Road. A number of buildings were erected to provide living quarters for the men.

To provide an outlet for his lumber he built a large canal extending eastward to the lake just north of what is now Bono. The opening up of this large canal brought a supply of sturgeon inland. This led to the catching of these fish for their eggs.

CAVIAR

The eggs were removed and rubbed through a screen to free them from the enclosing tissue. They were then washed, rubbed with salt, and drained. After the eggs were dried they were packed for shipping. At the time this industry was carried on, caviar was a delicacy which only the very rich could afford. For some reason the meat which is smoked and used for food was destroyed. People living near by recall seeing sturgeon, after eggs were removed, thrown in great piles and burned.

SHIP BUILDING

Since Ward now had a way of sending ships and lumber, he developed a shipyard just north of Bono. Wells were drilled to supply water, and a blacksmith shop established. Then Fred Tank erected a stave mill and built barrels for the winery at Kelly's Island.

Daniel Shephard became manager of the shipyard. These developments attracted a number of men and in a short time a settlement known as Shephardsville was thriving.

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Large oak timbers 24 x 24 inches and 40 feet in length were shipped to the Soo. A steamer named *Fred Tank* and a number of mud scows were built.

To get in and out of the shipyard a plank road of at least one half mile in length was built east of Bono.

FELLERS AND AMES' MILL

This mill was located on Yondota Road north of Jerusalem. It was operated by Fellers and Ames. Trees were made into lumber and staves. A by-product produced at all these mills was the thin pieces of scraps left when making staves. These were called *listings*. These pieces were bound in bundles, tied with binder twine, and sold to Boards of Education and various firms to be used in starting fire.

As you will note, wherever sawmills were established people moved into the vicinity as laborers or to acquire property that was cleared. The stumps were removed gradually. As soon as stumps were removed, the land was used for farming. Often they planted small plots while waiting for more land to be cleared.

The people of this community filed a petition for a school which was granted. Lumber for the school was obtained from the mill. Rollie Ames, who was then a very young boy, recalls hauling the lumber from the mill to the school site which became known as Amesville.

A detailed description of one of these mills will follow which will give a rather clear picture of how rapidly a community was built as soon as a sawmill was erected.

SONCRANT'S MILL

Samuel E. Soncrant and his brother, John N., erected a sawmill on the Bay Shore near the water. This was in the vicinity of what is now the corner of North Curtice and Bay Shore Roads.

His daughter, Bess E. Wonnell, who now lives near Oak Harbor has given her recollection of this mill as a child of eight years.

She writes,

"When I was eight years old, we moved to Bay Shore. The house we rented was one I remember to this day as a delightful home. It was located about one half mile from the Niles estate. The grounds extended to the bay shore where a grove of trees gave playground

and picnic area, as well as dock for our boats.

I still recall the lovely drive to Ironville on our way to the city. It followed the bay all the way and passed many beautiful homes with well kept and beautifully landscaped grounds.

My uncle, John N. Soncrant, and my father, Samuel E. Soncrant, had located a mill in the area some time before. The exact date I do not know. Our family arrived in 1892."

Other facts given in the letter indicate that her father had been in the sawmill business for some time and had exhausted the timber in other locations so leased the ground from F. B. Niles and established his mill at the north end of the road.

First he built a dock and dredged the harbor so the boats could come and go to bring in supplies to the shipping shed and carry away the lumber and staves.

The mill nearby was surrounded by lumber sheds to the rear and sides. A blacksmith shop was located in front of the mill, and kept busy by taking care of the needs such as shoeing of horses and keeping the machinery in good repair.

On the right of the road coming in was a store and office. The storeroom provided needed supplies for the employees. The office had a rear and front entrance for the manager. Living quarters for the storekeeper were composed of two bedrooms, a kitchen and a living room.

Across the road a building was erected known as *Polack Hall*. On the upper floor there were sleeping quarters and below a living room. The unmarried men lived in these quarters. To the north of this there was another building with three bedrooms upstairs. On the first floor there were two bedrooms, a living room, a large dining room, a kitchen, and an annex. This was the *Boarding House*.

She recalls that the annex had a huge insulated room which was used as a refrigerator. It was large enough to hold many cakes of ice and a place to hang beef carcasses and other meat. In the center of the room there was a section of a log which was used as a carving block. Near by was a big ice house for storing the ice which had been cut in blocks and covered with sawdust.

Several cottages were built along this road where employees with families resided. Opposite

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the *Boarding House* was a large house called *The Bee Hive*. This accommodated several families.

Stables were provided with box stalls for the driving horses and smaller stalls for the work horses. A stable man was employed to take care of the horses. She recalls this stable hand as a man who could not speak good English. His name was Gus. The vivid picture of Gus is evidently due to his accent and the fact he usually had something to give Mr. Soncrant's "little girl" after he had made a trip to the city.

In planning the grounds a lovely grove was kept which provided a park for the entire group. This park was known as Nile-lo-sean where people enjoyed picnicking, swimming, and patronizing the various concession stands.

MANUFACTURING OF CARRIAGES AND WAGONS

An atlas published in 1875, list one of these shops located in Oregon at the corner of Woodville and Brown roads and operated by George Clark and Brother.

BLACKSMITHING

At most sawmills a blacksmith shop was erected. In time there was a demand for the services of blacksmiths for the shoeing of horses and repair of machinery.

JOSEPH CLEMENTS' SHOP

Joseph Clements left Canada for New York. In 1883, he arrived in Toledo and worked at the Wagon Works. In 1884, he bought a blacksmith shop at DeBolt's Corner from Dan Kelly. He established a thriving business which served the people for miles around. He lived in a log house on Big Ditch Road north of Enos Momenec's store. Later he purchased property on the corner of Big Ditch and Seaman Roads where he built a new home. His son, Joe, worked with him until his marriage to Belle Shelles. Joe then purchased a home in Martin and established a shop on the Main Street near his home. At this time Clarence Dusseau worked with Mr. Clements. He continued in this work until Mr. Clements retired when he took over the shop. Later he moved the shop across the road and continued in the business until he retired due to ill health.

JOHN STROH'S SHOP

This shop was located on Jerusalem Road between Coy and Wheeling Street. Mr. Stroh operated the repair and blacksmith shop for a number of years.

TILE MILL

A tile mill was located on a farm owned by Mr. Guiles on Seaman Road between North Curtice and Cousino. This was a profitable business since tile was needed to drain all the farm land in this vicinity.

Tile is made from thin sheets of clay, molded, pressed, and baked in kilns. They are usually tubular in shape. A continuous tile line is formed by fitting sections of tile together.

OTHER MILLS

A grist mill owned and operated by Henry Matthews was located on Cedar Point Road between Big Ditch and Wynn Roads. This mill was of real service to the farmers in the surrounding territory. They brought corn and other grain to be ground which was used as feed for cattle, hogs, and chickens.

CIDER MILLS

The Berger Brothers, R. F. and George, established a cider mill on their place near Booth. This mill served the community for forty four years.

The Coys had a cider mill on their place on Jerusalem Road between Lallendorf and Coy. This mill is still in operation and is owned by Willis Coy.

THRESHING GRAIN

The need for threshing more grain in less time led some farmers to invest in threshing machines. They went from one farm to another threshing the grain for which they charged about four cents a bushel. The grain was measured as it passed into a container in the separator.

This was profitable since there were so few machines and three or four threshing machines would be kept busy during the summer. Since it was difficult to get a machine when needed, many farmers put their grain in barns or stacks to protect it from the rain. However, time and labor was saved by hauling grain from field to the machine on threshing day.

Some of the men engaged in this work were Frank Vincent, Lloyd Albertson, and James Coy.

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HARBAUER CATSUP FACTORY

A number of farmers became interested in raising tomatoes. Harbauer contracted with these farmers who sold their produce to him. He established a factory on Dearborn, a short distance from Toledo in Oregon Township. Here the tomatoes were received and made into catsup. This has become an important industry and thousands of bushels of tomatoes are raised each year. The factory is now owned by Hunt Foods and Industries Incorporated.

FRUIT GROWING

As early as 1835, John W. Brown came from New York and bought a farm on the south side of Bay Shore Road where he became interested in raising of fruit. T. W. Taylor purchased property in 1854, located between Otter and Duck Creeks. Here he developed a farm noted for its peaches. Other fruit such as apples, plums, cherries, raspberries, and strawberries were raised. In fact, the land along the Bay Shore and Otter Creek was developed into very beautiful fruit farms. Among these farms were those owned by Burgie, Driftmeyer, Metzger, Consaul, Koch, Case, and others. The Consaul Farm was noted for its fine apples. These were packed in barrels and shipped to various parts of the country.

TRUCK FARMING

Toledo offered a ready market for garden produce so a number of farmers found it profitable to engage in truck farming. All kinds of vegetables were produced. The soil being fertile yielded abundantly.

Every member of the family took an active part weeding, hoeing, preparing vegetables for the market and various other tasks that had to be performed. One of the important tasks was to take the load to the market each morning.

PUBLIC MARKET

A public market was erected on Superior Street. A raised platform was built. On each side of this platform stalls were erected and rented to farmers for the season. This made it possible for a farmer to rent a space where he could take his produce and offer it for sale.

Each farmer backed his load into the stall up to the platform. The buyers walked to and fro on this walk looking over the display, discussing

prices and comparing goods. Each buyer after completing his purchase drove away with his load which he took to his grocery store. As soon as a farmer sold his load, he was ready to return home.

The farmers who did not rent stalls had to take chances of finding a convenient place on the outer edge of the market where they could make sales. Frequently after a farmer who had a stall sold his produce, he would give some neighbor permission to use his space.

DISADVANTAGES ON MARKET

If a farmer did not have a stall, it was necessary for him to start for market about midnight in order to find a convenient place to display his goods.

On days when sales were slow he spent much time selling. Some farmers would go to a residential district and sell their goods from house to house, others would offer the load at reduced rates, still others would take their produce home.

STRENUOUS DAYS

These were long, strenuous days. The longer one spent selling a load the less time he had to prepare for the next day's supply and the less time he had to sleep, for another trip must be made the next night.

PEDDLING PRODUCE

Some farmers had a particular residential district where they sold such things as eggs, butter, cheese, apples, vegetables, etc. one a week. This was usually a Saturday trip. As a little girl, I frequently made such trips with a neighbor. This was a great event. Crossing Cherry Street Bridge was an exciting experience for a little girl. What a sight to see rows of houses on each side of every street. The stores, the street cars and the traffic were fascinating. However, it was always a delight to return to the open country.

