

Cleveland Fulfills Early Hopes of Founder

CLUSTER OF LOG CABINS BECOMES THROBBING CITY

Quiet-of Huts in Wilderness 125 Years Ago is Changed to Hum of Industrial and Social Life of Fifth Municipality in Nation.

Settlement Mapped Out by Connecticut Pioneers Takes Place as Center of Progressive Business and Cultural Activity.

BY C. L. KIRKPATRICK.

ON July 22, 1796, there sailed up the Cuyahoga river from Lake Erie an open boat. In it was a party of men, headed by Moses Cleaveland. The men disembarked on the eastern bank of the river near the lake. The arrival of the party was marked by no ceremonies. In fact, there was only Job Stiles and his wife Tabitha there to give welcome to the newcomers.

That was the beginning of Cleveland's history. The men were surveyors of the Connecticut Land Co. who had come to lay out a new city at the mouth of the Cuyahoga. On Sept. 16 following, Augustus Porter, a civil engineer, laid out several streets on the right bank of the river. Those few streets were the nucleus of the city of today with a population rapidly nearing the million mark.

The city took its name from Moses Cleaveland, one of the principal stockholders in the Connecticut Land Co. The name of the city was misspelled by an enrolling clerk in the legislature, who left an "a" out of the first syllable. The city charter followed the same spelling and, while phonetically but not orthographically correct, it is the official way to spell the name of the city today.

There were two log cabins in the city at the start, one occupied by Mr. and Mrs. Stiles and the other by the surveying party. Job Stiles and his good wife "kept house" for the surveyors in one of the cabins which later became known as "Pease's Hotel," and was occupied by Seth Pease. This house was located near the junction of Main street and the Cuyahoga river.

But one other building then existed in the region now called Cleveland. This was a dilapidated cabin on the west side of the river. At one time it was supposed to have been used by employes of the Northwestern Fur Co. This concern often sent provisions to posts in the wilderness to supply traders and trappers.

The first map of the "city" was completed by Amos Spafford in 1796. It bears the date Oct. 1, 1796. The map showed Plans of showed the Public City's Sponsors square containing ten acres of ground, Broad street (later Superior street) running through the square parallel with the lake shore, and five other streets. Parallel with Superior, Lake street extended from Water to Erie. Huron street ran from the river to a point one-fourth of a mile east of Erie, where the city limits terminated. Ohio street ran from Erie westward to what was later Miami street. Federal street extended from Erie eastward to the city limits, later becoming known as St. Clair street. Butte street ran westward

from Water street along the margin of the lake to the mouth of the river. Under the direction of Moses Cleaveland new streets were added.

As first laid out the city lots were usually 240 rods, containing two acres each, although a few were smaller and some larger. Investors in these lots paid about \$25 an acre. The average lot of two acres cost \$50. The only stipulation in these transactions was that the purchaser become a settler within a year. What were known as farm lots in 1796 and 1797 were much cheaper. A ten-acre farm could be purchased at the rate of \$3 per acre; twenty acres at \$2 per acre and 100 acres or more at \$1.50 per acre.

A number of men employed in the laying out of Cleveland had been preserved. Moses Cleaveland bore the title of superintendent. Augustus Porter was principal surveyor and deputy superintendent and Seth Pease was astronomer and surveyor. Other surveyors were Amos Spafford, John Milton Wiley, Richard M. Stoddard and Josiah Warren. Joshua Stow was commissary and Theodor Shepard, physician.

Other employes of the company were Joseph Tinker, boatman; George Proudfoot, Samuel Forbes, Stephen Benton, Samuel H. Sanford, Samuel Davenport, Amzi Atwater, Elisha Ayres, Norman Wilcox, George Gooding, Samuel Agnew, Joseph McIntyre, Francis Gray, Amos Sawtel, Amos Barber, William B. Hall, Asa Mason, Michael Coffin, Thomas Harris, Timothy Dusham, Shadrach Beard, Daniel Shulay, Titus V. Munson, Samuel Baras, John Briant, Charles Parker, Olney Rice, James Halket, Luke Hanchet, Joseph Landon, Ezekiel Morley, John Lock, Stephen Burbank and James Hamilton.

