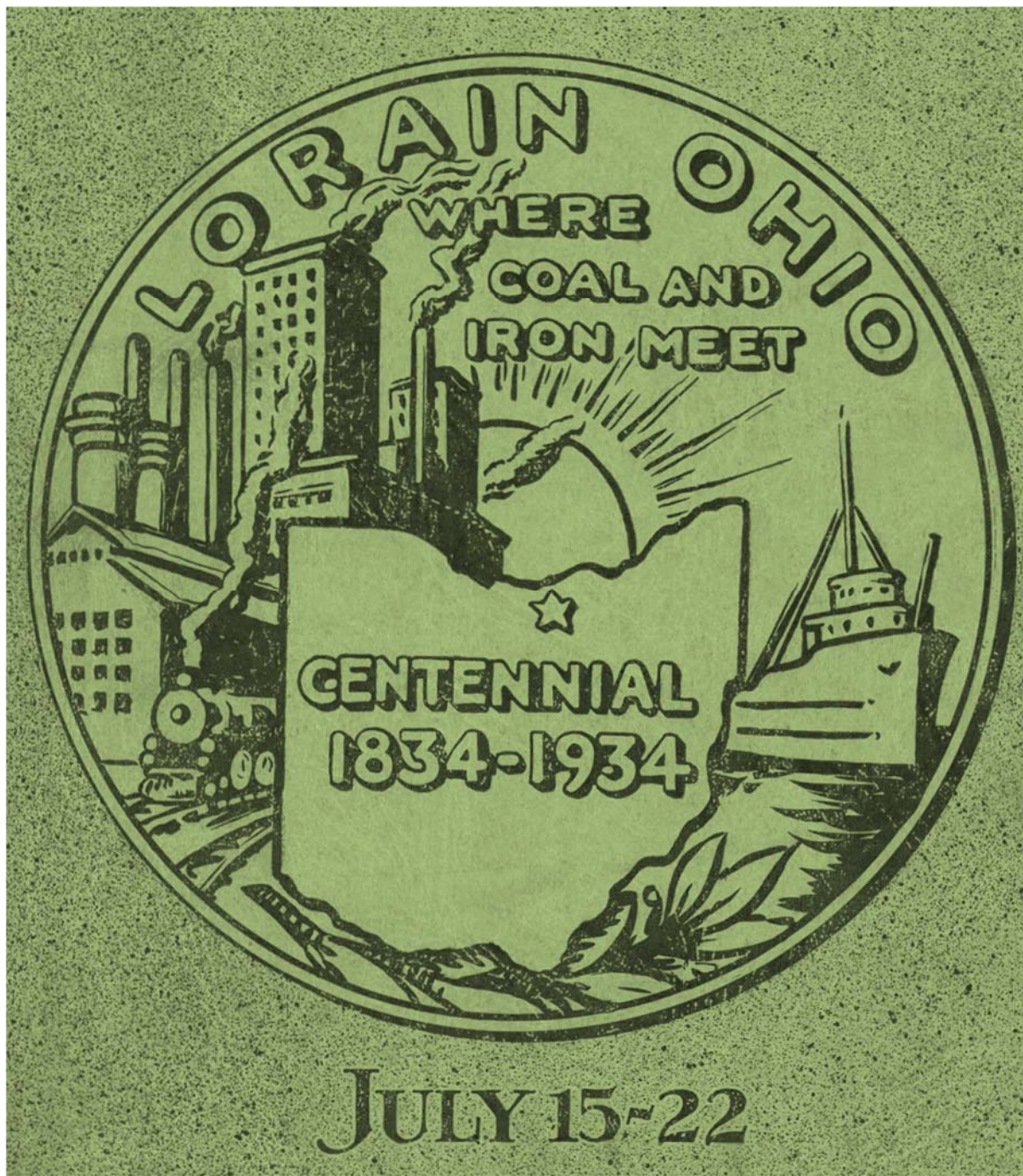


THE 1934 LORAIN CENTENNIAL SOUVENIR NEWSPAPER

The Journal & Times-Herald – July 14, 1934



Transcribed and Compiled by Paula Shorf

FOREWARD

The transcribed articles in this book were taken from an original copy of the 1934 Lorain Centennial Souvenir Newspaper. The paper was published on July 14 of that year by the *Lorain Journal and Times-Herald*. I had found the paper, still in its wrapper, on Ebay about 10 years ago. When I opened it the pages were still tightly rolled together. At first, I tried to flatten the pages with weight and when that didn't achieve the desired result, I resorted to gently ironing the pages.

After reading through the articles, I realized that they were a great look-back to how life was lived in Lorain so long ago. The publication of the paper was only eight short years after the devastating tornado had roared through the city. What struck me the most was how the residents pulled together and created a memorable celebration in honor of their town's 100th birthday.

Since the paper was in such a fragile condition, literally crumbling in my hands as I read it, I decided to transcribe the articles to preserve the information. I sent several of the articles to local historians Al Doane and Matt Weisman, who also found them interesting. Their feedback and guidance encouraged me to transcribe the articles that I thought were historically significant.

I have tried faithfully to record the articles as accurately as possible - just as they were written by Lorain journalists eighty-two years ago. In several instances, I realized that the information wasn't accurate and inserted corrections in parenthesis. Due to the condition of the paper, there is missing information in some of the articles, as I have noted. Many of the original photos and advertisements are also included in this book. In most cases, they have been digitally enhanced to increase their clarity.

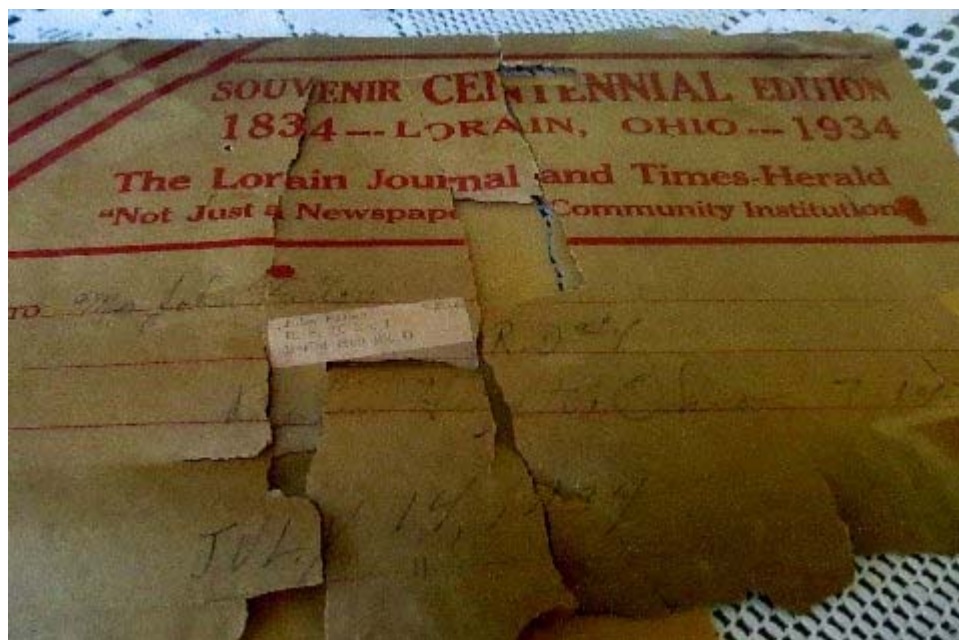
A Centennial Program was also published in 1934. In a few instances, I have added photos from the program to this book. Most of the photos were also in the newspaper, but due to their condition it seemed best to use those found in the program. The logo of the Centennial, printed on the cover of this book, was taken from the cover of the Centennial Program.

Lastly, I hope that others will find the articles as interesting as I have and that this book may serve as a reference guide for those who would like to journey back to my hometown of Lorain, Ohio to the year 1934.