FARMING BETWEEN 1840-1860

During this time farmers were gradually clearing the forest and removing stumps. As soon as they cleared a field of ten or more acres, it was fenced in and corn, wheat, and other produce planted. Since most of the labor had to be done by hand with the use of crude tools, men farmed between forty and eighty acres. For a description of life on the farm during this period, see Chapter III.

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IMPROVED METHODS

In time, the land was cleared and tilled. Machines were purchased. Horses were replaced by tractors. Other improved machinery, such as the combine which cut and threshed the grain at the same time, corn pickers which husked and loaded the corn, machines that pulled, topped and loaded the beets revolutionized farming. Now it is possible for a man to farm large tracts of 200 to 500 acres. In Jerusalem Township large farms are being operated by Frank Wolf, Otto Turnow, Charles Bench, Carl Wolf, Charles Herman, Fred Witty, Robert Sheehan, while other are still cultivating less acreage and working for some industrial firm in Toledo.

Many subdivisions have been developed in Oregon and in most cases the size of the farms are reduced. Many farmers living in Oregon are cultivating small farms and are also engaged in industry. A few still have large farms such as the farms of Carl Ackerman, George Ackerman, Glenn Peach, John and Dale Baden, Charles Villhauer, Moritz, Schweizer, and a few others. Industry is gradually taking over the land north of the Corduroy Road.

As land values increase, industry develops and more homes are built, farming will be an industry of the past in Oregon.

DEVELOPMENT OF OIL FIELDS

Oil was discovered in Oregon in 1885. As more wells were drilled, the territory extended eastward taking in part of Jerusalem Township. The discovery of oil led to a number of related industries which brought employment and profit to many of the farmers for a period of about fifteen years.

RIG BUILDERS, DRILLER AND TOOL DRESSERS

Rig builders came in to build the 72 foot derricks which soon dotted the countryside. This group was followed by drillers and tool dressers who began the task of drilling for oil. The drillers had the responsibility of the drilling while the tool dresser took care of firing the boiler, keeping the drilling bits sharp and acting as a general handy man. These men worked on twelve hour shifts. It generally took two or three weeks to complete the drilling, depending upon the depth of the shale

and whether in the process of drilling they had any cave-ins.

TEAMSTERS

To take care of the needs of the rig builders and drillers it was necessary to employ men with teams to haul their supplies from one job to the other. Usually farmers were willing to accept these jobs as it supplied them with ready cash.

PUMPERS

The discovery of oil called for a man to operate the machinery to pump the oil from the well into a storage tank.

When two or more wells were on the same farm or a near by farm and operated by the same company, a power house was built and each well was connected to the power house by shackle rods which made it possible to pump more than one well at a time.

GAUGERS

When the storage tanks were filled a man was sent by the company who purchased the oil. He checked the tank using a guage which tested the quality of it. Any salt water that happened to be in the tank was drawn off and the oil was sent through pipes to the refinery.

BOARD AND ROOM

The incoming of all these men brought the problem of finding living quarters. A few were able to find houses for their families, but many were single and had a difficult time in getting located. One home converted a large room which had been a woodshed into a bedroom. Several beds were put up so as to accommodate as many as possible. Two or three other families shared their homes in this way.

THE BLUE GOOSE

The demand for room and board was so great that a group of the men built a boarding house which they named *The Blue Goose*. Cooks were employed and rooms were furnished for sleeping accommodations. They were a happy-go-lucky set and seemed to enjoy their make shift quarters.

GUSHER ON MILLER'S FARM

A well was located on the Miller place just south of Millard Avenue not too far from Toledo

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city limits. This well flowed for days before it was brought under control. It was shot July 27, 1897. Due to its continued flowing over a period of time it was called the *Klondike*.

Mr. Miller was proprietor of a club house located on this same farm. Mr. and Mrs. Miller were noted for their hospitality. They opened their home to these men making them happy and comfortable during their stay.

THE SHOOTER

After reaching the oil rock it was necessary to shoot the well. This called for a man, sometimes two were used, to lower nitroglycerin into the wells. It was a dangerous task and called for men who knew how to put the shot into the well. There were times when the well flowed and if this happened while lowering the glycerin, the shooter had to be ready to catch the can as it came up or things would be blown to pieces including the workmen.

GLYCERINE MAGAZINE

To save "the shooters" miles of travel a shanty was built in the woods between Jerusalem and Seaman roads. At this time Starr Avenue ended at Lallendorf Road. One day the shooter returned to the shanty for a load of glycerine. Just what happened no one knows, but in loading the glycerin on to the truck something set off the entire supply. The man and his team were blown to pieces. In spite of an intense search only small fragments of the man's clothing could be found. One of the horses' heads was found with an ear of corn in its mouth. It was evident that he had fed the horses and was loading his wagon for another trip. The explosion shook windows in the houses and tore a huge hole in the earth. People for miles around came to see what had happened.

"GO DEVIL"

The amount of glycerin lowered into the hole varied from 180 to 200 quarts. The last can lowered into the hole had a plunger which when hit descended into the can and connected with a fuse which set off the shot. This was accomplished by dropping an iron with five or six projections which drove the plunger into the fuse causing an explosion. This explosion enlarged the hole and oil from surrounding rock collected and was pumped

to the surface and stored in a tank. New methods of shooting a well are now being used.

The explosion caused the oil, small stones, and water to rise to the height of 75 to 90 feet in the air and descend in a graceful curve to the ground. People in the community considered it an honor to be allowed to drop the "Go Devil".

ELECTRIC LINES IN OREGON

At one time Oregon Township was served by three electric railways: the Northwestern Ohio Electric Railway, the Lake Shore Electric, and the Toledo Fostoria and Findlay.

THE TOLEDO FOSTORIA AND FINDLAY RAILWAY

This railway diverged from the Lake Shore Electric in front of the Sun Oil plant on Woodville Road and headed due south to Findlay. This just skirted the side of Oregon Township and had little effect on this territory except providing transportation to and from Findlay including many stops along the line. It became affiliated with the Lake Shore Electric but was discontinued in 1932.

THE LAKE SHORE ELECTRIC

It is claimed that this was the first long distant interurban railway in the United States. This road had a humble beginning as a local street car line at Sandusky in 1891. After a number of corporate maneuvers it became the Sandusky, Milan and Norwalk Electric with a line connecting these towns. The company went into the hands of a receiver and the line sold to Lake Shore Electric in 1900. This company had been expanding west from Cleveland since 1898.

The portion of the Lake Shore that was connected with Oregon was known as Toledo, Fremont and Norwalk. The service on this road began September 5, 1900. The Everett Moore Syndicate represented the Lake Shore and took over in 1901. They completed the line between Cleveland and Toledo. This route traveled by the large red cars of this interurban was the East Broadway Line of the Toledo Railway and Light later known as the Community Traction. From East Broadway they followed a private right of way on the north side of Woodville Road to Genoa, thence on to Cleveland. The cars were heavy and frequently attained a speed of sixty to seventy miles an hour.

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This line continued until 1932, when automobile competition and the depression brought financial difficulties. The company struggled on until 1938, when it became impractical to continue the service.

THE TOLEDO EASTERN (TOLEDO, PORT CLINTON AND MARBLEHEAD)

The Toledo Eastern, known as the Toledo, Port Clinton and Lakeside Railway, incorporated on December 20, 1902. At this time it did not pass through Oregon. The first regular passenger service began with four cars and the use of the Lake Shore route between Genoa and Toledo. This arrangement continued until October 22, 1906, when additional tracks were laid between Genoa and Toledo by the way of Clay Center, Curtice, Booth and then into Toledo over the Starr Avenue line of the Toledo Railway and Light making a trip of fifty-five miles. The line passed through a number of reorganizations known as Northwestern Ohio Electric Railway, Ohio Public Service, and finally the Toledo Eastern. At the height of its expansion, the railway offered through service from Toledo to Sandusky by making use of boat connections between Bay Point Park and Sandusky. This was made possible because of the track that was built from Port Clinton, east to Lakeside, Marblehead and Bay Point. The last passenger run was made on July 11, 1939. However, freight service continued until permission was granted August 30, 1945, to discontinue service from Violet to Clay Center in Ottawa County. Since there was no objection, the company discontinued this portion of their freight service August 3, 1945. The freight service between Clay Center and Ryan, a station on Starr Avenue within the Toledo city limits, continued.

In 1913, the road was taken over by the Northwestern Ohio Railway and Power Company. This company sold to the Ohio Public Service in September 1924. L. E. Bennett was superintendent of the line; Ed Fleckner, general freight agent; Louis Schroeder, road master; Emery Johnson, master mechanic; and Robert Fought, train master.

Mr. Cowgill reported that when the passenger service discontinued only four of the twenty-two employees retired. Another interesting item given was that when tracks were removed between Marblehead and Clay Center, 4,600 tons of steel and

2,043 pounds of copper was turned over to the government for the war effort.

The freight service between Clay Center and Ryan was discontinued in June 1958. At this time The Kelly Island Stone and Lime Company at Clay Center closed, and the Toledo Edison, receiving coal by boat at its new Bay Shore plant, no longer required much coal by rail. Thus losing two of its three customers it was forced to discontinue service. The rails and ties have been removed, the road bed is being leveled and in time all evidences of a former railroad will disappear.

FINAL EQUIPMENT

It is interesting to know that at the time this road discontinued the company had two locomotives, one built in Wilkes Barre, Pennsylvania in 1926, and the other was obtained from International Railway in New York in 1950. Also there were a few maintenance of way vehicles rebuilt from old passenger cars. These were stored at Clay Center where the company's shops were located in their final years.

MUSEUM

The car No. 21 of Ohio Public Service has been restored and is operating for the benefit of tourists at OBeta Junction, Ohio which is located near Columbus, Ohio. This museum is operated by the Electric Railroad Association in order to preserve an old method of transportation represented by the electric street car.

The material on the electric lines was obtained by Karl Berkebile of Perrysburg, Ohio. The sources were: Electric Railroad Association Magazine; Interurban Trails — Galloway; Railroad Magazine November 1951, and Trains Magazine.

Mrs. Nelta Marsh, who had been in the employ of The Eastern Railway, gave some very interesting information taken from a clipping which she had kept. This gave information about the last days of the company.

THE PRESENT

At the present time the most important industries in Oregon are: the oil refineries, with their by-products; the railroads; the C and O Docks; the Edison Plant; and numerous other industries which will be enumerated later.

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THE REFINERIES

"Early refineries usually were built close to oil fields — their source of crude supply." From Sun Oil Company pamphlet. This is no longer true because of the efficiencies in transportation. Today, refineries may be located thousands of miles from the source of crude oil.

The four refineries in Oregon are the Gulf, Pure, Standard, and the Sun. They receive crude oil supplies from Texas, Louisiana, Oklahoma, Arkansas, Illinois, and Wyoming.