According to Whitteley's "Early History of Cleveland," came with the surveyors and took charge of "Stow's Castle" at Conneaut. These people composed the party that made the journey to the shores of Lake Erie to map out the new city.

Before the fall of 1796 the population of the city was reduced by the exodus of the engineers and surveyors. On Oct. 1, 1796 there were three persons in Cleveland, Mr. and Mrs. Stiles, and Joseph Landon, and a few weeks later Landon departed, leaving the population again at two. Before the cold winter set in Edward Paine, who later became Gen. Paine, and who founded Painesville, arrived. He bore with Stiles and his wife the winter of 1796-97. Paine was a trapper and fur trader and at frequent intervals other hunters and traders arrived and departed, dealing in beads, calico, powder and lead which were exchanged for bear, beaver, other and other furs.

In the early spring, Boarder Paine left the Stiles homestead and settled in what is now Painesville, but his departure was more than made up for in population in May, 1797, by the arrival of Mr. and Mrs. Gen who came from Connecticut. From that time on the population showed no decline. It was after his return to Old Windham, a bustling Connecticut community, that Moses Cleaveland said:

"While I was in New Connecticut I laid out a town on the bank of Lake Erie, which was called by my name, and I believe the child who was born may live to see that place as large as Old Windham."

That was only 125 years ago. Moses Cleaveland planned and builded and prophesied better than he knew.

On June 1, 1797, the settlers began to arrive. A large surveying party in charge of Seth Pease arrived on that day, followed three days later by another party headed by Rev. Seth Hart. About the same time Maj. Lorenzo Carter arrived in the city. During the summer there arrived Alonzo Carter, son of the major; Ezekiel Hawley, James Kingsbury and many others.

Before the winter of 1797-97 Cleveland began to take on the aspect of a frontier town. The settlers began to use their inventive genius to meet the ever arising emergencies. James Kingsbury made a crude set of millstones with which was made a fair grade of flour, a little coarse but none the less nourishing. Vegetables and grains flourished. The surrounding country provided game of all kinds and the lake produced plenty of fish.

By 1780 the city had a population of between sixty and seventy persons. They were generally healthy and happy. The first justice of the peace was James Kingsbury, who also was an ex-officio of the quarter sessions court. The first constables to wield their authority and keep peace in the balfwick were Lorenzo Carter and Stephen Gilbert. Their duties, however, were light.

In the same year the first distillery was established. Daniel Bryant and his son, Gilman, arrived in the city from Virginia, bringing with them a still.

This was set up at the foot of Superior lane. Distilling in those days was a respectable business and the enterprise was warmly received by the entire population. The Indians of the region were particularly partial to Bryant's output.

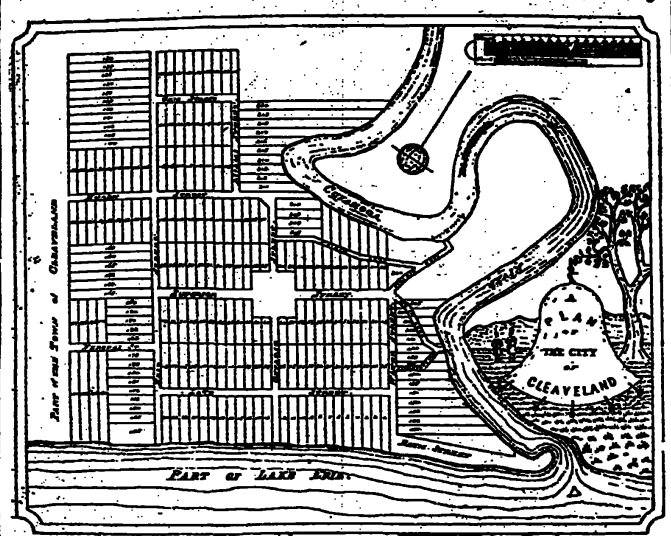
During the same year there arrived Samuel Huntington from Connecticut. He built the most aristocratic residence in the city, a hewed log house with sawed flooring and doors, and here he began what was destined to become a distinguished career. He was later a member of the legislature, speaker of the house and governor of Ohio. While serving as judge, Mr. Huntington was once pursued to the threshold of his home by a pack of howling and ravenous wolves. Had he not been on horseback, his career probably would have been cut short.