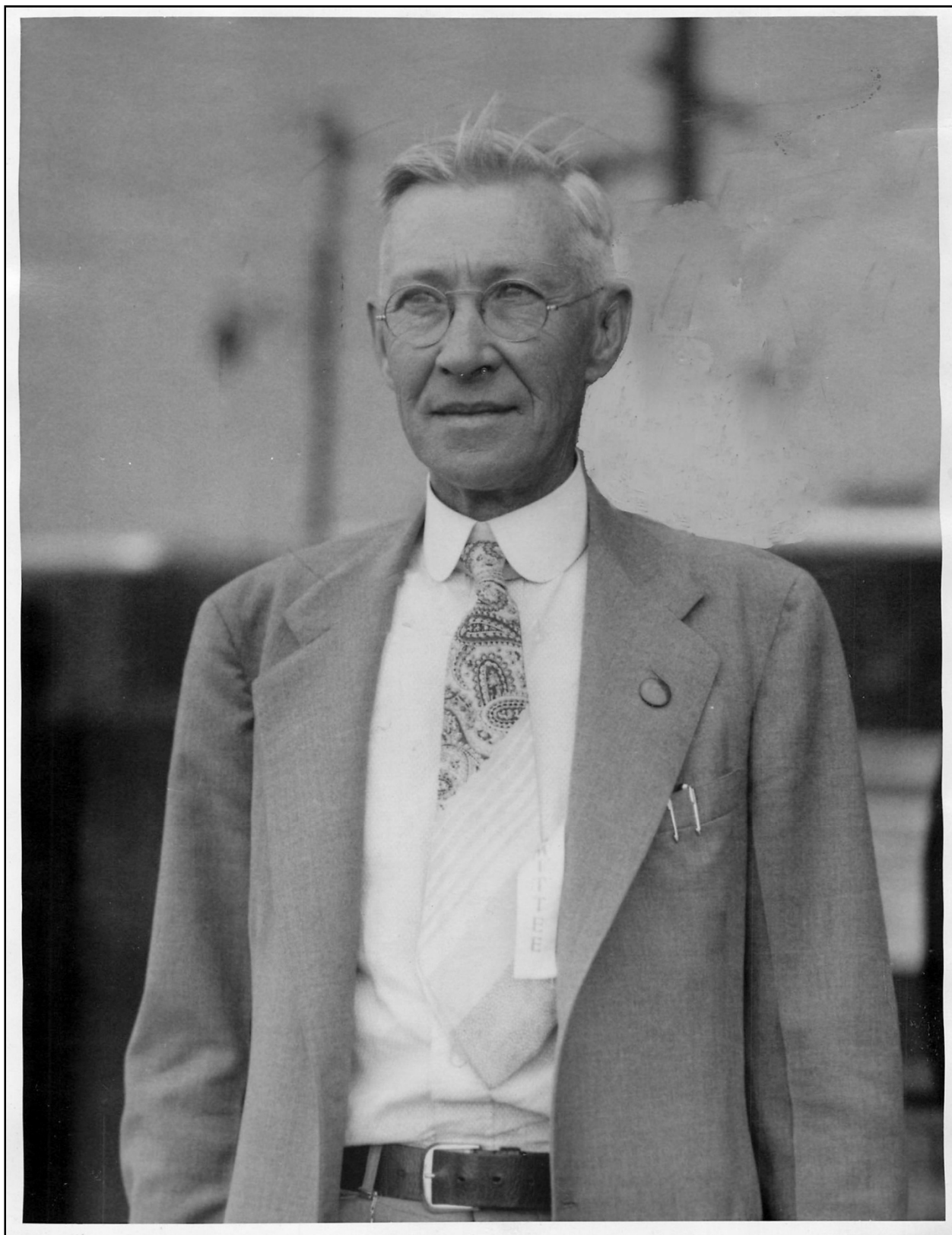
Paula Shorf
Concord, CA
November 30, 2016



1934 Lorain Centennial Souvenir Newspaper in 2016



1934 Lorain Centennial Souvenir Newspaper Wrapper in 2016
Addressed to John Fallen, RFD No. 1, Berlin Heights, O.



J. Ford Thompson
Executive Chairman of the Centennial Committee
(Cleveland Press photo from my collection)

EXECUTIVE COMMITTEE



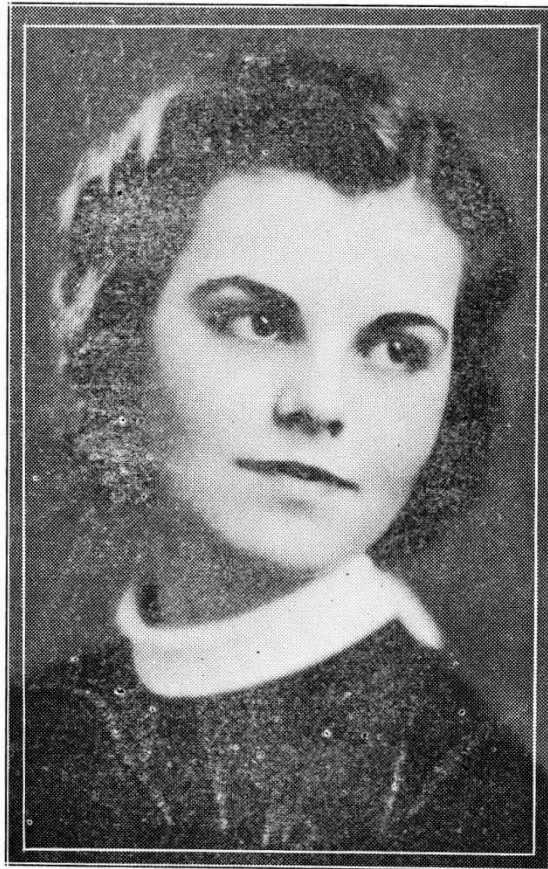
Top row, left to right: J. Powell Jones, William Mathews, Frank Maloy,
Joseph Seitters, Robert Neil.

Bottom row: Mrs. Carl Eversman, A. W. Cinniger, Lewis Caywood, V. A. Rowley,
J. Ford Thompson, W. T. Francis, W. T. Shaw, H. B. Weintraub,
Miss Grace Vorwerk

Photo taken by Michael's Studio, in the Chamber of Commerce offices.

(Centennial Program)

Lorain Centennial Pageant Queen



MISS JEAN KOEPKE

'Miss Lorain'
(Centennial Program)

PRESIDENT SENDS GREETINGS

THE WHITE HOUSE
WASHINGTON

June 11, 1934.

My dear Mr. Mayor:

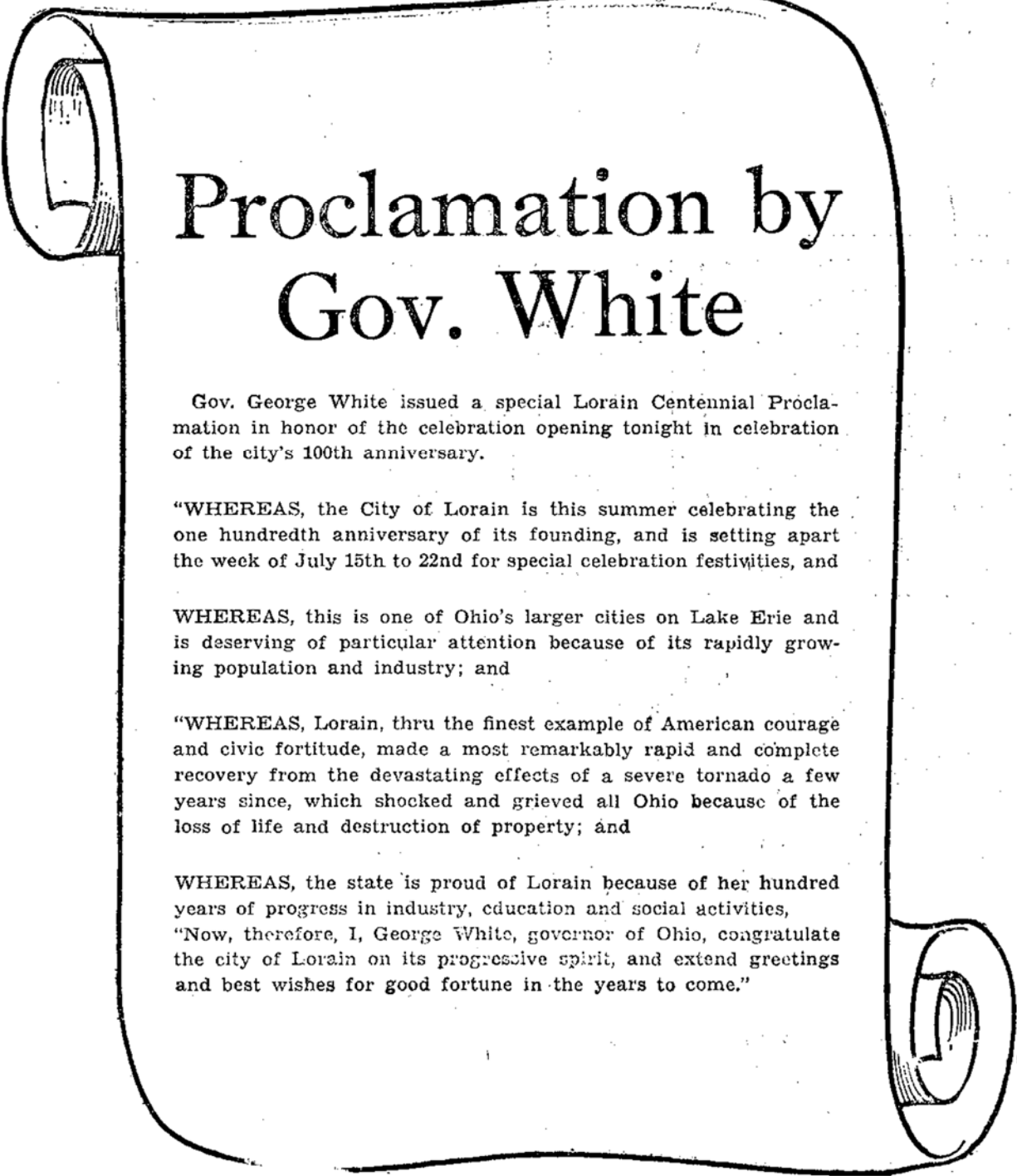
It has come to my notice that during the week of July fifteenth, the city of Lorain will celebrate the one hundredth anniversary of its founding.

The progress made by this community during the past century is richly deserving of commendation and I extend congratulations and best wishes to all taking part in the anniversary celebration.

Very sincerely yours,

A handwritten signature in dark ink, reading "Franklin D. Roosevelt". The signature is written in a cursive style with a large, sweeping "F" and a long, horizontal tail stroke.

Honorable E. A. Braun,
Mayor of Lorain,
Lorain, Ohio.



Proclamation by Gov. White

Gov. George White issued a special Lorain Centennial Proclamation in honor of the celebration opening tonight in celebration of the city's 100th anniversary.

"WHEREAS, the City of Lorain is this summer celebrating the one hundredth anniversary of its founding, and is setting apart the week of July 15th to 22nd for special celebration festivities, and

WHEREAS, this is one of Ohio's larger cities on Lake Erie and is deserving of particular attention because of its rapidly growing population and industry; and

"WHEREAS, Lorain, thru the finest example of American courage and civic fortitude, made a most remarkably rapid and complete recovery from the devastating effects of a severe tornado a few years since, which shocked and grieved all Ohio because of the loss of life and destruction of property; and

WHEREAS, the state is proud of Lorain because of her hundred years of progress in industry, education and social activities,
"Now, therefore, I, George White, governor of Ohio, congratulate the city of Lorain on its progressive spirit, and extend greetings and best wishes for good fortune in the years to come."