These companies have huge pipe line networks through which they send their products to all points in the United States and Canada. Another great advantage of these refineries is they are located adjacent to and some are partly in Toledo city limits. This gives them the excellent deep water port which provides economical shipment of finished products by tankers or barges to other ports". In addition to this, liquefied petroleum gas and other special products, requiring cars of a certain type, are transported by railroad.

The tank trucks transport their products to stations, farms, and homes.

These refineries serve the people by producing gasoline, kerosene, fuel oils, lubricants, jet fuel, asphalt, and many special products such as sprays, weed killer, rust preventives, and fertilizers.

THE STANDARD OIL

The plant is located in Oregon, east of Otter Creek and north of the Cedar Point Road. It is known as the Sohio Toledo Refinery. The first part of this plant was built in 1919. It was planned and built as a complete operating plant. The individual units are connected under a centralized control. It produces high quality fuels and lubricants required by automobiles and aircrafts.

The company's report shows it was built at a cost of about \$40,000,000. Their total investment exceed \$75,000,000. The refinery capacity is 60,000 barrels of crude oil a day. They employ 467 men and women.

For the convenience of its employees, a cafeteria is operated by the plant. Recreational activities are provided through the following clubs: Toledo Refinery Recreation, the Quarter Century, and the Management. These clubs hold their meetings in the building housing the cafeteria and offices.

THE NERVE CENTER

The Central Control House of the Integrated Unit is called the Nerve Center. At this center all processing streams are controlled, also the catalytic cracking section and the steam generating section.

The instruments are placed on a 96 foot curved control panel. These instruments are under observation twenty-four hours a day for seven days each week. The dials control and record conditions in all the process sections. At various points five other control houses are located which "aid in the over-all operation of the factory". Direct communications are maintained by use of a loud speaker intercommunication system and telephones. In addition to this, they have set up portable walkie-talkie radios for emergencies.

Such a complicated industry must be run and operated by trained men and women who work as a team. It is interesting to know that 90% of these workers are stockholders.

THE SUN OIL

A partnership that produced great results was formed by Joseph N. Pew and Edward O. Emerson in the early 70's. Their interest in the production of oil led them to purchase land, drill wells and lay pipe lines.

In 1894, they purchased a plant located at the city line of Toledo and owned at that time by the Crystal Oil Company.

The new company formed by Messrs. Pew and Emerson was known as the Diamond Oil Company. Early in 1895, the new owners started operating the plant. This refinery covered fourteen acres and produced kerosene, gas, oil and fuel oil. The equipment consisted of four stills, the capacities of which varied from 250 to 350 barrels each with a 250 barrel steam still and two 100 horse power boilers. In the beginning five men were employed to run the plant. However, in a short time 27 men were needed.

In December of 1895, the Diamond Oil Company became the Sun Oil Company. The Bay Terminal Railroad Company was incorporated and trackage was laid to connect the Sun Oil plant with the various railroads entering Toledo. This railroad company purchased 170 tank cars which had previously been operated by the Sun Oil Line

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Company. This was the beginning of the Sun Oil Company. Two years later additions and improvements were made. In 1900, two acres were added to the site. More equipment was purchased and more men were employed to carry on the work. In 1903, twelve more acres were added and ten more stills erected. Soon the original fourteen acres increased to forty-four acres. The additional thirty acres are in Oregon. The growth has been rapid and continual. The plant now consists of 270 acres with approximately one thousand employees. These employees have formed their own union with a large per cent owning stock.

This company, as well as the others in Oregon, has been and is a great help to the residents. In 1958, the Sun Oil Company paid to Oregon in the form of taxes \$454,147. Of this amount \$315,360 or 69-44/100% was allocated to the school system. Without this source of income and that paid by the other large industries of Oregon it would be impossible to build and maintain our fine schools.

THE GULF OIL INCORPORATED

"In 1930, the Gulf Oil Corporation demonstrated its faith in the future of the Toledo area and the Oregon community" by purchasing the property of the Paragon Refining Company.

At the time this purchase was made the capacity of the refinery was 8000 barrels a day. Their products included gasoline, fuel oils, lubricating oils and wax. It was operated by 150 employees.

The Gulf then began a program of expansion which they have continued. The first expansion included "the construction of two combination crude and thermal cracking units, a treating plant, a gas plant, a boiler house, new docks and tanks." This increased the capacity about 50% which made it 12,000 barrels a day. To operate the new program required 250 men. The production was now concentrated upon gasoline, furnace oil and coke.

Growth continued and by 1948, the capacity was increased to 22,000 barrels a day. New constructions were undertaken to improve the quality of the products.

During the years 1948 and 1949, they put into operation "a new 32,000 barrels a day crude distillation units, a fluid catalytic cracking unit, a catalytic polymerization unit, liquefied petroleum

gas facilities, and additional treating facilities".

More tanks were added and a new laboratory was erected.

Changes and improvements were made to meet the need for higher octane gas. Other changes are being made to provide the highest quality of products. The company is now refining 42,000 barrels of crude oil per day. This crude oil is brought by pipe line from Texas and Louisiana. Like the other refineries its operations are world-wide.

THE PURE OIL COMPANY

The branch of Pure Oil in Oregon is located on Otter Creek Road on one hundred fifty acres. It was erected in 1930, and began operations in 1931. It is one of the smaller fully integrated major oil companies in the United States. This branch is one of four petroleum refineries owned and operated by the company.

OUTPUT

Originally the facilities had a daily crude processing capacity of 6,000 barrels. It has been modernized and enlarged and its present capacity is 30,000 barrels daily.

These facilities at present consist of crude distillation, refining, thermal and catalytic cracking, vacuum flashing and coking, alkylation, polymerization, and special naphtha manufacturing processes.

They produce high quality motor fuels, domestic and industrial burning oils, a full range of both aliphatic and aromatic industrial naphthas, liquefied petroleum gas, and petroleum coke. 360 people are employed to carry on the work.

CRUDE OIL

The crude oil is obtained from company owned wells in Texas, Colorado, Wyoming, Nebraska, and Illinois. All these stocks are transported from the producing wells to the refinery through a network of pipelines which the Pure Oil owns or in which they have an interest.

MARKETS

Most of the products are marketed within a radius of 200 miles of the refinery. The naphtha products exceed a radius of 500 miles from the product source. Sizeable amounts of aromatic naphtha are shipped into Canada and several ships

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load petroleum coke each year consigned to Norway and Sweden by the way of the St. Lawrence Seaway. A limited amount of jet fuel is manufactured for military use. Rail transportation is used for naphtha products and petroleum coke. Highway trucks are also used in distributing products to gas stations and storages.

THE TOLEDO EDISON, BAY SHORE STATION

In 1952, when the Toledo Edison decided to expand, they purchased a site on Bay Shore of approximately 400 acres of land between Dupont and Wynn Roads. They broke ground for this 135,000 KW unit June 18, 1953, and completed the first generating unit the fall of 1955, at a cost of about \$29,000,000. A second unit of 135,000 KW was started in 1956, and completed in 1959. The total cost of this plant to date is approximately \$53,000,000.

The company is looking forward to future units as this site will accommodate six.

It is interesting to know that the equipment used is so massive that a trainload of concrete was poured into the ground to hold it. Very large quantities of coal, ground to a powder, is used to produce the heat and it uses three times as much water per day as the whole city of Toledo. 1600 trained men and women are employed to operate it. Yet most people accept the service provided without realizing the tremendous cost and the brain power required to produce and keep it running so that by turning a switch in one's home, place of business, or elsewhere, power that performs innumerable tasks is at one's command.

Another fact of interest is that this same plant helps to support the schools and the city of Oregon. In 1958, Toledo Edison paid in property taxes \$401,499.72 and of this amount \$278,819.96 went into the school system.

This \$52,000,000 plant at Bay Shore with others like it serve a 2,500 square mile area in and about Toledo. It is connected by a great network of lines extending in all directions. A tour through this plant will help one to understand that coal plus water plus precision produces electricity. However, one must keep in mind this would be impossible without the skillful attention of 1,600 trained men and women.

THE WHEELING LAKE ERIE RAILROAD

In 1871, a company was chartered to build a railroad between Wheeling and Toledo. Work began in 1874, and continued under financial difficulties. By 1878, it was necessary to appoint a receiver. In September 1879, a new contract for a standard-gauge road was given. Near the close of 1880, work was resumed and on August 24, 1862, the first passenger train was run from Toledo to Valley Junction, a distance of 157 miles. By 1885, the road had been completed to Bowers-ton where it made connections with the Pan Handle Road. The company was unable to pay the interest on the bonds and the road was sold April 23, 1886. On July 1, 1886, it became the property of the Wheeling Lake Erie Company.

This railroad passes through the southwestern edge of Jerusalem Township, thence crossing Oregon in a northwesterly direction terminating at Cherry Street in Toledo. In Oregon it crosses the following roads: Brown, Bury, Stadium, Navarre, Wynn, Seaman, North Lallendorf, Corduroy, and York. In the earlier days passenger trains stopped at a little station called Bailey, later known as Booth. At one time there was a sawmill at Bailey. You will recall that the passenger trains stopped at a small station on Front Street. In the early days before bridges for pedestrians and vehicles were built across the river, people living in Ironville and vicinity made use of these passenger trains to cross the river.

Just northwest of the Corduroy the company has a large switch yard where freight cars are switched from one track to another so each car will be sent to its proper destination.

Passenger trains have been discontinued but many freight trains are sent over this line daily carrying coal, oil, machinery, produce and articles of all descriptions.

THE PRESQUE ISLE DOCKS COLUMBUS, HOCKING VALLEY AND TOLEDO RAILWAY

In 1880, a steam driven crane was built on the Maumee's west bank at Magnolia Street by the Columbus, Hocking Valley and Toledo Railway. But as coal shipments continued to increase, the Hocking Valley moved to Front Street (1914). This pier

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was 170 feet wide and 950 feet long. In time the boats were of greater length and it became necessary to have more space for moving boats about. Looking around for such a location they decided upon Presque Isle.

C & O DOCKS AT PRESQUE ISLE

In 1930, this company had completed Industrial Brownhoist Load 1 and 2 with four loaded and four empty tracks. The loading track car capacity was 110 and the empty track car capacity was 160. They dumped an average of 50 cars per hour.

By 1935, another Industrial Brownhoist was completed with six loaded tracks of one hundred and fifty car capacity and four empty tracks with one hundred eighty car capacity. In 1958, there were eight loaded tracks with 260 car capacity and nine empty tracks with 600 car capacity with a capacity of dumping 100 cars per hour. This totaled 18 loaded tracks with 520 loaded track car capacity; 17 empty tracks with 940 empty track car capacity and an average dumper capacity of 200 cars per hour. There are 76 miles of track in the yard and a car capacity of 6,500.