In 1802 the first schoolhouse was opened in Cleveland. The teacher was Miss Anna Spafford. She had little trouble in keeping the children in classes as they did not dare to ramble far from the school. Bears and wolves in the near by woods had more than once frightened the children and they did not care to ramble very far away.

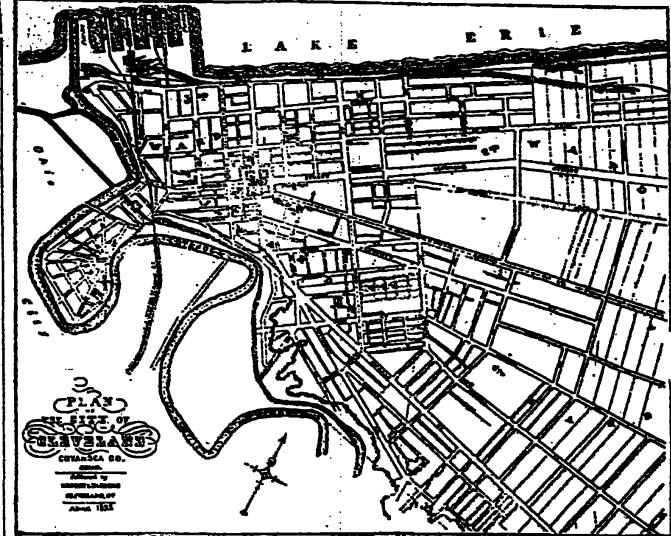
Also in 1802 the first inn was opened. Messrs. Lorenzo Carter and Amos Spafford were licensed by the quarter sessions court as hotelkeepers. The population kept growing gradually, the arrival of every new family being the occasion for general rejoicing. The Indians at this time were sometimes restless and a military company was organized for protection from the redskins. Everybody capable of bearing arms was enrolled.

With the admission of Ohio as a state by an act of congress in February, 1803 Cleveland began to take interest in the political life of the state. The seventh Union was destined to play an important part in this line

Early Maps Show Plan of City and Growth in Half a Century



PLAN FOR CITY IN 1796.



MAP OF CLEVELAND 1855.

It will be noticed in the "Plan of the City of Cleveland" as drawn by Seth Pease in October, 1796, that he visioned the city from the lake. The north is to the south at the top. Two landings are shown on the river, the lower landing at the foot of Union lane, on the opposite bank from which the two figures

are shown standing. The "Upper Landing" is marked at the foot of Vineyard lane. The later plan of "The City of Cleveland" was made in 1855 and was published by Knight & Parsons. It shows the city as outlined eastward to Starling avenue (E. 30th street). Few buildings, however, are marked east of Perry (E. 22d street).

of endeavor... Under the provision of the state constitution officers were elected and on March 1, 1803, the first state legislature met at Chillicothe. Election laws were passed, courts created, new counties organized and county and state officers appointed. Samuel Huntington took his seat as one of the first judges of the Ohio supreme court.