Proclamation

WHEREAS: The days of July 15th to 22nd inclusive have been set and designated as Centennial Week in Lorain by the Governor of this state, and

WHEREAS: One hundred years ago our forefathers here designated and founded a community that has grown to be the City of Lorain, and

WHEREAS: We, the citizens of this community, are proud of the city our fathers founded, and

WHEREAS: It is our desire during this week to bring to the eyes and ears of the world the many advantages and possibilities this city has to offer, be it then ordained

THEREFORE: That we invite to our homes, our stores, our industries and to our hearts those who will come here and

THEREFORE: Let us urge and invite our sons, daughters, and friends who have gone to other fields, to join with us on this occasion, and

THEREFORE: Let joy, pleasure, interesting events and happy reunions reign during this week, and

THEREFORE: Let our churches, clubs and societies join in a fervent prayer to a great Creator who has given to us these manifold natural advantages that make us a people united, and gives to us a heart and voice which proudly proclaims a resident of this city, and

THEREFORE: I, as Mayor of this city, gladly join with the Governor of this state, and proudly proclaim the period of July 15th to 22nd as Centennial Week.

And to this proclamation I hereby affix the seal of the city of Lorain, Ohio.

(Seal)

E. A. BRAUN, Mayor

**THE LORAIN JOURNAL AND TIMES-HERALD CENTENNIAL
NEWSPAPER
SATURDAY JULY 14, 1934 – 64 Pages**

Listing of Transcribed Articles from Original Souvenir Paper

ARTICLES - SECTION (Pages 1-16A)

History of Lorain by William E. Ashbolt (Centennial Program) - 9

(Page 1A)

Edition Largest in Lorain Journalism (Centennial) - 19

Centennial Opens Tonight - 19

Lorain Harbor to Be Fairyland of Lights for Marine Festival (Centennial) - 20

5,000 Expected to March in Huge Centennial Parade Next Friday - 22

(Page 2A)

Weeks of Effort Back of Centennial Program - 23

Craft 3rd Oldest Druggist in City - 23

Fisher's Jewelry Dates to 1880s - 23

Crystal Popular Summer Resort - 24

40-Foot Counter (Stone Grill) - 24

(Page 4A)

The First Hundred Years – Editorial (Centennial) - 24

(Page 6A)

Survey Reveals Story of Coming of Foreign Born - 25

Central Bakery Serves 4 Counties - 26

Kewtie Popular City Eating Spot - 26

Has Dental Office - Dr. C. L. Beatty - 26

(Page 7A)

Engine Exhibit to Be Feature of City Centennial (Centennial) - 27

Hardware Firm Established in '02 (Central Hardware) - 27

Oakwood Dairy Family Business - 27

(Page 9A)

Uniforms Used On March to the Sea (Civil War) - 28

Churches to Join in Observation of Lorain Centennial - 28

Outside Rooms Hotel Specialty (Lorain Hotel) - 29

City Transfer in Business 11 Years - 29

Kenney's Repair Bumped Fenders - 30

Devotes Life to Monument Work - 30

(Page 12A)

Girl Scouts to Present Centennial Pantomime - 30

(Page 13A)

Repairs Motor Cars 25 Years (Pekarik Garage) - 30

(Page 14A)

Assets Tripled (Lake Erie Savings and Loan) - 30

Kaufmann's Sell Electrical Aids - 31

Expansion Rapid in Style Center - 31

Hageman First Opened in 1931, Grows Rapidly - 31

(Page 16A)

First Issue of Lorain Democrat Printed on Silk - 31

Eggensberger Once 'City Jail Patcher' - 32

Silver's Biggest of Watchmakers - 32

Claims Record as Business Man (Milton N. Eldred) - 33

When They Rode to City Jail in a Taxi - 33

Sells Oil Products (Canfield Oil Co.) - 33

ARTICLES - SECTION (Pages 1-16B)

(Page 2B)

Carnival Opens in City Monday (Centennial) - 35

130 Join Post (Steel City Post 405 American Legion) - 35

(Page 3B)

Rogers Oil Runs 3 Stations - 35

Lorain Centennial Song (Carol B. Horn) - 35

Kutza's Long in Business In City - 36

Thompson Many Years Mortician - 36

Lorain Printing Expands 3 Times - 36

Gulf Gas Sold at 14th-st Station - 36

Use New System in Ice Vending (Crystal Ice Co.) - 36

(Page 4B)

Sells Gas, Lunches (McKellogg Service Station) - 37

Zeisberger Episode Gives Lorain Place in History - 37

Baker Co. Active in Real Estate - 37

Steaks and Chops Heilman Features - 38

Runs Two Stores (Brown's Pharmacy) - 38

Floats 'N' All (Centennial) - 38

(Page 5B)

Carving of Old Engine Displayed (Centennial) - 38

Steady Progress Made by Robinson (Robinson Cleaners) - 39

June Ford Sales Reach New Peak (John Schmauch) - 39

New Hosiery Store (Clear Sylk) - 39

Relates Story of 'Disappearing Ice' - 39

Maker of Shoes Started Store (David Allen) - 40

(Page 6B)

Isaly Dairy New Lorain Concern - 40
Maytag Brings Miniature Racer (Centennial) - 40
Rosa-Bee Offers Latest in Frocks - 40
Firm in Business Here for 53 Years (George Clark) - 40
Opens Jewelry in Worst Years, Attains Success (Rieth Jewelry) - 41
Leisy Beer Back after 15 Years - 41
Spirit of Carnival to Mark Movies on Centennial Opening - 41

(Page 7B)

Field, Ex-Lorain Editor, Recalls Rise of Lorain - 42

(Page 8B)

Photographer in on Big Moments (Michael's Studio) - 45

(Page 9B)

Furnish Clothing on Budget Plan (Globe Store) - 45
Mills Company Has 3 Businesses - 46
Central Garage Grows Rapidly - 46
Eight Experts in Maurice Shoppe - 46
Lorain Banking Co. 29 Years Old - 46
Berghoff Beer of Old Returns - 47

(Page 11B)

Company Deals in Auto Parts (Lorain Auto Parts Co.) - 47
Lorain Creamery Pioneer in City - 47
Coleman, Burnett in City 18 Years - 47
Fradley Garage Established in '21 - 48
Sears Buys Much of Goods in Ohio - 48
Early Hotel Man Kept City's First, Only Zoo (Mark Lampmon) - 48
Eight Stores in Jacoby System - 49

(Page 13B)

Fixes Furniture (Miller Upholstery) - 49
6 Homes in South Lorain in 1895 (Ritter Tailor) - 49
Covault Agent of 'Ohio State Life' - 49

(Page 14B)

Operates Offices in Lorain, Elyria (Western Reserve Finance) - 50
Has Biggest Wrecking Yard (Arnold's Auto Wrecking) - 50
New Creamery Grows Rapidly (Service Creamery) - 50
Sauer Music Founded in 1912 - 50
Beetler Garage Here Eight Years - 50
Ships 22,000 Norges - 50
Handle Variety of Dairy Goods (Ruth's Creamery) - 51

(Page 16B)

5 Counties Served by Yonovitz Co. - 51
Repairs Nash Cars (Frank's Nash Service) - 51

Diversified Work (General Garage) - 51
Lorain Site Once Heavily Infested With 'Redskins' - 51
Provides Relief with Fume Baths (Class Health Institution) - 53

ARTICLES - SECTION (Pages 1-16C)

(Page 2C)

Ditch on 36th-st Once Dangerous - 55
South Lorain's Greatest Fire - 55
Schools Grown from \$200 to \$3,500,000 Institution - 55
Lorain Parochial School System Started in 1885 - 57
City's First School, Built in 1827, Still Standing - 58
Black River 'Ferry' Ride Cost Six Cents - 59

(Page 4C)

Lorain Women's Club Found Many Obstacles - 59

(Page 5C)

Record 'Come-back' Followed 1924 Tornado in Lorain - 62
Marks Plant at 25th Milestone - 64
29 Years in Funeral, Furniture Business (Reichlin, Reidy, Scanlan Co.) - 64

(Page 6C)

Post-Rider on Horseback Brought Lorain's First Mail - 64
When So. Lorain Was Hit By Flood - 66
Braun Brothers Lorain's Oldest Native-Born Men - 66
Lorain Mayor Active in City's Life since 80's (E. A. Braun) - 67
Huge Ore Piles Link with Past - 67
Offer Extensive Pottery Display (Associated Pottery) - 68
Beingesser's Serve the City for 28 Years - 68

(Page 7C)

City Municipal Court 'Baby' of Police System - 68
Mineral Water Project Led to Lorain Hospital - 69
Recall Corkhill's Grocery of the 80's - 69
Park Restaurant Celebrates Too (Centennial) - 70
Creating City's First Realty Subdivision (Thomas Gawn) - 70

(Page 8C)

60 Years behind Grocery Counter (Frank P. Bins) - 70
Former Lorainites Win Note in Air, Finance, Science (Van Orman, Rogers, King, Gillmore) - 71
Lorain Fireman's Record in Ladder Race Still Stands - 72

(Page 9C)

Early City Heads of Lorain Found 'Mayoring' Tough - 73
Kohlmeyer Family Pioneer Autoists - 74
Not One Officer Killed on Duty in Half Century - 74

(Page 10C)