SLIP DIMENSIONS

Their slips vary in length from 1,123.8 feet to 1760 feet, in width from 240 to 260 feet. The depth of the slip channel is 25 feet. With this latest addition, Presque Isle's busy piers, loaders and yards now rank as the world's largest single coal handling facility.

THE TOLEDO TERMINAL RAILROAD COMPANY LOCATION

This railway forms an outer belt around the city of Toledo. The portion in Oregon runs along the boundary line between Oregon and Toledo to Starr Avenue, thence north through Toledo territory and enters Oregon a short distance north of Collins Park. It then runs through the territory between Duck and Otter Creeks to Presque Isle with spurs to Toledo Port, C and O Docks and Lake Front Dock. Along Otter Creek and between Duck and Otter Creeks there is a network of railroads. Coal and oil, as well as many other things, are sent by freight which is loaded on ships and sent to many ports. These boats bring in goods of various kinds which are loaded on cars and sent to inland cities.

ITS HISTORY

The Toledo Railway and Terminal Railroad Company was an Ohio corporation formed in September 1900. Its purpose was to build an outer belt railway of about thirty-eight miles in length, with both passenger and freight terminals at Toledo, Ohio.

The incorporators were: Thomas H. Tracy, Charles F. Chapman, Jr., William B. Dick, Frank W. Caughling, and James A. Murphy.

On April 17, 1901, they entered into a contract with the Toledo Railway and Terminal Construction company to purchase the property and build and equip the road. The construction company was formed under the laws of Ohio by a group of business men of Toledo.

In 1901, the construction was begun and on October 1, 1903, the Board of Directors of the Toledo Railway and Terminal accepted it. Operations on the railroad began in September, 1902, when it was only partially completed.

In April 1905, control of the capital stock passed to Pere Marquette Railroad Company and the Cincinnati, Hamilton and Dayton, under which operations continued at a loss until January 4, 1906, when Judge Harmon was appointed receiver of the property and business.

Operations continued under the receiver until foreclosure and sale of the property to the Toledo Terminal Railroad Company on December 4, 1907. Since 1940, the entire stock of the Terminal has been held by nine railroads: Baltimore and Ohio; Grand Trunk Western; New York Central; Pennsylvania; Chesapeake and Ohio; Michigan Central; New York; Chicago and St. Louis; Pere Marquette and Toledo and Ohio Central.

INTERESTING FACTS

As originally constructed, the railroad consisted of a single track, 28.9 miles in length, with single track structures over upper and lower Maumee River, a complete passenger and freight terminal with a modern office building on Cherry Street, and a fully equipped machine shop at Manhattan Boulevard. The locomotive power in 1907, consisted of ten fifty-ton six wheel switching locomotives; in 1940, it consisted of three seventy-ton and seventeen one hundred-ton consolidated locomotives.

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During 1939, 1,645,369 cars were handled over these tracks.

Dieselization of locomotive power, with 1,000 H.P. Diesel electric switcher type locomotive, was begun in 1946, and completed in 1952. The locomotives were equipped with radio in 1948.

On September 17, 1957, the Grand Trunk Western Railway Company withdrew from the ownership in the Toledo Terminal Railway Company. The entire stock is now held by the remaining eight railroad companies.

THE LAKE FRONT DOCK AND RAILROAD TERMINAL COMPANY

This company is located on Presque Isle and is owned and operated by The Baltimore and Ohio and New York Railway Companies, and stevedored by the Toledo Lake Front Dock Company, which is composed of the Olgebay-Norton and Pickand Mather Companies. The entire facility covers 212 acres, with 65 miles of track and a total car capacity of 5,000.

COAL

Coal is moved from the proprietary yards by the way of the Toledo Terminal Railway in pullers. Steam and diesel power is used at the Dock on a rental basis from the owning lines. There are three coal dumping machines.

In 1956, there were 10,207,624 tons of coal loaded at Lakefront. Tonnages per boat ranges from 1,000 to 19,000. About 40 cars per hour or a total of about 2,400 tons are handled over a machine in each working hour.

ORE

Ore moves over the dock from April through November. In 1956, there was a total of 1,963,292 gross tons of ore unloaded at Lakefront. Tonnage per boat ranges from 2,000 to 20,000. There are four ore hulets. The two new hulets constructed in 1953, are capable of unloading 600 tons per hour each; the capacity of the old hulets 500 tons per hour each, making it possible to unload a total of 2,200 tons each working hour.

OPEN 24 HOURS

The docks are open 24 hours a day, seven days a week. They are ready to service boats as soon as they arrive day or night. A night and a day

crew are kept on each machine for this service. There are 16 men in a car camper crew and 20 men in an ore dock crew.

PARTS ON HAND

There are over \$200,000 in spare parts kept in the storeroom at all times to be ready for repairs.

SUMMARY OF CAPACITIES, SPECIAL WORK AND MATERIALS

Capacity	coal	20,000,000 tons
Capacity	ore	10,000,000 tons
Yard	track	65 miles
Yard	switches	235
Yard	capacity	5,800 cars
Maneuvering basin	length	2,200 feet
	width	600 feet
Original dredging		2,500,000 cubic yards
Fill		1,750,000 cubic yards
Steel		23,000 tons
Concrete		30,000 cubic yards
Steel Z Sheet Piles		6,500
Wood piles (40 ft. to 50 ft.)		10,000
Slips	depth	25 feet
	mooring	
Winter storage	capacity	21 boats
Highway relocated		4,300 feet
Bridges built		3
Cinder ballast		8,000 cars
Other material		6,000 cars

THE OHIO OIL COMPANY REFINED PRODUCTS TERMINAL

This terminal is located on a thirty acre fence-enclosed site at the corner of Seaman and Lallendorf Roads. It was opened in December 1952, and serves as a vital link in Ohio Oil's chain of distribution facilities.

MARATHON FUELS

Marathon fuels are manufactured by the Ohio Oil Company at its refinery in Robinson, Illinois. These fuels are shipped by underground pipe lines to the terminal in Oregon and to many other terminals. From the terminal they are distributed by truck transport to smaller distribution points which are called bulk plants and to Marathon Service Station having a large storage capacity. Smaller stations as well as many farms and industrial users

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are supplied by tank wagon trucks operating from the bulk plants.

TYPE OF BUSINESS

The Oregon Refined Products Terminal is operated by nine Ohio Oil employees. They handle six Marathon products: Marathon Mile-maker gasoline; Marathon Super M gasoline; Marathon kerosene; Number 1 fuel; Number 2 fuel and Diesel fuel. This terminal has a 160,000 barrel storage capacity.

RAPID STRIDES IN MARKETING

The company is carrying on an alert, imaginative marketing program and is making rapid strides in this phase of its business. From a handful of "filling stations" in the immediate area of Robinson Refinery in southern Illinois, the company's marketing has expanded to 2,800 independent Marathon service stations in Illinois, Indiana, Ohio, Michigan, Kentucky and Wisconsin.

WOHO RADIO STATION

LOCATION

The WOHO radio station is located on Pickle Road between Wheeling and Coy. The property, thirty-six acres, is leased by the company from Leger Metzger and Mildred Vanderhoof.

COMPANY

The company is composed of sixteen stockholders, all of whom are local people. A board of directors have charge of the business. Sam. W. Sloan is manager and treasurer. Application was made to the Federal Communication Commission for a license which was not granted until 1954.

PROGRAM

The first broadcast was sent over the air in October 1954. The programs consist of music, news and sports.

THE PLANT

The studio, transmitters and offices are in the one building. They have four high towers which require considerable space for their ground system.

They had five employees in 1954; at present there are 22.

WTOL

The Community Broadcast Company owns and controls this station. The main office is located in

Toledo. The Broadcasting tower and station is located on Cedar Point Road in Orgeon, Ohio. The tower is 1045½ feet in height. The programs are brought from the downtown office to the transmitter site by a micro wave relay. The audio is also brought in on the same wave.

Later the F.M. will be transferred from downtown to the tower.

The first program was a test pattern on November 26, 1958.

At present they employ four engineers and a janitor. The engineers have special college training and previous experience in this field.

The site of approximately one hundred acres was purchased about twelve years ago from a railroad company.

WSPD

The site for this 1170 foot tower is on Stadium Road and contains approximately ninety three acres. It is operated by the Storer Broadcasting Company who owns a number of stations throughout the United States.

The main office is down town and the programs are transmitted to the tower by micro wave.

The F.M. will be added to the tower site later.

The first broadcasting was a test program given November 22, 1959.

Both stations have a protective device which lifts the intensity for a radius of four or five miles. This is a necessity since without this device all other stations would be eliminated.

PORT OF TOLEDO

INTRODUCTION

This port is of interest to all the people of Lucas County. Since it is a county project and just west of the Oregon boundary line, it should be given consideration in this history.

TOLEDO HARBOR

"Toledo harbor includes both banks of the lower seven miles of the Maumee and the 17 mile long channel through Maumee Bay to deep water in Lake Erie." *Harland Bartholmen and Associates, A Program for the Port of Toledo*. According to this report the federal government began improving the harbor in 1866, and has continued improvements since.

Foreign vessels have been coming into Toledo

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since 1947. At that time it was only one sailing with 530 tons. It continued to increase and by 1952, there were 67 sailings which moved 19,820 tons. Exports were sent to Belgium, Cuba, Denmark, France, Italy, the Netherlands, Norway, Sweden, and Venezuela. Imports were received from Belgium, England, Finland, France, the Netherlands, Norway, and South America. Thus we see this rapid increase in foreign commerce developed a keen interest in the St. Lawrence Seaway, the opening of which brought about definite action.

PORT COMMISSION

The Toledo-Lucas County Port Commission was established by the City of Toledo and County of Lucas under authorization by the State Legislature in July, 1949. Previous to this date the Commission operated as an agency of the City of Toledo. The Commission has jurisdiction over the harbor and port and navigable waters within Lucas County.

MEMBERS OF COMMISSION

The Commission consists of nine members, four are appointed by the County Commissioners of Lucas County, and four by the mayor of Toledo with the approval of the Council. The mayor, city manager, director of public service and harbor master of Toledo, and the County Engineer of Lucas County are ex-officio members. Members serve without pay for a term of four years. The time is staggered except in the case of the ninth member who is jointly selected for one year.

The following were appointed as members of the commission: W. W. Knight; Arnold Finch; John Hackett, Jr.; Frazier Reams; Charles E. Ide; Philip S. Gibbs; Jerry Baron; John E. Martin; Richard T. Gosser.

CORPORATION

The Commission formed a corporation and borrowed money from the Federal Government at 3½% interest. This made it possible to carry on business without being a drain on the taxpayers.