The record of the first town election of Cleveland following the admission of Ohio to statehood, is not complete in detail. The election, however, was held at the home of James Kingsbury. At this election Amos Spafford was chosen chairman; Nathaniel Doan, town clerk; Amos Spafford, James Kingsbury and Timothy Doan, trustees; James Kingsbury and James Hamilton, overseers of the poor; Rodolphus Edwards and Ezekiel Hawley and Amos Spafford, fence

viewers; Elijah Gun and Samuel Huntington, appraisers of houses; James Kingsbury, list; William Elvin, James Kingsbury and Timothy Doan, supervisors of highways; Rodolphus Edwards, constable.

The first postoffice was established in October, 1805, and Elisha Norton was appointed as the first postmaster. Mail service was not regular as it reached Cleveland at present time, via Warren, Trumbull, every two weeks. The mail passed through Pittsburg, Canfield and Youngstown. The latter city was the terminus of the regular route for several years previous to the establishment of a postoffice in Cleveland. The route from Youngstown was to Warren, to Deerfield, to Ra-

Continued on Next Page.

many volumes. It is a story of America's growth as exemplified by a city that has prospered and progressed without artificial stimulation of any kind.

History of Fifth City One of Steady Growth and Sound Development

GROUP OF LOG CABINS NOW GREAT CITY

Continued From Preceding Page.
vanna, to Hudson to Cleveland. Mail for Toledo and Detroit also passed through Cleveland, being taken along the old Indian trail through Sandusky.

Postmaster Norton did not hold the position very long, as a commission naming John Walworth to that office was issued Oct. 22, 1805, by Gideon Granger, postmaster general. Walworth was also appointed inspector of revenue for the port of Cuyahoga.

About this time Judge Huntington acquired an interest in the mills at Mill Creek and moved there. Mill Creek was a short time later absorbed by Cleveland.

The first trouble with the Indians in Cleveland occurred about this time. John O'Mic, an Indian, threatened the life of Mrs. Carter, wife of Maj. Carter, while she was working in her garden. The major at first was for hanging O'Mic outright, but when the Indians' aged father interceded with him the major relented. The hanging was called off on condition that O'Mic remain on the west side of the river. It was only a few years later that the same Indian committed a heinous offense and he became the hangman's first victim in the community.

The first apple crop was gathered in Cleveland in 1806. James Kingsbury, who had brought seed from the east, in the year mentioned, gathered the first fruit.

An important advance was made in 1807 when Judge Huntington manufactured the first bricks to build the chimney of his new frame house.

Cleveland became known as a ship building port as early as 1808. Records show that in that year Major Carter constructed the "Collector Report." Zephyr, a thirty-ton burthened vessel, was built in the lake trade. The launching of the "Sally" in 1809 followed. The "Sally" was a schooner of five or six tons and was constructed by Joel Thorp. In the same year Alexander Simpson built the "Dove," a vessel about the same size as the "Sally." The first big boat was the "Ohio," built in 1810 by Murray & Bixby.

The year 1810 saw the city growing rapidly. In that year Collector of the Port in his formal report to the treasury department, made the announcement that from April to October \$50 worth of goods had been exported to Canada. That was the real beginning of the tremendous lake traffic enjoyed today.

Cleveland's first resident physician, Dr. David Long, reached here in June, 1810, and remained until his death in 1851. In the same year the store of Elias and Harvey Murray became one of the business places of the town. A warehouse built by Major Carter in Union lane was another development of 1810, as was a tannery built at Doan's Corners by Elias Cosard. It was the first tannery operated here.

During the War of 1812 Cleveland, while never the scene of battle, was close enough to the campaigns on the lake, to make it an important base of supplies. Troops from many districts were assembled here for movement to other places. Fort Huntington, a small stockade at the foot of Seneca street, was the scene of great activity. At one time a scout from Huron brought news that many boats carrying British soldiers were seen on the lake and that they were sailing toward Cleveland. The majority of the women and children were hurried to remote places inland. The report, however, proved a false alarm and the people soon returned to their homes.