Police and Fire Alarm Important Cog in City Life - 75

Penneys Serves City for 10 Years - 76

(Page 11C)

Lorain Attains Fame as 'City of Beautiful Churches' - 76

Lorain Public Library First Started in 1900 - 78

Lorain Y. M. C. A. History Linked With Steel Mill - 79

Hageman Leader in Real Estate - 80

Diary Tells of Days of Indians - 80

(Page 12C)

Leading Stage Stars Once Trod Boards in the Theaters of Lorain - 80

8 Died in Lorain Tragedy (The *Leo*) - 84

Reid Cabin, Hotel First Hostelrys to Serve Lorain - 84

Hand Pump, Hose Reel Lorain's First Fire Department - 84

(Page 13C)

51 Years without Loss of Firemen, Lorain Record - 86

Present City Hall Built for Home by Pioneer Shipbuilder (Capt. William Jones) - 87

Hurst Dry Goods Founded in 1892 - 88

Conduct Modern Funeral Home (Reichlin, Cooley) - 88

(Page 15C)

'One Man' Police Force Forerunner of Lorain Corps - 88

Pearl Theatre Old Film House - 90

(Page 16C)

Babcock Oldest Insurance Firm - 90

Lorain's Oldest Natives Recall Early History (Catherine Bowen, Fanny Wilford) - 90

Kline's Store Chain Started in Lorain - 92

Lorain Interests Own Coach Line (Cleveland-Lorain Highway Coach Line) - 92

ARTICLES – SPECIAL INDUSTRIAL SECTION (Pages 17-32C)

(Page 17C)

Lorain Ranks as Outstanding City in Steel Mill - 95

Tom L. Johnson's Role in Lorain's Steel Development Very Important One - 100

City Tops Others of Size - 101

(Page 18C)

Oak Point Great Lorain Mystery - 103

Newspapers Aid City Development - 104

Lorain Plant Aids Old Santa Claus (Steel Stamping Co.) - 104

City's Oldest Home Built a Century Ago (Mrs. Sophia Baldwin) - 105

So. Lorain First Meant to Be Dry - 105

They Liked Beer in the Good Old Days - 105

Air Photography Makes Gain Here (Smogel-Lorens) - 106

Telephone Firm Second Oldest Independent in U. S. - 106
Dairy In Business since 1897 (Baetz-Barber) - 109
Copy of Original Charleston Plat at Courthouse - 109
Fishing Industry Important Here - 110
Harbor Plays Star Role in Industrial Growth - 112
B. and O. Plays Major Role in Lorain's History - 112
18 Employed by Lorain Printing - 114

(Page 20C)

Tells of Credit in Early Years (Henry C. Frederick) - 115
Wickens Memorial One of the Oldest of Business Concerns - 115

(Page 21C)

Lorain Plant of O. P. S. Supplies Other Ohio Towns - 115

(Page 22C)

Banking in Lorain Started by Arrival of Brass Factory - 117
City 'Black Maria' Dates Back to '16 (Police) - 117
Another Chapter Being Written on History of L. S. E. - 118
No Fun in '80s? Girlhood Chums Recall Gay Times - 119

(Page 26C)

Colgon Scores in U. S. Contests - 119
Complete Tire Service Offered (American Tire Co.) - 120
First Council Kept Busy with Roads, Sidewalks - 120
Ohio Fuel Gas Serves 10,000 in City of Lorain - 121
Greenhouse Opened Here 40 Years Ago (Oberlin-av Greenhouse) - 122
Only 1,197 Names Listed in 1891 City Directory - 122
Marks 14th Year (Kilpatrick Firm) - 123
Mathews Heads Funeral Home - 123
Ridge Hill Known as Beauty Spot - 123
Three Brothers Run Home Dairy (Lopatkovich) - 124
New Pasteurizing System Used by Sheffield Dairy - 124

(Page 27C)

Thompson Treasures His Elegy of Tom L. Johnson (Judge W. B. Thompson) - 124
Lorain Shipyards Ranked as Largest on Great Lakes - 125
1876 'City Dads' Had Strict Ideas on Bathing Garb - 126
Universal Offers Unusual Service - 127

(Page 28C)

Epidemic Led to Establishment of Water Works - 127
Moncrief Agency (Roger's Furnace) - 129
Kroger's Operate 4 Lorain Stores - 129

(Page 29C)

Lorain Street Railway Started As 'Horse Line' - 130

(Page 30C)

Modern Lorain and NKP Railroad 'Born' Together - 132

Three Plants Bring Lorain to Forefront (Goodall, Weitz, Printz) - 133

World Moves on Bearings Made In Lorain Factory (American Crucible Products Co.) - 134

Wagon Wheels His Theme Song (Henry Frederick) - 135

Second Canalos Deals in Tobacco (George Canalos) - 135

Schwartz Home Head Experienced (Schwartz Funeral Home) - 136

Ignition Firm Ready to Meet Any Emergency (Lorain Ignition Co.) - 136

Cooke Recreation Parlors Home of Bowling Leagues - 136

Aids Expansion (Lorain Real Estate Co.) - 136

(Page 31C)

Thew Products Known Thruout Most of the World - 137

Lorain Company Pioneer in Lake Radio System (Lorain-co. Radio Corp.) - 138

Movers 37 Years (Basore) - 139

Hart's Furnishes Unique Service (Hart Jewelry Co) - 139

Father and Son Operate Lorain Funeral Home (J. J. Gluvna) - 139

ADVERTISEMENTS, PHOTOS, &c. - 141

INDEX - 213



1934 Lorain Centennial pin-back from my collection

**THE LORAIN JOURNAL AND TIMES-HERALD CENTENNIAL
NEWSPAPER
SATURDAY JULY 14, 1934**

SECTION A

**1834 – 1934
THE HISTORY OF LORAIN
(Centennial Program)**

By WILLIAM E. ASHBOLT

“A TOWN PLAT at the mouth of Black River in the township of Black River in Lorain-co and the state of Ohio: scale, 2.50 chains to the inch. Survey May 10, 1834. Commencing at a stone planted at the north corner of public square from which plat is surveyed.”

These few words, on parchment containing a diminutive map, were filed with the Lorain county recorder on the 16th day of July, 1834, just 100 years ago.

It was signed by Edward Durand, county surveyor, and attested to by Conrad Reid and wife, Daniel T. Baldwin and wife, Quartus Gillmore and wife, and Barna Meeker and wife.

The 50-word description and tiny map constituted Lorain's corporate birth certificate, the filing of which proved the first and a momentous step in the city's march to progress.

True, the town plat was not given a name at that time, but it meant that the little hamlet at the mouth of Black River on the shore of Lake Erie had ceased to be a mere trading post and had stepped out with its neighboring village, Cleveland, to "get someplace in the world."

The southern and western boundaries of this proposed town site rested on the present 4th-st and Oberlin-av, while the eastern boundary was designated by a line drawn due north from the corner of Fourth and Broadway, intersecting with Black river a short distance north of the present Erie-av viaduct.

The entire area consisted of only 40 acres, including the sand beach facing the lake. The land was owned by Conrad Reid.

Three years later the village was given a name - that of Charleston, when another plat of the village was recorded. It was not until 1874 that the name Lorain was selected.

The new plat covered the same ground as the 1834 plat, with the addition of Franklin-st, now 5th-st, thereby adding six blocks to the little town.

The plat also provided for the Public Square, now Washington Park; the one-acre cemetery plot between the present 6th and 7th-sts west of Washington-av, with the following restrictions: "to remain forever a public burying ground, and to be under the control of the Town Council of the Town of Charleston;" Lot No. 206 marked "School House," a lot now being occupied by No. 1 fire station in 4th-st; Lot No. 205 marked "meeting house" - for the erection of a church by whatever group first obtained the consent of the town council and would build the church according to certain specifications as to size.

* * *

CHARLESTON did not "set the world on fire," however, and it was not until 1872, with the arrival of the town's first railroad, that Lorain received its present name and began to be heard of as an ambitious community.

The coming of the railroad threw the town into a fever of activity, even before industries arrived. When Hugh McLennan, at the throttle of the first locomotive to come roaring into town, arrived, there is reported to have been a large and wildly cheering crowd on hand to greet him.

A mass meeting was called, which resulted in the incorporation of the village of Lorain. The post office department had refused to recognize it as Charleston as its name had already been granted elsewhere in the state.

Conrad Reid was elected as Lorain's first mayor. A four-story brick school building was erected to replace Charleston's old wooden structure. A police department, consisting of Lance Bridge, who had been tender of the lighthouse for several years and later appointed marshal, came into life. Allotments were platted and offered to the public. Truly, Lorain then was on its way to become the industrial and navigation center that it is today.

But let's get back to the very beginning of the story of Lorain. To be historically truthful, it must be said here and now that it is not entirely a cheerful story. It is no different, though, than the histories of other great cities and of great men who have had to fight their way through adversity and poverty to gain positions in the spotlight of success.

There were three steps in Lorain's march to progress - three stages in Lorain's development into its present importance in the industrial life of the nation.

One was little more than a trading post, the second was a navigation center, and the third an industrial city. Taken together, their story is one of the most interesting to be found in the middle-west. Few cities and towns have a more dramatic history. And on this occasion, the occasion of the 100th anniversary of the incorporation of the town of Charleston, it is no more than fitting that at least a part of this story, at least as much as space will permit, be set forth herein at this time.

* * *

BUT before this story goes any further it may be interesting to the reader to learn of several events of interest which are related to the history of Lorain. One of these is evidence that the first white man set his foot in Lorain-co 41 years after the discovery of America by Columbus. He left his signature on a rock, an Indian idol carved

out of sandstone and found in Brighton-twp in the southern part of the county. This rock is inscribed: "Louis Vagard, La France, 1533."