SITE CHOSEN

The Commission decided to consider a suitable site for a harbor. Three different sites were considered. After careful study the location west of Presque Isle, within the city limits of Toledo, was chosen. It was purchased from the C and O Rail-

road and included 65 acres for \$228,470. This transaction took place in June, 1957.

PROGRAM

It was decided to develop 28 acres of the site at a cost of \$1,451,000. This development was to be completed in three years.

The project began out in the river several hundred feet from shore. An 800 foot long steel bulkhead was pounded into place. A dredging company then pumped ashore 250,000 cubic yards of unsalable silt, then 350,000 cubic yards of good sand on top of the silt. Heavy clay covered the good sand which made a solid foundation for the dock front.

VOTERS OF TOLEDO AND LUCAS COUNTY APPROVE LEVY

In November, 1959, the voters approved a levy of .544 mills for a period of five years. This money has been spent on the following projects.

Purchased 65 acres at the point just west of Presque Isle and usually referred to as Presque Isle site. Improved 28 acres of this site with one tenant already in business, the Industrial Molasses Corporation.

A 14.2 acre site marked for grain elevators at the Middlegrounds with one of the biggest grain companies signed up to operate a \$4.8 million elevator to be built by the Port Authority with revenue-bond financing. Three other big grain operators are interested in this site.

Publicizing the port nationally and internationally to place advantages and facilities before businessmen and shippers of several states.

A nine-man board of citizens and a full time staff with a master plan are working with a large advisory staff to take full advantage of the St. Lawrence Seaway.

A group of consultants in engineering, financial, and legal matters to direct activities.

MIDDLEGROUNDS

The Middlegrounds site is located on the west side of the Maumee at Anthony Wayne Bridge. This site consists of 14.2 acres for which the Port Commission will pay \$95,960, the amount set in a friendly condemnation suit.

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MARINA

Ten acres adjacent to Ed Cullen Park was purchased by the Port Commission for \$55,150. This was purchased at this time as a protective move which would prevent it being developed for other purposes.

INDUSTRIAL MOLASSES CORPORATION

This corporation was the first to lease a portion of the site near the mouth of the river. It has four and half acres on which it built eight steel tanks with a capacity of six and one half million gallons. There are pipe lines running from the tanks to the dock front where ships are berthed while taking on or discharging liquid cargo.

FIRST FOREIGN SHIPS IN NEW PORT

The Dutch freighter, loaded with wine, cheese and steel, sailed into the Maumee on May 1, 1959. The ship, Prins Willem George Fredrick, was the first ocean going vessel to arrive in the city through the newly opened St. Lawrence Seaway. "The ship's cargo bore the stamp "Made in Europe", the cargo with which she sailed away the following day — some 100 tons of machinery — bore the stamp "Made in the USA." *Toledo Blade June 27, 1959.*

IMPORTANCE OF COAL AND GRAIN

The coal docks with its shipping facilities is given under C and O and Lakefront docks. These facilities are located on Presque Isle and are in the city of Oregon.

GRAIN

The Continental Grain Company, one of the two biggest grain exporters in the country, has signed an agreement to lease a three million bushel elevator to be built by the Port Authority at a cost of not more than \$4.8 million on a 6 acre site just down the river from Anthony Wayne Bridge on the west side of the river. It is to be financed by revenue bonds paid by income received from the elevator.

The Andersons of Maumee have new metal elevators with a capacity of 10 million bushels, bringing the company's total storage capacity to 14 million bushels. Harold Anderson has announced that he expects to build at Middlegrounds a new "marine leg" for fast loading of grain boats. It

would be connected by rail with the Anderson elevators in Maumee and thus become a part of the port.

Cargill Grain Company, one of the nation's biggest grain exporters, plans to build a waterfront elevator at the Middlegrounds. This company owns several acres of land which the Port Authority relinquished when they obtained options to buy Middlegrounds property from the Wabash and New York Central railroads.

The Mid-States Terminals Incorporated is a new firm organized by five farm cooperatives in Ohio, Michigan, and Indiana. They organized to ship grain through the Port of Toledo. They leased storage space from the Norris Grain Company but plan to build elevators on a site of their own later.

OIL REFINING CENTER

The Port of Toledo is the largest oil-refining center between Chicago and the East Coast.

AN INTERESTING SUMMARY OF FACTS ON THE SEAWAY

Moved to make way for Seaway builders — 6500 people in eight communities, plus 225 farm families.

Homes moved — 500.

Canadians and Americans involved in Seaway and power projects — 22,000.

Canadian Seaway workers — 6,200.

U. S. Seaway workers — 4,000.

Canadian Hydro workers — 6,100.

U. S. Hydro workers — 5,700.

Total cost — \$1,068,000,000.

Canadian Seaway cost — \$329,025,700.

U. S. Seaway cost — \$128,000,000.

International dam, creation of 35 mile long Lake St. Lawrence — cost more than \$600,000,000.

Total power created — 2,200,000 horsepower Seaway:

Cubic yards dredged — total more than 23,000,000 (Canadian 18,141,927)

Cubic yards excavated — total more than 91,000,000 (Canadian 56,718,099)

Cubic yards concrete poured — total more than 3,000,000 (Canadian 2,138,328)

Bags of cement used — total more than 10,000,-

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000 (Canadian 7,000,000).

Power dam:

Cubic yards dredged and excavated (U.S. and Canadian) 95,000,000.

Cubic yards of concrete poured (U.S. and Canadian) 3,200,000.

Barrels of cement — total 3,571,500 (Canadian 1,571,000).

Total lives lost — 25 Canadian, 17 American (Compared with an average of 60 each for such projects as Panama Canal, Golden Gate Bridge, Hoover Dam, and Empire State Building, not including yellow fever deaths in Central American project.) Low figure is 50 per cent of general industrial rate, attributed to enlightened industrial safety campaigns and union "watchdog" committees on accident prone workers. — *Toledo Blade* June 27, 1959.

ST. CHARLES HOSPITAL

The St. Charles Hospital is located at the corner of Navarre and Wheeling. This new 201 bed hospital was opened October 19, 1953.

The general contract totaled \$2,959,482; the heating and ventilating \$494,918; the plumbing \$410,109; the electrical \$238,867 and the elevator \$129,470 making a total of \$4,232,146.

More than one half million dollars was raised for the hospital by public subscription. Under the Hills-Burton Act the government furnished approximately a million dollars. The balance was assumed as a debt by the Sisters of Mercy who also operate the Mercy Hospital in Toledo.

450 employees are needed to staff the hospital. 65.05% was spent for salaries according to the annual report of 1958. This report also recorded that the emergency room handled 392 auto, 590 industrial, 1900 home and 1072 other types of accidents, as well as administered 1,427 medical treatments. 10,450 patients were treated during the year.

The Guilds composed of more than 500 Junior and Senior members volunteered their services and financial support. Fifty Red Cross volunteers gave many hours of services. The members of these organizations brought cheer and comfort to many patients.

OTHER BUSINESS FIRMS OF OREGON AND JERUSALEM

APPLIANCES

National Appliances, 2752 Arthur, Oregon
Woodville Appliances, 2172 Woodville Street, Oregon

Benny's Garage, corner Stadium and Navarre, Oregon

Bill's Garage, corner Nordon and Navarre, Oregon

B and J Auto Service, 2204 Navarre Avenue, Oregon

AUTO SERVICE

Bowman's, corner Stadium and Navarre, Oregon

Cherry Auto Salvage, 2163 Woodville, Oregon

Cline's Auto Service, 5911 Seaman, Oregon

Van Gunten, Corduroy Road, Jerusalem Twp.

Woodville Auto Parts, 1920 Woodville, Oregon

BANK

The Ohio Citizens Trust Company, Navarre and Wheeling, Oregon

The Toledo Trust Company, 3160 Navarre, Oregon

BAIT

Butch and Dennies, Jerusalem Road, Jerusalem Township

Britt Shop Minnows, Corduroy Road, Jerusalem Township

Glenn's Bait Shop, Jerusalem Road, Jerusalem Township

BARBER

Bill's Barber Shop, Navarre and Cousino, Jerusalem Township

Etue's Barber Shop, 5710 Seaman Road, Oregon

Gary's Barber Shop, 2082 Woodville, Oregon

George's Barber Shop, 1952 Pickle, Oregon

Momenee's Barber Shop, Corduroy Road, Oregon

Perlaky's Barber Shop, 2614 Starr Avenue, Oregon

Sandlin's Barber Shop, 1942 Wynn, Oregon

Wayne's Barber Shop, 5008 Navarre, Oregon

BEAUTY SHOP

Esther's Beauty Shop, 4445 Bay Shore Road, Oregon

Early Industries of Oregon and Jerusalem

Peebles' Beauty Shop, 3435 Worden, Oregon
Nirschl's Beauty Shop, Bunting Road, Jerusalem
Township
Robert's Beauty Shop, 1444 South Wynn Road,
Oregon
Thelma's Beauty Shop, 2225 Brown Road, Ore-
gon

BOATS

Anchor Point Marina, Corduroy Road, Jeru-
salem
Greenan's Seaway Supplies, Jerusalem Road,
Jerusalem Township
Howard's Farm Marina, Jerusalem Township
Romstadt Marina, Corduroy Road, Jerusalem
Township

BODY

St. John's Body Shop, 5040 Navarre, Oregon
Seckinger's Body Shop, 1565 Coy Road, Oregon

BRAKES

Earl Fox Pick Factory Bonded Brakes, 844
North Wynn Road, Oregon

BUILDERS AND CONTRACTORS

Stanley Bourdo Construction Company, 11150
Bunting Road, Jerusalem Township
Fred C. Hall Company, 640 North Lallendorf
Road, Oregon
Robert Lloyd, 601 North Stadium, Oregon
Oregon Builders, 5541 Navarre Avenue, Oregon
Kohl Construction Company, Jerusalem Road,
Jerusalem Township
J. L. Angel Inc., Mason, corner Norden and
Seaman, Oregon
A. A. Boos (general), 2015 Pickle Road, Oregon
Lawrence A. Brown (Electric), 2728 Arthur,
Oregon
Walter Hipkiss (Sewer), 2104 Autokee, Oregon
"Dad" Patchen (Electric), 321 Van Buren, Ore-
gon
Dale Schmaltz (Mason), 1502 Sunshine, Oregon
Wm. J. Snyder (Trucking), 2933 Navarre, Ore-
gon
Szabo, Dietz, Szabo, 2757 Luverne, Oregon
Evans S. Thomas (General), 5844 Grissel, Ore-
gon