Cleveland and Newburg each furnished a company of men, the Cleveland company being fifty strong. Harvey Murray was captain. Only a small guard remained on duty in Cleveland during the winter of 1812-13. Maj. Jessup of the regular army took up his command at this point in the spring. In May, Capt. Stanton Sholes arrived with a company of regulars. Only once did the British fleet appear off Cleveland. That was on June 10, 1813. According to the written report of Capt.

Sholes, the ships got within a mile and a half from the shore when a violent storm drove them away.

Commodore Perry on his way up the lakes to the Battle of Lake Erie, anchored his fleet at the mouth of the Cuyahoga while he was paid a visit to the city. It was not long after his departure—to be exact on Sept. 10, 1813—that the people of Cleveland distinctly heard the roar of his guns coming across the lake. The battle ended all danger of invasion to Cleveland.

In October of 1814, although formal peace articles had not been signed Cleveland resumed its normal trend. On Oct. 15, Newburg became a township. On Nov. 23, Cleveland caught up with its bustling rival, and through the passage of an act in the legislature incorporated "the village of Cleveland in the county of Cuyahoga." The village boundaries were described as "so much of the city plat of Cleveland in the township of Cleveland and county of Cuyahoga, as lies northwardly of Huron street and westwardly of Erie street, in said city plat as originally laid out by the Connecticut Land Co."

Twelve of the male inhabitants of Cleveland met on the first Monday of June, 1815, and by unanimous vote elected the village's first office staff as follows: President, Alfred Kelley; recorder, Horace Perry; treasurer, Alonzo Carter; marshal, John A. Ackley; assessors, George Wallace and John Riddle; trustees, Samuel Williamson, David Long and Nathan Perry, Jr.

They had difficulty in raising funds to conduct the village government much the same as they have for getting finances to keep Cleveland going today. The trustees met in June, 1817, and decided to increase the revenue by levying a tax of 50 cents on each horse in the township, and half that sum on each head of horned cattle. Despite this tax the income was small. The township tax was \$38.02 in 1821.

The population gradually increased. Improvements were slow, but sure. In 1815 Leonard Case and Capt. William Gaylord built a large frame warehouse on the river, north of St. Clair street. Levi Johnson and Dr. Long built another and John Blair a third. The first attempt at banking in the city was made in 1816 when Leonard Case started the Commercial Bank of Lake Erie. There must have been financial difficulties in those days, as the bank closed for lack of business in 1819.

Cleveland took on its first metropolitan air in 1818 when Orlando Cutter began business with what might be called the city's first "department store." He opened with a stock of goods valued at \$20,000, a tremendous business venture in those days.

In that year real estate prices had begun to soar. Land in the heart of the present city sold as high as \$100 an acre. During the year the first steamboat arrived in Cleveland harbor. It was the Walk-in-the-Water and was regarded with amazement by the citizens. The first newspaper, the Register, appeared in the same year, although it was to have a rival in the Herald the following year.

Rev. Joseph Badger was one of the early preachers to visit Cleveland and he commented on the "apparent lack of piety" in the village and it was after one of his visits that a group of church people gathered at the home of Phineas Shepard for the purpose of nominating officers for a Protestant Episcopal church in Cleveland. The meeting was held on Nov. 9, 1816. On March 2 of the following year at a vestry meeting in the court house those present united in forming a "Trinity Parish of Cleveland, Ohio." Among those present was Rev. Roger Searl of Plymouth, Conn. He later visited the parish at intervals. Services for many years were held in the court house.

School organization also progressed about this time and the first theatrical productions were given. A little school house had been erected on St. Clair street, near Bank street, and it was acquired by the village in January, 1817. In "Recollections," by George B. Merwin, the opening attendance is given as twenty-four. Mr. Merwin further wrote "the young men in the town were assessed to pay the master for the amount of his wages for the children of those parents who were unable to do so."

A trifle less than a century ago, to be precise, in 1822, the first bridge was erected across the Cuyahoga river. It was built by William White and S. J. Hamlin, the citizens' supervising committee, consisting of Josiah Barber, Philo Scoville and Josiah Chapman. The bridge was paid for by popular subscription. Everybody did not possess cash in those days and those who found themselves in this condition gave grain, meat, whiskey and other articles.