There is no means of positive verification of the signature, however, but many historians believe it is authentic. Then there is the story of James Smith, who was seized by Indians and lived as a "white Indian" on the banks of Black river. It was during the French and Indian wars, in 1755, to be exact, that Smith, a Pennsylvania farm boy, was captured by Delaware Indians while at work on a military road and taken to the mouth of Black river, called by the Indians "Canesadocharie."

It is known that Smith lived in this vicinity for at least two years. His companion in military road work was shot and scalped as Smith was forced to look on. Smith was forced to run the gauntlet, and struck down insensible; most of his hair was pulled out by the roots; and he was adopted into the tribe after astounding ceremonies and experiences. He later escaped and related his story in a manuscript which was published after his death in 1834, several copies of which are still in existence.

* * *

THE first white man to attempt a permanent settlement on what is the soil of Lorain-co was the missionary, David Zeisberger. The attempt was made in April, 1787, by a delegation of Moravian or Christian Indians under the leadership of Zeisberger.

They had come here to find a place and chance to dwell in peace. Five years before their persecution by enemy tribes with the connivance of British and American soldiers had culminated in the cold-blooded massacre at Gnadenhutten, on the Tuscarawas river. They were chased from place to place by other Indians and treaty complications, stopped for three years on the Huron river, then going to the mouth of the Cuyahoga, and thence back to where Lorain is now located.

At the mouth of Black river they found the soil fertile, producing wild potatoes in abundance,

with apple and plum trees growing here and there, and plenty of fish available. But their stay lasted only three days. A Delaware captain appeared and gave them orders to move to Sandusky.

David Zeisberger was the first white man to conduct an expedition to attempt to settle the land at the mouth of Black river and he deserves a niche in Lorain's historical hall of fame.

And now comes the trading post era. Before going into this phase of Lorain's development, however, it may be well to examine the legal steps leading to the community's colonization.

The present Lorain-co .was originally part of the "Northwest Territory," belonging to the American colonies and comprising that vast territory west of Pennsylvania to the Mississippi and extending south of the Ohio river. Conflicting claims on parts of this territory, based on colonial charters and Indian treaties, were advanced by New York, Maryland, Virginia, and Connecticut. The Continental Congress in 1780 pledged that if the lands were ceded to the confederacy by the claimants, same would be disposed of for the common benefit of all states.

THE four states agreed, Connecticut, holding out for concessions, obtained in 1786 clear title to three and a quarter million acres known thereafter as "The Western Reserve of Connecticut." Thus it was that most of the early Lorain-co settlers came from Connecticut.

The Connecticut Western Reserve lies between the latitudes of 41 degrees and 42 degrees and extends 120 miles west from the west line of the state of Pennsylvania. It embraces the counties of Ashtabula, Trumbull, Portage, Geauga, Lake, Cuyahoga, Medina, Lorain, Huron, Erie, Summit (except two townships), parts of Mahoning and Ashland-cos and a few islands in Lake Erie.

Although the Western Reserve took in a wide territory, it was not all immediately available for

use. It was necessary to dicker with the Indians for a part of it.

The portion west of the Cuyahoga river, and including Lorain-co, was not opened up until 1805, when the Indians, by the treaty of Fort Industry, turned over title to all lands to the government. The price paid by the government was \$20,000 in goods and a perpetual annuity of \$9,500 in goods at first cost. This annuity remains unpaid because there is no one to whom to pay it.

In 1806 a survey was made of the lands of the Cuyahoga, taking in the Lorain territory. In 1807 the stage was set for the arrival of the first family to settle in Black River-twp. It was that of Azariah Beebe. They found a dense growth of timber which covered the lake shore and the entire county; and a marsh near the mouth of the river which was to provide no little trouble to early shipbuilders and was not to be finally filled until a century later. There was no road. Lake road was laid out a year later.

BEEBE was the advance agent of Nathan Perry, Jr., son of Nathan Perry of Cleveland. They were from Vermont. Perry built a house a short distance east of Black river in which he opened a store for trade with the Indians. The Beebes lived in the Perry cabin and Perry boarded with them. Beebe later moved to Huron and after a few years Perry moved to Cleveland, where he continued trading with the Indians.

Then there was a dearth of settlers. No more came until 1810. In that year arrived Perry's uncle, Daniel, who moved into his nephew's cabin; Joseph Quigley, J. Seeley, George and Andrew Kelso and Ralph Lyons; and the family of John S. Reid. Lyons and family came from Pennsylvania and located near what is now the Lorain Country Club. John Lyons, son of Ralph Lyons, was the first white child born in the township.

Reid, a native of New Jersey, became one of the leading figures in the early history of the village. His cabin served as his dwelling, tavern,

postoffice and justice's office combined, and was located near the foot of Broadway.

Conrad, one of the sons of John, amassed considerable property, built a hotel where the Broadway-bldg now stands, and owned the farm which was subdivided and is now known as the original plat of Charleston. The farm extended from the west bank of Black river to the center of Oberlin-av and from the lake to a line between 5th and 6th-sts. In 1811 there arrived William Martin and family and the Gillmore family. The Gillmores settled about two miles west of the river. The children, who settled in Lorain, were Quartus, Adamson, Quinman, and James Madison. There was one daughter, Roxana. Quartus, the oldest son, married Elizabeth Reid Smith, the daughter of John S. Reid. Her eldest child was Gen. Q. A. Gilmore of Civil War fame.

Brig. Gen. William E. Gilmore, now stationed at Washington and a graduate of Lorain High school, is one of the descendants of the famous Gillmore family.

* * *

THE first election held in the township was on April 7, 1817. Daniel Perry was elected clerk. There were also named three trustees, two overseers of the poor, two fence viewers, two appraisers of property, four supervisors of highway and a treasurer. At the election there were 17 votes cast and 15 men elected.

The first school in Black River was opened in an unoccupied house of Edmund Gillmore. The first teacher was David Smith of Amherst. The first school house was erected not long after on the farm of William Martin. The first school in this house was taught by Lucua Smith, a sister of David Smith.

Within a year after the Beebes came work was well underway on the Lake-rd and within three years the road - such as it was - was completed. The first boat was built in 1819 for Capt. James Day. It was constructed by a man named Church and was called the "General Huntington."

Up to 1830 little or no settlement was made in the township away from the Lake-rd. The unsettled portion was a dense wilderness.

In 1833 a number of sturdy Germans arrived who made their mark in the township. Among them were: Feber, Baumhart, Jacobs, Friend, Bark, Haulkauer, Hageman, Hahn, Vetter, Harwick, and others.

The reason for filing of the first plat of the town, in 1834, lies in a gigantic railroad project which was the village's first disappointment. A company of eastern promoters were granted a franchise by the Ohio State Legislature to build and operate a railroad from Painesville to Sandusky. The then longest railroad in the United States reached only 135 miles, from Charleston, S. C., to Augusta. After it was partially constructed the operating company collapsed.

Before its demise, however, the road had stimulated the ambition of the settlers at the mouth of Black river to further action toward expansion and the second village plat was filed in 1837.

* * *

IN its early days Charleston, despite its lack of prosperity, became something of a shipbuilding center. The river banks were lined with an assortment of ship timber, staves, and cordwood to the present site of the steel plant, then known as "Globeville."

This, together with grain stored in bins on the east side of the river, constituted the fuel for steamboats and cargo of outgoing craft, which obviously entered with empty holds.

Without protecting piers, the mouth of the channel was subject to the caprices of the wind and weather. At times, following a northwest blow, the channel would be completely closed. Oxen hitched to slip scrapers were utilized to open the lane of traffic by scraping a trench while leaving a dam of sand against the water on both sides. When sufficient depth and width were obtained, the dam holding back the river

was pierced and the outrushing waters completed the job.

The village's shipbuilding industry had its beginning in the year 1818, when Augustus Jones and William Murdock were given land near the mouth of the river to compensate them for the burning of their shipyards on the Connecticut river by the British.

Soon other builders established shipyards along the river and on the lake front. Among the early shipbuilders at the settlement were: F. Church, Capt. A. Jones and Sons, B. B. and William; F. N. Jones, A. Gillmore, and Edward Gillmore, Jr. The first merchant ship to sail in Lake Superior was built here.

Until 1850 Charleston had no church. Services were held in the homes of villagers, a circuit rider coming in from outside.

But Charleston had to have more than water as a means of transportation. To provide a connection with the county seat at Elyria a plank road, with a regulation toll gate, was built between the two villages. The present Broadway, from its lower end at the river front to about the 5th-st intersection, lies in the line of the old planked highway. Merchandising was confined to Broadway below the loop. There was not a great deal of it. For example, farmers on the east patronized the stores at French Creek, while those on the west patronized stores in North Amherst. Both these towns were in advance of Charleston, having grist mills, also resident doctors and ministers.

As has been pointed out before, the arrival of the first railroad, in 1872, gave Lorain its first inspiration to "be something" as an industrial center. George Brownell led off in platting the new allotments which followed the arrival of the first railroad. He recorded his plat west of Oberlin-av in May, 1872. There were also the Chamberlain – or railroad – tract, between 7th and 15th sts, and two plats offered on the East Side by Thomas Gawn and Gregg in 1873.

The combination of rail and water facilities spurred navigation. The railroad added a harbor tug, built a round house, car shop, permanent

docks, and loading machinery. The first railroad was the Cleveland, Tuscarawas Valley and Wheeling, connecting Cleveland and Lorain with Wheeling, W. Va. It became eventually a part of the Baltimore and Ohio system.