CABINS

Ackerman's Cabins, Jerusalem Road, Jerusalem
Township
Brick Motel, Jerusalem Road, Jerusalem Town-
ship
Cedar Creek Motel, Jerusalem Road, Jerusalem
Township
Swartz's Motel, 2935 Navarre, Oregon

CLEANER

Friendly Cleaners, Starr Avenue, Oregon
Oregon Cleaners, 149 No. Lallendorf, Oregon

COAL

Gladieux Coal and Supply Company, 5501 Na-
varre, Oregon
Momenee Coal Company, 50 North Lallendorf,
Oregon
Nissen Coal Company, 5700 Navarre, Oregon
M. F. Serry and Sons, 825 Patchen, Oregon

CONFECTIONARY

Mary's, 5760 Seaman, Oregon
Parkway Dairy Bar, Starr and Wheeling, Oregon
Tastee Freeze, 401 South Wheeling, Oregon
Vera's Tastee Freeze, Woodville and Drouillard,
Oregon

DAIRY

Cash, Carry Dairy, 2306 Woodville, Oregon
Sterling Milk, 2607 Starr Avenue, Oregon
Sterling Milk, Corduroy Road, Jerusalem

DRUGS

Collins and Parker, 2613 Woodville, Oregon

EATING PLACES

Al's Diner, Jerusalem Road, Jerusalem Township
Aunt Marge's Restaurant, 1842 Woodville, Ore-
gon
Bay Wood Drive In, 6419 Bay Shore, Oregon
Bay Shore Supper Club, 5307 Bay Shore, Oregon
Dale and Don's Drive In, 2701 Navarre, Oregon
Eastwood, corner North Curtice and Jerusalem,
Jerusalem Township
Fair Lane, 2502 Navarre, Oregon
Freeway Drive In, 2665 Navarre, Oregon
Howard Johnson's, 2450 Woodville, Oregon
Lakemont Landing, Reno Beach, Jerusalem,
Township

Early Industries of Oregon and Jerusalem

MacDonald's Drive In, 2325 Woodville, Oregon
Midget Grill, 5805 Navarre, Oregon
Ritz Nite Club, 506 South Lallendorf, Oregon
Susor's Drive In, 2260 Starr, Oregon
Wood's Inn, 1830 Liliias Drive, Oregon

FEED, FERTILIZER

Lucas County Co-op, Brown Road, Oregon

FISHERIES

Al Szuch, Corduroy Road, Jerusalem Township
Clearwater Fisheries, 4112 Corduroy, Oregon
Frank's Fisheries, Corduroy, Jerusalem Township

FRUITS AND VEGETABLES

Ackerman, 4314 Corduroy, Oregon
Bury, Jerusalem Road, Jerusalem Township
Carl's Stand, 6209 Corduroy, Oregon
Kowalka and Kusian, Navarre Aveune, Oregon
O'Brien's Market, corner Woodville and Pickle, Oregon
Schweizer's 4114 Seaman, Oregon

FURNITURE

Myer's House of Furniture, 480 South Wheeling Street, Oregon

GAS AND OIL

Bonner's Shell, 2310 Woodville, Oregon
Brown's St. Clair, 2084 Woodville, Oregon
Cousino's-Sinclair Corner Stadium & Corduroy Oregon
Dillies Sunoco, 3304 Woodville, Oregon
Eckard's Gulf, 2305 Woodville, Oregon
Elmer's Gulf Service, Navarre, Oregon
Goralske's Service, Navarre at Expressway, Oregon
Hufford's Gulf Service, 2705 Navarre, Oregon
Hunt's Sohio, corner Otter Creek and Cedar Point, Oregon
Isbell's Gulf, 2648 Woodville, Oregon
John's Oil Service, 1846 Woodville, Oregon
Ladd's Texaco Service, 2349 Woodville, Oregon
Makra's Sohio, Corduroy and Otter Creek, Oregon
Martin's Sohio, Navarre Avenue, Oregon
Mel's Sohio, 2206 Woodville, Oregon
Merritt's Pure Oil Service, corner Bay Shore and Stadium, Oregon

Plumb's Sohio, 5004 Bay Shore, Oregon
Roe's Sohio, 2056 Woodville, Oregon
Russ Sohio, Coy and Navarre, Oregon
Shoaltz's City Service, Corduroy and Howard, Jerusalem Township
W. J. R. Mobile, corner Jerusalem and Teachout, Jerusalem

GENERAL MACHINE

Boros Machine and Tool, 4314 Brown Road, Oregon

GREENHOUSE

Cousino, Arquette Road, Jerusalem Township
Fassett, Seaman Road, Oregon
Habegger, Corduroy Road, Jerusalem Township
Mel's Greenhouse, 3807 Brown Road, Oregon
Routson, Navarre Avenue, Oregon
Tschann, Bunting Road, Jerusalem Township

GROCERIES

Bay Shore Market, 4441 Bay Shore, Oregon
Betz' Superette, 1202 Stadium, Oregon
Craig, Corduroy Road, Jerusalem
Eschen, Jerusalem Township
Food Town, 4105 Wheeling, Oregon
Food Town, 3150 Navarre, Oregon
Homestead Market, 3217 Seaman, Oregon
Kaiser's Jerusalem Road, Jerusalem Township
McCorkel's Food Fair, 2524 Navarre, Oregon
Neighborhood Service Grocery, 2623 Seaman Road, Oregon
Olney's Market, 1950 Stadium, Oregon
Oregon Farm Market, 5543 Navarre, Oregon
Patterson's Grocery, Bono
Scott's Superette, Howard and Rachel, Jerusalem Township
Shoaltz, Howard and Corduroy, Jerusalem Township

HARDWARE

Hampton Hardware, 401 South Wheeling, Oregon
Oregon Hardware, 4046 Navarre, Oregon

INSURANCE

Auto, Fire, Theft, George H. Evans Inc., 3433 Navarre, Oregon
General, Clair W. Langmaid Inc., 711 Ansonia, Oregon

Early Industries of Oregon and Jerusalem

General, R. L. Roberts Agency, 1444 South Wynn, Oregon

John Fletcher, General, Tom Johnson's Agency, corner Seaman and Lallendorf, Oregon

Prudential, 2754 Navarre, Oregon

Raymond Perry, Nation Wide, Yondota Road, Jerusalem Township

Kenneth Tank, Motorist's Mutual, Yondota Road, Jerusalem

Paul Hartsook, Motorist's Mutual, 504 Stadium, Oregon

Alice Kontak, Griswold Realty, 275 East Vale, Oregon

Life, Western and Southern, 2427 Woodville, Oregon

Life, Wolfe, Bros. Insurance Agency, 1911 Oakdale, Oregon

IMPLEMENTS

Dippman Implement, 7522 Seaman Road, Jerusalem Township

Knopp Farm, Jerusalem Road, Jerusalem Township

Nelson, 6901 Seaman Road, Oregon

Witty's, Jerusalem Road, Jerusalem Township

INDUSTRIAL CONTAINERS

Hughes Industrial Containers, corner Stadium and Navarre, Oregon

LABORATORY

Fredrick's Laboratory, 1281 Stadium Road, Oregon

LAUNDRY

Launderette, 5451 Bay Shore, Oregon

Laundromat, Corner Navarre and Wheeling, Oregon

LAWN MOWERS

Breno's Lawn Mower Service, Stadium Road, Oregon

Goulet Lawn Mower Service, Brown Road, Oregon

Mel-Ves Lawn Mower Service, 3550 Pickle Road, Oregon

LUMBER

Gladieux Lumber and Supply, 5501 Navarre, Oregon

Schroeder Lumber Company, 5453 Brown Road, Oregon

Toledo Box and Lumber Company, 2295 Starr Avenue, Oregon

MEAT

Duschl's Country Market, 4403 Seaman, Oregon

MILLS

Coy Cider Mill, Navarre Avenue, Oregon

Toledo Alfalfa Mills, Stadium Road, Oregon

NEWS

Oregon News, 2154 Woodville Road, Oregon

NITE CLUBS

Cresceus Tavern, 2246 Navarre, Oregon

Gulish Villa, Jerusalem Road, Jerusalem Township

Harbor Light Inn, 4225 Bay Shore, Oregon

Hide Out Bar, 2603 Navarre, Oregon

May-Bea, corner Stadium and Corduroy, Oregon

Metro's Country Nite Club, 5739 Corduroy, Oregon

M and J Tavern, 6067 Bay Shore, Oregon

Shoe-String Carry Out, Lilius Drive, Oregon

Stan's Nite Club, 5008 Navarre, Oregon

Tank's Tavern, Jerusalem Road, Jerusalem Township

Tow's Tavern, corner Jerusalem Road and Main Street, Bono

Two D's, corner Wheeling and Starr, Oregon

Veler's Nite Club, Main Street, Bono

NURSERY

Bargain Barn Garden Shop, 2324 Woodville, Oregon

Bonham's Nursery, 447 South Stadium, Oregon

Englehart's Nursery, Arquette Road, Jerusalem

Pearson Park Nursery, 3649 Navarre, Oregon

PAINT

Marge's Paint Shop, 1326 Stadium, Oregon

Tom's Paint Shop, 5775 Navarre, Oregon

PHOTOS

Barton's Studio, 4115 Navarre, Oregon

Charles Photo Copy Shop, Azalea, Jerusalem Township

Early Industries of Oregon and Jerusalem

PLUMBING

Crown Plumbing, 460 North Lallendorf, Oregon

PRINTING

Moon Printing Company (Berger), 6166 Corduroy, Oregon

PRODUCE

Baden's Quality Eggs, 4047 Starr, Oregon

Lind's Turkeys, Lyons Road, Jerusalem Township

Nelson's Turkeys, Seaman Road, Oregon

Oregon - Ross Poultry Farm, 2925 Navarre, Oregon

Schweizer's Eggs, 4114 Seaman Road, Oregon

Varner's Turkey Farm, Seaman, Jerusalem Township

SALES

Brown's School Buses, 6901 Seaman Road, Oregon

Cousino's Sales and Service, 5785 Corduroy, Oregon

Dunn's Motor Sales, corner Brown and North Curtice, Jerusalem Township

Ehrsam's Roto-Tillers, 6212 Seaman, Oregon

Garand's Sales and Service, 1281 Stadium, Oregon

SANITATION

Clean Rite, Cedar Point Road, Oregon

Oregon Sanitation, 2043 Blandon, Oregon

Fondessy's, Otter Creek, Oregon

SAW FILING

Odom's, Jerusalem, Jerusalem Township

STAMP

S and J Rubber Stamp Company, 4340 Brown Road, Oregon

TELEVISION

Kusian Television Shop, Corduroy Road, Jerusalem Township

LaBounty Television and Radio, 4960 Bay Shore, Oregon

Lickert's Television and Radio, 4445 Bay Shore, Oregon

THEATRE

Parkside Theatre, 4540 Navarre, Oregon

TRANSPORTATION

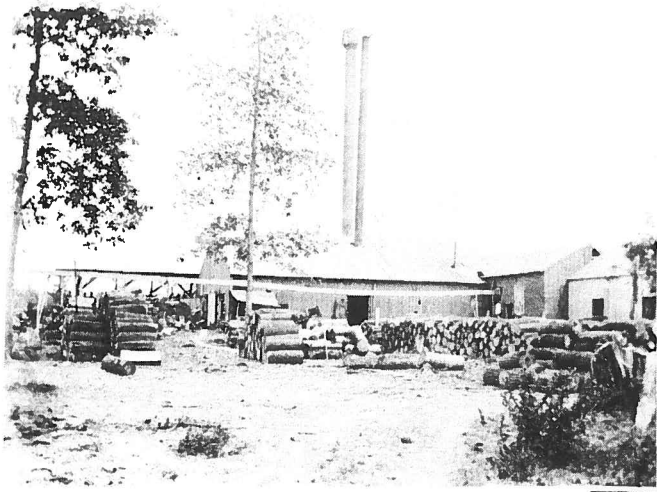
Oregon Cab Company, 4867 Bay Shore, Oregon

Toledo Suburban Lines, 4555 Bay Shore, Oregon

UPHOLSTERING

Donnal's Upholstering, 2233 Pickle Road, Oregon

Early Industries of Oregon and Jerusalem



Sonerant's Sawmill at end of North Curtice Road and Bay Shore.