The city began to grow by leaps and bounds and in 1825 it was estimated that 500 people lived in Cleveland. The steamboat building business was established when the Enterprise was built here. The city boasted of a wonderful harbor, but across the mouth of the river was a bar which prevented the heavier vessels from entering.

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In politics the voters of Cleveland have been less partisan than those of any other large city in the United States. No Republican or Democrat has ever become so strongly entrenched

in the city affairs that it could truthfully be said that he controlled the political destinies of the city. This fact is borne out by the story of the successive city administrations up until the present time.

Real estate values have kept steady progress with the civic and industrial development of the community. The city proper was built up with comfortable homes years ago and the spread out into the suburban districts has been steady for more than a decade. Especially along the lake shore, east and west, has the population settled, also in the higher ground to the south and east of the city proper. It was not until the last few years that any housing

shortage was felt, and it is believed that the solution to this question, along with many others, will be found with return of normal conditions.

The story of Cleveland's growth from the time that Moses Cleveland and his surveyors arrived at the cabin of Job Stiles until the celebration of the city's 125th anniversary is one that would fill

the following ten years it increased to 17,000.

During the fifties the railroads came and things began to hum. Ohio City and the City of Cleveland both did well and they settled all saloons and unities in 1854.

Banks, hotels, commercial houses, manufacturing plants, schools, churches, hospitals and other institutions came into being with a startling rapidity during the early fifties. A check was felt in 1857 due to a financial panic. The banks held steadily, however, and there were no failures in that line. In that year the county commissioners contracted with George P. Smith for the building of what is now known as the "old court house" but which in those days was considered a civic edifice of grandeur, its cost being \$125,000.

Business was back to normal in 1860, but immediately following came the trying days of the Civil War. The story of Cleveland's part in the great struggle is too long to be taken up here. The period of reconstruction followed. During this latter period the Cleveland Library Association was established, May 23, 1867, first occupying one room on the third floor of the Northrop & Harrington block, Superior avenue.

A bankruptcy court was established in 1867 under the third United States bankruptcy law.

In 1868 the Young Women's Christian Association was organized in response to an appeal from H. T. Miller. In the Cleveland City hospital commenced its work. The city hospital first occupied a small frame building on Wilson street (E. 53th street). The early seventies saw Cleveland continuing its steady advance in population, business, culture and in every line of modern endeavor. The Union Club, leader of the city's social organizations, was established on Sept. 23, 1872, when a meeting of well known citizens outlined plans for the organization. William Bingham was chosen as the club's first president.

In 1872 the physicians of the city organized the Cuyahoga County Medical Society. This organization was an amalgamation of the Cleveland Academy of Medicine and the Pathological Society.

Cleveland advanced rapidly during the seventies and eighties in the lake marine trade and in the iron and steel manufacturing business. Details of this progress form a separate narrative of the city's progress. One of the big municipal undertakings of the time was the construction of a crib and water tunnel to supply the city with water. This work was completed March 2, 1874, at a cost of \$320,351.72.

One of the things that contributed to the city's early growth was the establishment and development of the city railroads. From the time that the first car line, the East Cleveland Railway Co., was organized in 1869 up until the present the traction question has been one around which there has been constant dispute. In fact the fame of Cleveland has been spread broadcast throughout the land by the story of the way in which Cleveland handled the city transportation question. The first railway was opened in 1860 and extended from Bank street to Willson avenue (E. 65th street). Further details of the extension of the railway system and the various controversies concerning it will be found elsewhere.

The development of the city fire department is another story of throbbing interest. From the time the first cistern was dug to hold water for use in fighting flames until the present time the fire department has been undergoing changes, meeting every new condition that progress necessitated. From the old hand pump engine to the mod-

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