* * *

EVERY improvement brought new importance and new residents. By 1880 Lorain was accredited with 1,595 inhabitants, almost a thousand more than it had ten years before.

In 1890 the population of Lorain was 4,863, an increase of 300 per cent; in 1900, it was 16,028; and in 1910, 28,883.

Another railroad came to Lorain in 1881. The Nickel Plate stretched its rails through the village in the fall of that year, establishing direct communication east and west of Lorain.

Simultaneously with its advent appeared Lorain's first important industry not based on transportation, in the removal of the Haydenville Brass Works from Haydenville, Mass., to Lorain.

The Brass Works took up two entire city blocks, between the present Broadway and Elyria-av from 18th to 20th-sts. This factory employed 400 men, and for a long time was one of the city's major industries.

The next industry was known as the Devonian Mineral Springs. The springs were located near 20th-st and Broadway and a three story frame building designed as a sanitarium was put up across the street in Broadway. There was not enough of the mineral water available, however, and the enterprise failed. In the early nineties a Catholic orphan asylum in Tiffin purchased the site and started a similar institution here. It later became St. Joseph's hospital.

About this time F. B. Vernam obtained a charter to build and operate a street car line from the loop to the Brass Works. The total operating equipment was a single car, drawn by a horse.

Then there was installed a system for supplying water to the village, which consisted of a small pump, forcing water through mains made of wood, reinforced by iron hoop bands. The site for Elmwood cemetery was also acquired. But not a foot of street paving was in evidence until 1896.

IN 1871, 75 scholars were crowded into the little rooms of the building on the site of the present No. 1 fire station in 4th-st.

Fifteen years later the enumeration of children of school age in the village alone was 885, and the following year it had increased to 1,033.

Benjamin F. Bellows was the first superintendent of schools. With one assistant, Miss Kirkbridge, he constituted the entire teaching staff. The following year Miss Hannah E. Burrett was made the third member of the faculty. She served 37 years and was special guest of honor at this year's Lorain High school alumni reunion.

John R. Rogers, developer of the linotype, who died earlier this year, was the head of the school system from 1877 to 1888, and H. D. Ward served a long term from 1890 to 1906. During that period from 1887 to 1899, Miss E. N. McConnell was principal of the high school.

Fishing was one of the earliest industries in the village but it was not until the late '60's and early '70's that the fishing reached the proportion of an industry of commercial importance.

To John Gawn, drag-seine fisherman with an establishment in the woods on the east side of the river, goes credit for founding the present fishing industry.

Later came the Ranney Fisheries and the Reger and Werner fisheries which are still in existence with some others.

The 20th century brought the opening of a great epoch in the history of Lorain as a steel-making center. It arrived in one of the community's darkest hours.

The entire country was in the throes of a financial panic. The Brass Works, the town's chief industry up to this time, had discontinued operations and there was little chance of its starting up again immediately. All business was at a low ebb, the jobless wage earner suffering the most. The city resorted, then as in the past two years, to unemployment relief. Public money was raised and work on the streets was given the most needy at \$1 a day. This was in 1893.

EARLY in 1894 J. B. Coffinberry, who later turned out to be a representative of Tom L. Johnson, directing head of the Johnson Steel Works at Johnstown, Pa., circulated among the farmers southeast of town, obtaining options on their farms. At first the farmers did not know what Coffinberry wanted their lands for but they eventually learned that a big steel mill was to replace their wheat and corn fields.

A few years before, in 1888, Johnson and his associates had established in Johnstown what was known as The Johnson Steel Rail company for the manufacture of what are known as Girder Rails for street car use, and of other special rails and switchwork.

On May 31, 1889, the switchworks was destroyed in the famous Johnstown flood.

It soon became apparent that the Johnstown plant could not produce profitably in that location, and those interested began to talk of removing it to some point more favorable from the standpoint of raw materials.

The subject was given considerable thought and study; and in 1893 certain experts were engaged to study the question of a favorable location, and to make reports. The opinion of the majority of these experts favored the southern shore of Lake Erie; and eventually, in fact, the Johnstown business was to be centered in the Cleveland district.

Lorain was picked as the new location of the plant and early in 1894 Coffinberry started taking options on farms southeast of the city.

Paying the farmers \$70 an acre for their land, a handsome price in those days, the Johnson company acquired the tract comprising the present steel mill holdings, most of the steel plant residential district, Oakwood park, and some other property south of what is now 36th-st.

On March 30, 1894, finally, the Lorain Times-Herald declared: "It is settled. The Johnstown Steel Works will be located in Lorain."

This was the result of a statement issued that afternoon by Arthur J. Moxham of the Johnson company, to the effect that the plant would be removed to Lorain providing the city would agree to make the river navigable, to which, of course, the city officials readily agreed.

The city passed legislation to open the river channel to the proposed plant, surveyors were rushed here, trees felled, trenches dug, stumps blasted. The wage earners, instead of getting \$1 a day in dole, received \$1.50 for constructive work.

Preliminary plans and drawings had been under way in Johnstown for some time for a plant to be located "somewhere." These were completed on May 28, 1894, and on May 30 Max M. Suppes and others of the company arrived in Lorain.

No time was lost. The first installation was a track for weighing incoming materials. The first shovelful of dirt for this installation was thrown on June 8, 1894, and was considered the first breaking of ground for the project.

Under Mr. Suppes energetic management, the plant rapidly took shape, and agreeable with his promise the first steel was blown in the Bessemer steel works on April 1, 1895, and one month later the first rail was rolled in the rail mill.

In 1899 the first two blast furnaces were completed, together with docks and machinery for the handling of ore from vessels and other materials.

The residence district was put in the hands of a Johnson subdivision known as the Sheffield Land Co., the plat recorded, and a contract placed with a Cleveland firm for the building of 300 homes by May 1, 1895. Most of these later were sold to mill employees.

One of the interesting incidents in the Lorain steel mill history was the part played in it by Pierre du Pont and John J. Raskob, now eastern financial and industrial giants.

The du Ponts had sent Pierre to Lorain to handle their interest in the Sheffield Land Company. When Pierre arrived he opened an office on the second floor of what now is the City Banking Company, at Pearl-av and East 28th-st.

He immediately got in touch with Johnson and told him that he wanted to employ a young man to act as his stenographer and secretary.

Johnson took du Pont across the street to his steel mill offices and, pointing to the stenographers there at work, said:

"There you are, Pierre. You can have any one of them but one," and he pointed to Raskob.

"He is my own confidential secretary and I can't spare him."

But du Pont, after talking with all of the stenographers, decided that he must have Raskob. He pleaded with Johnson and in the end he won and Raskob closed his desk in the steel mill office and walked across the street with du Pont.

A close friendship immediately grew between du Pont and Raskob. Raskob was an ambitious young man, as was du Pont, and it wasn't long before Raskob was pouring his ideas and ambitions into Pierre's ears.

When on his first visit to his family in Delaware, after meeting Raskob, Pierre told his people, who were and are the world's largest manufacturers of gun powder, of his find. Later on Pierre took Raskob to Delaware with him and

it wasn't long before the du Pont family "began to listen" to Raskob.

It was Raskob who "talked them into" gaining control of the General Motors Corporation and entering the various other fields which have made the du Ponts the industrial giants that they are today.

The pair left Lorain and the Sheffield Land Company in the hands of local agents and today the two young men who once occupied a dingy little one-room office in Lorain are very, very rich, and head some of the greatest industries of the world, even building and owning several towns throughout the world where nitrates and other du Pont products are mined and manufactured.

The city's first steel company was known as The Johnson company. On November 1, 1899, it became The Lorain Steel Company, a subsidiary of the Federal steel company, and upon the launching of the United States Steel Corporation, on April 1, 1901, it became a subsidiary of that organization. Its output was chiefly rails.

* * *

HOWEVER, Lorain was destined to be a Tube City, and to have the largest works of the National Tube Company, of which the local plant has been a part since January, 1904.

In June, 1903, construction work commenced on the Pipe Mills, Skelp Mills and their auxiliaries, including what are now known as Blast Furnaces Nos. 3 and 4. These installations were completed in 1905.

In 1907 a fifth blast furnace was added. The addition of Open Hearth Furnaces and Coke Ovens came in due time.

The most important development in recent years has been the shift to Seamless or Weldless pipe, which in large measure is replacing the use of Lap Weld pipe. At the Lorain works this meant the replacing of some of the existing mills with Seamless Mills. The first such was put in

operation in January, 1926, the second one in February, 1928, and the third in April, 1930.

This meant the dismantling of a number of Lap Weld Mills to be replaced by the more modern manufacturing units.

In 1916, at the death of Mr. Suppes, Mr. Charles Fell succeeded him as manager or general superintendent as the position is now called. Mr. Fell retired December 30, 1930, and was immediately succeeded by Mr. Earle W. Brown.

The Lorain plant is the largest of five plants of the National Tube Company. The National Tube Company may be said to have had its beginning in Boston, Massachusetts, in 1865, when two brothers, John H. and Harvey K. Flagler, under the firm name of Flagler and Company, sold various lines of iron merchandise, among them charcoal-iron boiler tubes. The tubes were manufactured by Morris, Tasker and Company, a Philadelphia firm. Subsequently, owing to a disagreement, connections with the Philadelphia firm were severed.

Having created a considerable demand for tubular products, the Flagler Company determined to enter the manufacturing field, and so supply the demand themselves. Accordingly, in 1868, they established in East Boston a small plant, covering a space of about 20 by 125 feet.

But soon they concluded that New England was not a suitable location for pipe manufacture. After careful study they decided to locate in the Pittsburgh district, which was then becoming the center of the rapidly-growing iron and steel industry in America.