C. D. Keller

A barge used at the mill.
C. D. Keller



Joseph Clement's
Blacksmith Shop
Mrs. Alice Harvey

Laurence Hofbauer sitting on first horse, Earl Murphy sitting on the second. Others in the picture: Lester Lake, Harold Lake, Henry Condon, Wellington Albertson, Joseph Clements, Les Clements, Fred Susor, Elizabeth Navarre, Loretta Momenee, Roma Momenee.

Coy's Cider Mill, still operating.

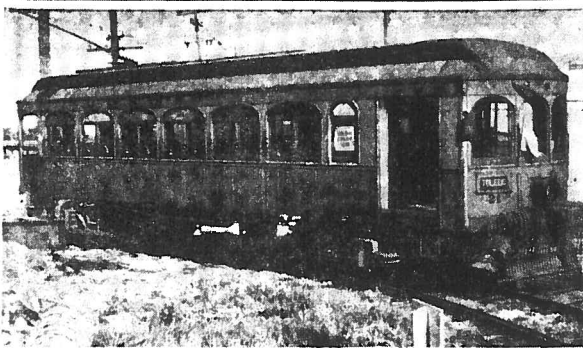


Early Industries of Oregon and Jerusalem



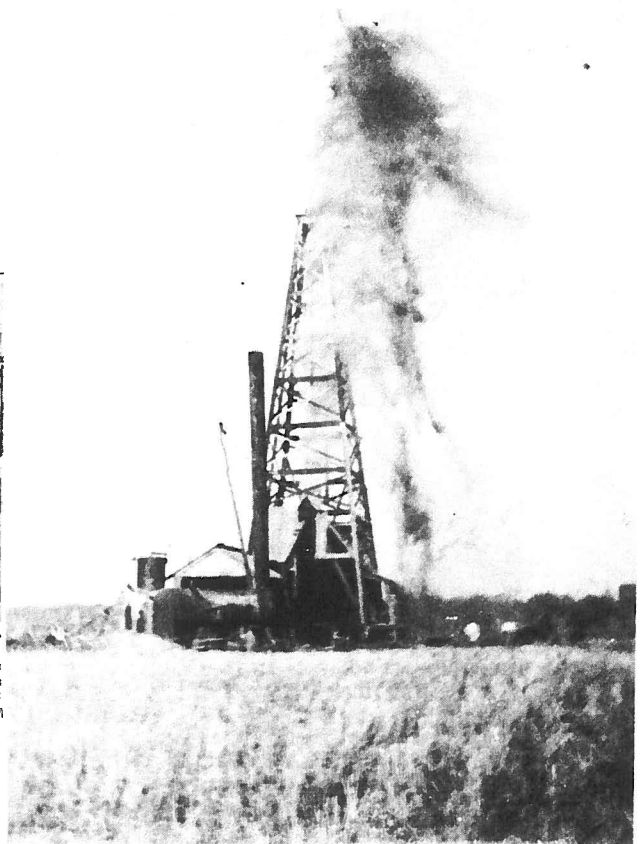
I. N. Keller with load of vegetables.
C. D. Keller

One More Trip, Then Retirement



Take a good look, because Sunday will be the last chance Ohioans will have to see one of the old-fashioned wooden interurban cars in operation when the National Historical Society sponsors a special excursion over the 33-mile run from Toledo to Marblehead via Genoa, Oak Harbor, Pt. Clinton and Lakeside. The Ohio Public Service Co., which has asked permission to abandon passenger service over the route June 30, is running two of the old timers, typical of those commonly seen on the 1,200-mile of Ohio interurban lines, on its regular runs Sunday. These last two cars, the 1911 and 1912 models, were built by the Toledo and Ohio Valley Railway Co. in 1911 and 1912.

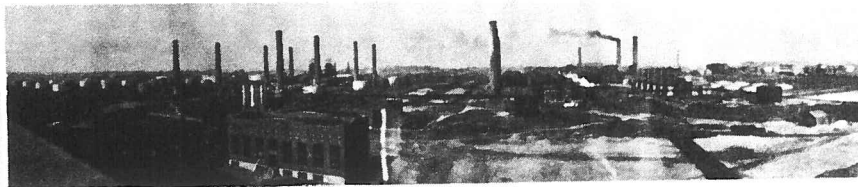
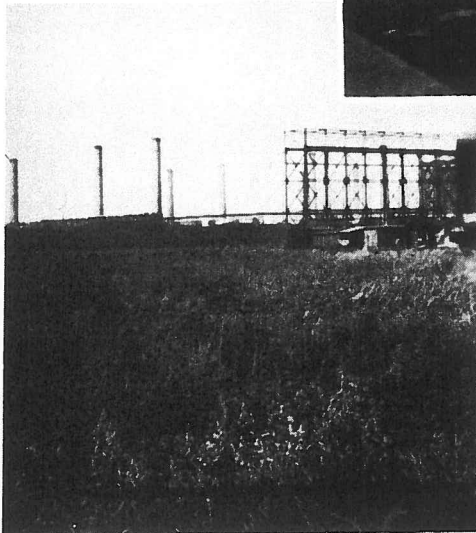
Photo by Toledo Blade



The well that flowed for days — was known as The Klondike.

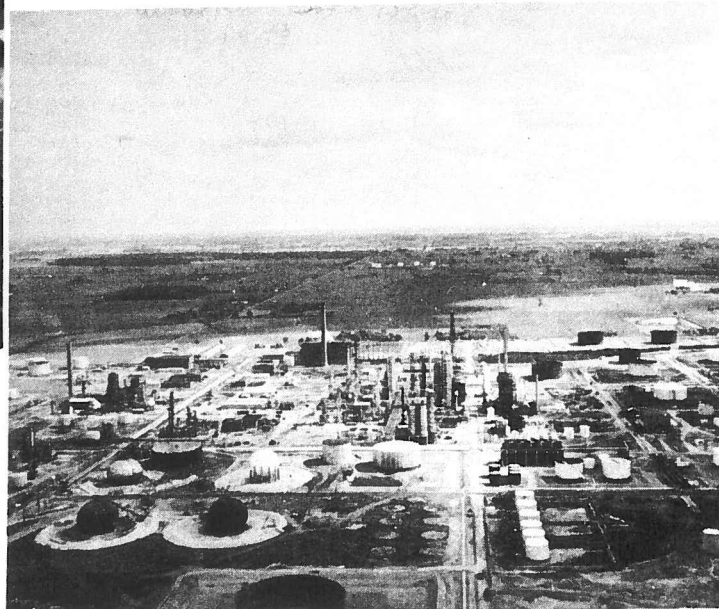
Early Industries of Oregon and Jerusalem

Beginning of Standard Oil Refining in Oregon.



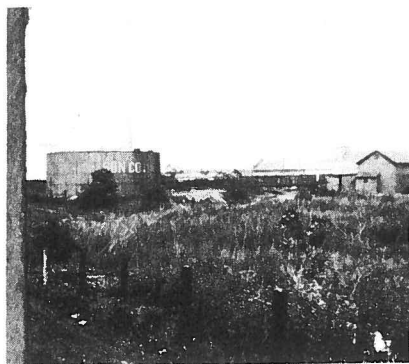
1929

Ohio Oil delivers its special product from its station on Seaman.
Permission: Ohio Oil Company

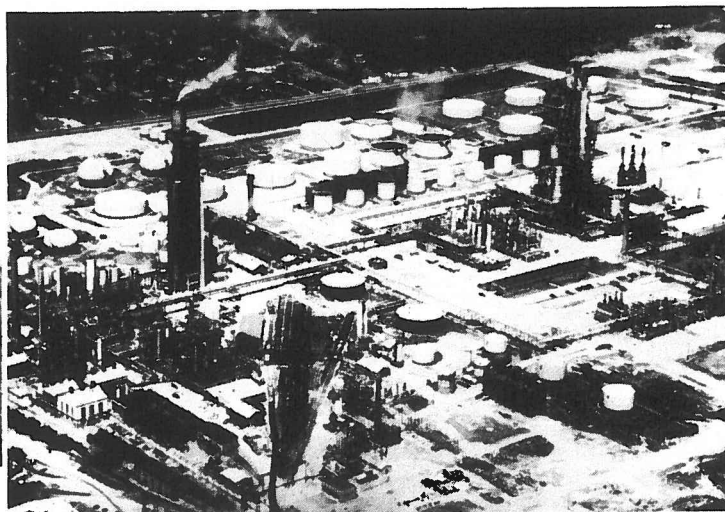


Standard 1959

Showing the growth of this industry.

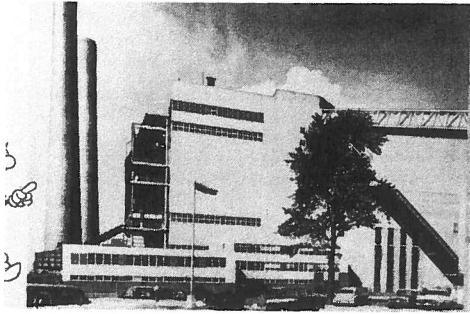


Sun Oil Refinery in its infancy in Oregon.



A glimpse of the rapid growth of Sun Oil.