* * *

THE partially rebuilt works of the Fulton, Bolman Company in McKeesport, Pa., were bought in 1870. Shortly afterward the Flagler Company was reorganized and having acquired exclusive rights to Siemens patents for use in making pipe in the United States, was incorporated as The National Tube Works Company. From this unpretentious beginning was developed the present National Works at

McKeesport - the parent company of National Tube Company.

In the years following, as business grew in volume and variety, other plants were built or acquired, until today there are five plants of this organization located at strategic points. These plants have a total annual capacity of over 2,500,000 tons of tubular products, ranging in size from 1/8-inch to 10 feet in diameter, and serving in every conceivable manner a myriad of uses: from a very small lubricating line to the largest casing for deep oil and gas wells; from a hypodermic needle to the cylinders of giant locomotives; and from a tiny oxygen bottle to a tank ten feet in diameter, but all basically tubular. All are made under one organization, which controls every operation from the mining of the ore to shipment of the finished product.

Today the Lorain works covers 1,400 acres, and employs at capacity approximately 10,000 men. It is a modern, self-containing plant, embracing all operations in pipe and tube making, from ore docks to finished product.

Here is manufactured both Bessemer and Open Hearth steel, butt-weld pipe from 1/3-inch to 3-inch, lap-weld pipe from 2-inch to 22-inch and seamless pipe from 2-inch to 24-inch. The annual capacity of the Lorain plant is approximately 670,000 gross tons. It also operates a modern rail mill with an annual capacity of 150,000 tons (75,000 tons girder rails; 75,000 tons rounds and splice bars).

* * *

AN indication as to what the Lorain plant of the National Tube Company has meant to Lorain may be found in the increased population of the city, for which it is largely responsible.

The United States Census figures for 1890 (four years before the plant came to Lorain) gave it a population of 4,863, while a population of 44,512 was indicated by the census of 1930 and authorities on population now place the figure at around 50,000.

At the time of the opening of the Johnson plant, in 1895, the late George Wickens, Sr., was mayor. Two banks were listed, the Citizens' Savings Bank with John Stang as president, and the Lorain Savings and Trust Company, with E. M. Pierce as president. The City Bank at the steel plant was not started until 1899.

One year after the arrival of the Johnson works considerable space was given by the Lorain Times-Herald in an anniversary industrial edition to the Cleveland, Lorain and Wheeling Railway Company, the National Vapor Stove and Manufacturing Company, later the National Stove Company, and the Lorain Lumber and Manufacturing Company.

Henry Frederick, wagon dealer (still in business); N. C. Alten, hardware; C. M. Irish and R. W. Austin, grocers; C. Wiegand, shoe dealer; George A. Clark, jeweler; F. M. Noxon, baker, and J. Resek, dry goods (along with his son, G. A. Resek, now prominent Lorain attorney), are among the firms in business as Lorain entered its greatest epoch.

Professional men mentioned included, among others, H. O. Wurmser, architect; Dr. O. B. Monosmith, Dr. A. N. Garver, Dr. J. S. Mead, Dr. T. V. Hug, and Dr. C. H. Frederick, Sr., physicians; W. B. Thompson, now common pleas judge; George L. Glitsch, D. H. Aiken, and C. G. Washburn, attorneys at law.

Washburn was in 1894 appointed the first city solicitor of Lorain, and is now judge of the court of appeals. Thompson was elected mayor just prior to the publishing of the edition.

F. A. Rowley was editor of the Lorain Herald, which was established in 1892; and Seward L. Bowman was editor of the Lorain Daily Times, which was considerably older.

By this time the first big paving project was underway. Broadway was being paved for a distance of two miles, and the edition boasts that it would require "61,000 square yards of concrete, 3,000,000 brick and a working force of 250 men for a period of four months." The paper

also reported the first experiment in lake and canal transportation in a big way.

During the month of August, 1895, it relates, the first fleet of six steel barges left Lorain loaded with steel from the Johnson plant destined for New York, via the Erie canal, and despite the doubts of those who "knew it couldn't be done," arrived at its destination. As a result of the success of this trip it was decided to increase the size of the fleet to 24 boats.

The passing of the building of wooden vessels in Lorain was in the early '80's. In 1897 The Cleveland Shipbuilding Company was organized and purchased 20 acres on the east side of the river between the Erie viaduct and the Nickel Plate bridge. Early in 1898 operations began at the "yard." About 1,200 men were given work at the start.

The first ship was launched April 15, 1898. It was 450 feet long, with a capacity of 7,000 tons.

The American Shipbuilding Company was organized in 1899 and in 1906 23 acres were added to the original 20 purchased for the ship plant. It wasn't long before the Lorain "yard" was putting out 600-footers, and during the World War ocean-going vessels were constructed for the United States government.

While the World War program was being carried on at the "yard" the government built up the "government reservation" homes on the east side to house the ship workers. These homes were later sold to individuals by the government.

In 1899 Captain Richard Thew invented the automatic shovel and the Thew Automatic Shovel Company was formed. These Lorain shovels are now being used throughout the entire world.

Lorain now is a city of diversified industries. Among the industries to start up in Lorain during the last decade are garment makers, the Richman Brothers (temporarily shut down), the Goodall Company, and the S. W. Weitz Company, the Lorain Crucible Products Company, manufacturers of bearings; the Lorain

Steel Stamping Company, makers of toys; the American Specialty Works Mill, the Brunk Machine and Forging Company, the Lorain Boiler Works, the Lorain Brass Company, the Lorain Casting Company, the Lorain Garment Company, the Ravenna Casket Factory, and the Universal Bearing Company.

Lorain now boasts of a splendid water works system. It was the outgrowth of a typhoid epidemic in 1893 and the city's water lines extend to every part of the city.

The saddest day for Lorain was on that June day of 1924 when it was struck by the tornado. A total of 78 men, women and children were killed and more than 1,000 were injured. Property damage was \$25,000,000.

After they had laid their loved ones away and had cared for the injured, the people of Lorain wiped the tears from their eyes, thrust their shoulders back, and, showing that same spirit which the pioneers had exemplified in the founding of Lorain, rebuilt their homes and the city. It took courage - great courage - to do this, but those heroes had great courage, which is proved to the visitor today as he arrives and gazes upon a rebuilt city - a memorial to Lorain's tornado victims.



(Editor's Note: In preparation of this history the author wishes to acknowledge the use of the following sources: "A History of Lorain County," by G. F. Wright; "Lorain in Retrospect," J. J. Meyer; "History of Lorain," J. B. Nichols; "History of North Central Ohio," William A. Duff; Howe's "History of Ohio;" and "History of Lorain," Ralph Neumeyer in Lorain Journal).

EDITION LARGEST IN LORAIN JOURNALISM

Hundreds of Columns Recalling City's First 100 Years Contained in Today's Journal

This souvenir issue of the Lorain Journal Times-Herald, commemorating the 100th birthday anniversary of the city and containing 64 pages, is the largest newspaper ever published in any single daily edition in the history of Lorain journalism.

In the process of preparation for many weeks, it has hundreds of columns of features and special articles reviewing Lorain's first hundred years – the history of schools, city government, business, industry.

Highlights of the edition include an interesting and revised history of Lorain, brought up to date; historical articles of schools, churches, industries, business establishments, police and fire departments and other organizations; Lorain stage traditions, dramatic incidents in the history of the community; character sketches and a host of interesting pictures.

Ten and a half tons of newsprint paper were fed into the presses to produce the edition.

Hundreds of extra newsboys have been employed to deliver the Centennial edition. Special cars and trucks were being used to rush the paper to distribution points throughout the county.

Souvenir copies in special wrappers, will be mailed to any part of the world by the Journal and Times-Herald at a cost of 10 cents, postage paid.

CENTENNIAL OPENS TONIGHT CROWNING OF KING NEPTUNE LAUNCHES 8-DAY OBSERVANCE Boats on Way to Lorain for Regatta Tomorrow; Thousands to See Spectacular River Pageant and Boat Races

BY C. L. KIEFFER

Under a sky, tinted by the red glare of the steel mills that have made this city famous, Lorain tonight begins the celebration of its 100th birthday.

Appropriately enough, the centennial celebration begins in Black river – that sluggish stream whose desirability as a harbor transformed Lorain from a village to a city. The opening event on a program that will last for a whole week is the coronation of King Neptune, and an illuminated marine parade on the river.

Weeks and months of intensive preparations have gone into this celebration – the greatest in Lorain's history – that is about to move thru eight busy days.

Thousands are expected to jam the waterfront for this colorful spectacle.

Then tomorrow comes the Lorain Yacht club's regatta which promises to be the greatest event of its kind ever staged here, followed by a succession of events which are expected to draw thousands of visitors to the city and hold the spotlight of the state.

Historical pageants will trace the history of the community from the coming of the first white men to establish a trading post and build a fishing village, down to the present day when the city has become one of the major industrial municipalities of Ohio.

Varied Program

There will be parades, carnivals, street dances, aerial shows, sporting events, songfest, dedication of historical tablets and monuments and scores of activities.

The story of the Centennial was to be told over the radio tonight from WTAM in addresses by Mayor E. A. Braun, J. Ford Thompson, chairman of the Centennial association and Frank Maloy, editor of the Journal. The broadcast will start at 6 p. m.

One of the highlights will be the visit of Gov. George White Wednesday which has been designated as "Governor's Day." Mayors of nearly half a hundred Ohio cities are expected to be guests of the city along with Gov. White.

They will watch him dedicate the newly improved lake shore road thru the city, go on a boat trip up the river to tour the steel plant, and then attend a banquet in the evening in his honor.

By far the largest parade in the city's history is scheduled for Friday night.