Early Industries of Oregon and Jerusalem

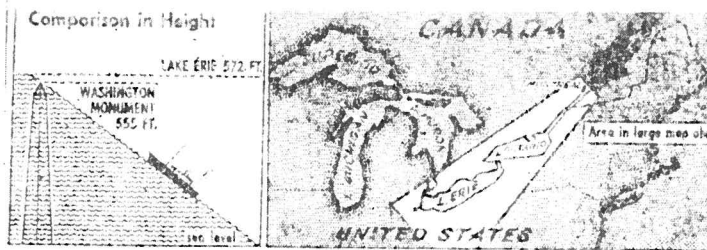
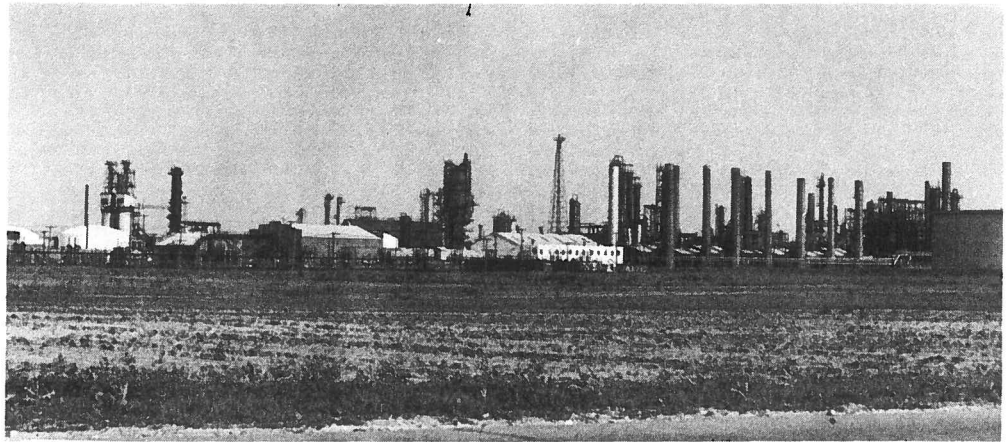


Toledo Edison at Bay Shore Site.



The Gulf Oil has a large tank farm in Oregon and many of their stations.

Pure Oil



An interesting and worthwhile climb.
Photo by Toledo Blade.

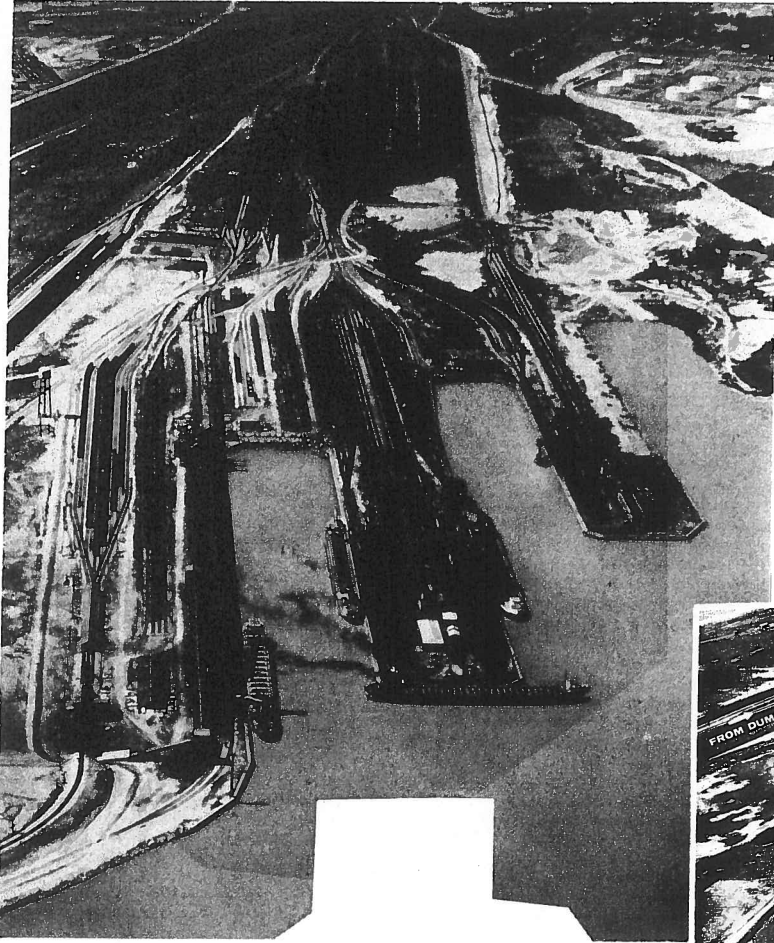


St. Charles Hospital—a busy place.

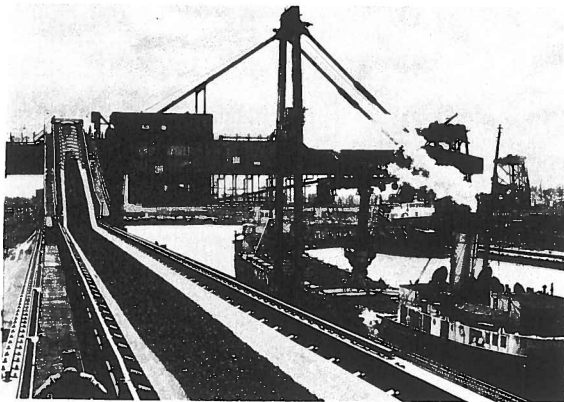
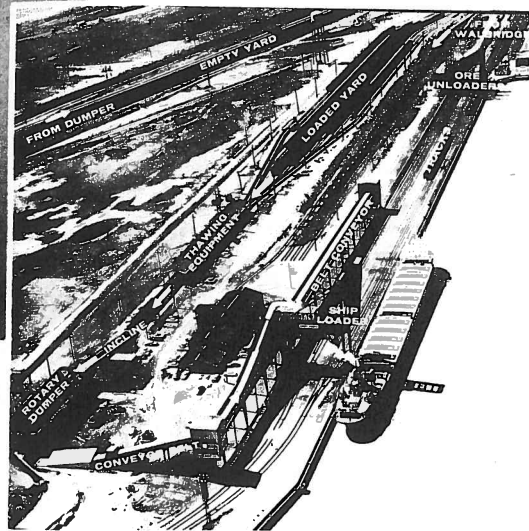


Franklin Ulrich built this new and modern store on Navarre Avenue.

Early Industries of Oregon and Jerusalem



Information and pictures from C & O and Lake Front Docks.



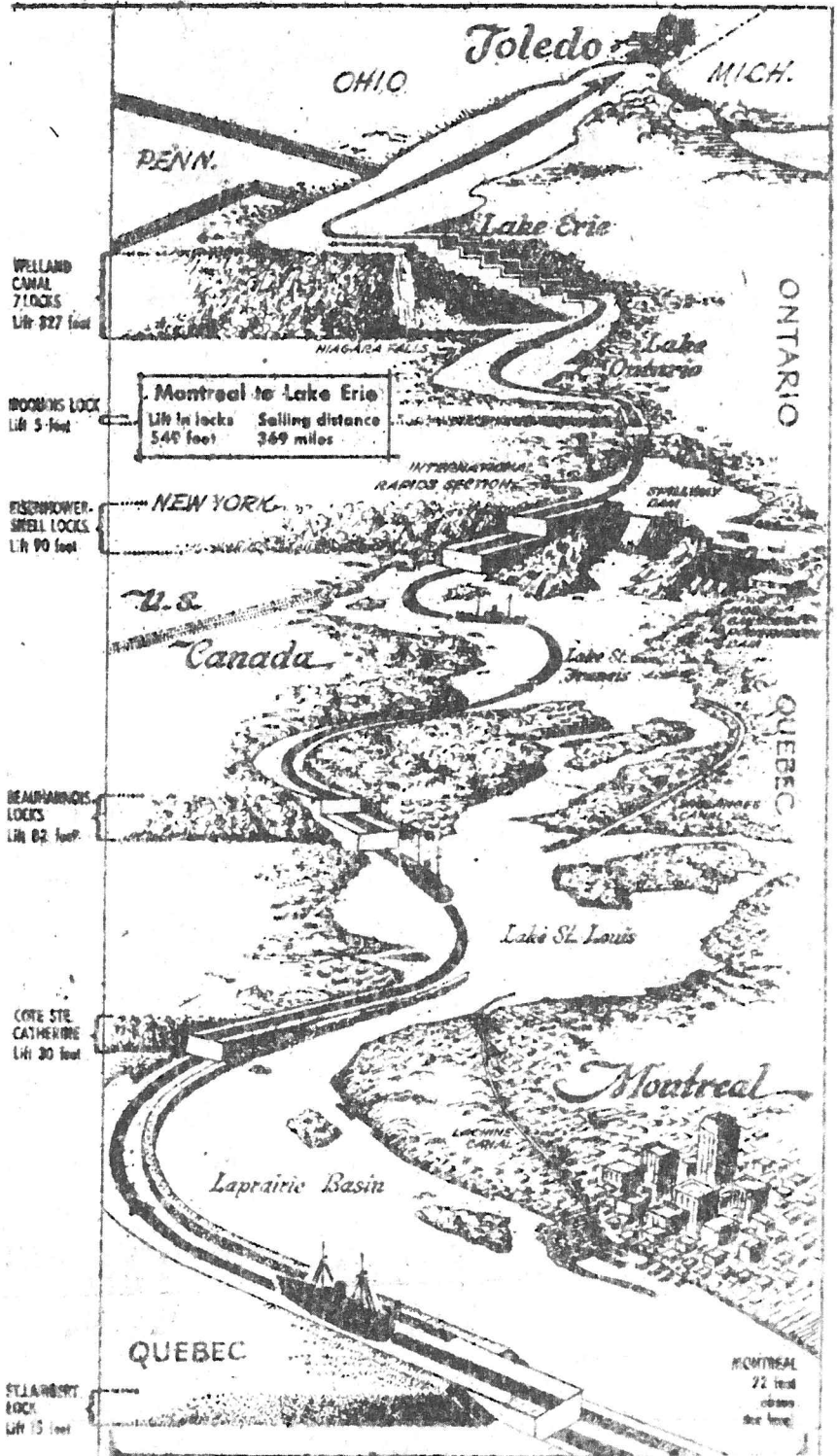
Coal moves smoothly and rapidly aboard ship with Chesapeake and Ohio's ultra-modern dumper #4.

These pictures help one to realize the importance of railroads and ships in transportation.

Permission: C & O Docks

Early Industries of Oregon and Jerusalem

Beginning Of Long Upward Climb



Drawing by Toledo Blade.