The celebration ends Sunday, July 22, with a huge drum corps parade and competition among Legion organizations from the three states of Ohio, Indiana, and Pennsylvania. Atty. John Eiden, past state commander of the Legion, will be the presiding judge at the competition to be held at Recreation field.

Churches of the city are joining in the Centennial program and are holding special homecoming services both tomorrow and a week from tomorrow. Tomorrow night there will be a program in Washington-park commemorating the history of religious movements in the city. Speakers will be Atty. Basil Dziana, representing Greek Orthodox faith; Rev. J. Rafferty representing the Catholic faith; and Howard Chernoff the Jewish faith.

Airplane Stunts

Sunday morning there will be airplane maneuvers over the city by the 112th Observation squadron, Ohio National Guard.

Events on Monday will include the dedication of a bronze Centennial commemoration tablet at the City hall by the Lorain Kiwanis club at 1:30 p.m.; a National Tube Co. baseball game at 4:30 p.m. at 28th-st and Clinton-av; another historical

program in Washington park at 7:30 p.m.; a bowling tournament in the Recreation parlors at 8 p. m.; and an illuminated automobile parade starting at Oakwood park and proceeding over the county.

Speakers on the Monday night historical program will include D. J. Boone, superintendent of schools, who will trace the growth of the school system; Police Chief Theodore Walker on the history of the police department; Fire Chief David Hatt on the growth of the fire department; and J. B. Nicols, civil engineer, on Our Historical Industries.

Music for the Monday night program will be furnished by the Lorain High school and alumni band and the high school A Capella choir, both under the direction of S. Norman Park, director of music in the schools.

Decorations Erected

Decorations have been erected on Broadway and other principal business streets this week, and the city is in gala holiday attire for its big celebration.

LORAIN HARBOR TO BE FAIRYLAND OF LIGHTS FOR MARINE FESTIVAL

By REED DUNHAM

Lorain's great harbor – where coal and iron meet – will be a fairyland of gaily decked and lighted boats tonight.

As the opening event of Centennial Week, some 70 boats gay with lanterns and pennants will move from Black River in the wake of King Neptune's barge around the breakwater, and return to the haven of the river.

Sunday will see the Lorain Yacht club's regatta feature the second day of the city's birthday party.

Charles Leising will be crowned King Neptune by Miss Margaret McMahon as the climax of a pageant beginning at 9:35 p. m. tonight on the

east bank of the river between the viaduct and the Coast Guard station.

The lord of the deep, in whose guardianship the strength of Lorain as a steel city has rested, will be the principal figure on a royal barge. Surrounding him will be 16 water nymphs and Loa Jane Truxell and Mary Jane Tischer, his pages.

The pageant will include a nautical dance by the court of 16 girls, arranged and directed by Miss Mary Lou Mahla. A small orchestra on the deck of the coast guard cutter will provide music for the dance.

The high school orchestra will play incidental music.

Then the stately procession of colorful and varied craft will commence, with small boats moving downstream from the shipyards while sailboats with tall masts fall in below the viaduct. The cutter and the barge will lead.

The marina parade will proceed around the east breakwater and to the starting point thru the harbor entrance. Roman candles and flares will add to the spectacular while thousands from Lorain and Northern Ohio look on.

Among the boats in the parade will be 19 sailboats coming from Cleveland this afternoon in a handicap race.

Trophy to Be Given

A trophy will be awarded the owner of the most beautiful entry at the close of the parade. Rudy Moc of the Yacht club is in charge of the parade, and Miss Florence Inman is directing the pageant.

Sunday's racing events will begin off Lakeview park at 10 a. m., when 40 sailboats are scheduled to compete in six events. A race for the small "frost bite" class has been added to the original program.

In addition to water attractions the 112th observation squadron of the Ohio National

Guard is expected to maneuver over the park on its way to Camp Perry.

At 1 p.m. a series of seven power boat races will get under way at the same point. About 50 boats in various classes will compete. As the special feature of the afternoon program, which is expected to attract at least 20,000 persons, a 100-piece banjo-accordion band of Lorain-co musicians will play.

Erect Bleachers

Interest will shift to within the west breakwater at 3:10 p. m. where the city has erected bleachers for the crowd which will watch 50 outboards churn the harbor in five events.

Trophies and cash awards will be presented winners of the events of the day near the Yacht club at about 6 p. m.

Visiting yachtsmen will be entertained at the clubhouse following the illuminated marine parade tonight, in accordance with the club's custom.



Fred Dusendon has charge of the regatta.

5,000 EXPECTED TO MARCH IN HUGE CENTENNIAL PARADE NEXT FRIDAY

More than 5,000 persons are expected to march in the huge Centennial parade which is scheduled Friday night.

Rivalling the parades of cities far larger than Lorain, the Centennial line-of-march is expected to stretch for more than three miles and comprise delegations from more than 100 organization thruout northern Ohio.

Every conceivable type of exhibit mounted on wheels will contribute to the amusement of the thousands who line the parade thorofare.

Approximately 50 elaborate floats, gaily decorated, of original design, and representing laborious efforts on the part of hundreds of people will contribute to the carnival atmosphere.

There will be nine divisions formed at the assembly point on Broadway south of 23rd-st. The parade will move sharply at 7 p. m. Friday.

Eight silver trophies are offered as parade prizes. Loving cups will be awarded for the best float and the second best float, the best band, the best drum corps, the largest marching delegation, the best drilled auxillary, the most original float and the best fraternal order entry.

Joseph B. Conley, former mayor; Walter J. Wright, county treasurer, and J. B. Brailey, business man, comprise the judging committee.

One of the most colorful sections of the parade will be the first division led by 30 Cleveland mounted police under Lieut. Matowitz. Other units of the first division will include "Miss Lorain," an honor conferred upon Miss Jean Koepke by city officials, the parade princess who is being selected by popular vote, police and firemen, and the 145th Infantry under Lieut. Arthur Richwine, of Elyria.

Ernest Pruzek, commander of the V. F. W., and D. O. Hiller, commander of the D. A. V., will head the first division while second division

parade marshals are Harry Bratton, commander of Steel City post of the American Legion, and C. O. Shaw, of Col. William E. Gilmore post of the Spanish-American War Veterans.

Guests of Honor

Guests of honor in the second division will be Lorain's two surviving Civil war veterans, Thomas Quinn and Steve Harris. All military orders will march in this section.

Fraternal uniformed ranks will comprise the third division headed by Robert Neil, commander of American Legion post 30, and Edward Sage, commander of the Knights of St. John.

Lorain Eagles aerie, represented by its drum corps, officers, drill team, and marching delegation will make up the first section of the fourth division in charge of P. A. Weber, Secretary.

A. J. Pelander, Elmer White and William Mathews are parade marshals for the second section of the fourth division. All fraternal orders, Italian societies and women's clubs, headed by the Elks lodge entry will march in this unit.

More than 2,000 Lorain citizens of European descent will comprise the fifth division which is allotted to the Polish-American Federation and Cosmopolitan clubs. Frank Knipper, Ray Urbanski and Walter Stencil are division leaders.

Another organization which is turning out in full force is the A. H. E. P. A. association, comprising all clubs of Greek origin. James Couris of Canton, high official of the order, will head the delegation comprising more than 1,200 citizens of Greek descent.

Hal Shafer and Fred Mille will lead the impressive seventh division to which all floats will be assigned. George Forester, assistant to W. T. Shaw, general chairman of the parade, is in charge of floats.

The evolution of transportation, from the ox-cart to the latest stream-lined deluxe automobile, will

be reviewed in the eighth division. Advertising units and the remainder of the automotive display will march in the ninth division.

Each division will include one or more bands or bands and drum corps.

**WEEKS OF EFFORT BACK OF
CENTENNIAL PROGRAM
Committee Copes With Scores of Problems in
Preparing for Eight-day Fete**

Weeks of intensive effort on the part of members of the Centennial executive committee went into the planning and organization of the ambitious eight-day celebration which starts today.

Hundreds of details, scores of difficult problems were tackled by the committee as plans for the Centennial took shape.

It was more than a year ago that the idea of observing Lorain's 100th birthday was suggested at a meeting of Inter-club council. George Canalos, council president, was one of the original sponsors of the project.

Early this year the first steps were taken to assemble an organization capable of enlisting the co-operation of every section of the city in the largest civic project in Lorain's history.

Infinite Detail Involved

There was no available fund or financial sponsor to give the necessary backing. The Centennial has been entirely a voluntary undertaking, representing the achievement of a group of civic-minded citizens who have fought for an idea.

Few of the executive committee had had extensive experience in the planning of such a project. Assembling a program of merit, and building up an organization which could put it across was accomplished slowly but in a determined fashion.

An infinite amount of detailed work was involved in the final planning of the program.

Thousands of people were drawn into the program, other cities of northern Ohio came forward to offer their services; the talents of organizations of all kinds were enlisted.

Centennial headquarters has been a bedlam of ringing telephones, rushing people, clattering typewriters.

**CRAFT 3RD OLDEST DRUGGIST IN CITY
Lorain Pharmacy Has Operated in Present
Location 7 Years**

The honor of being Lorain's third oldest druggist in the point of service belongs to E. J. Craft proprietor of Craft's Central Drug Store, 636 Broadway.

When Craft started in the drug business in Lorain in 1909, 25 years ago at 630 Broadway, there were just two other druggists in business at that time. He has been at his present location seven years.

The Craft Central Drug store, carries a complete line of drugs, candies and toilet articles.

It is the exclusive agent in Lorain for Martha Washington Candies and San-Tox remedies.

**FISHER'S JEWELRY DATES TO 1880'S
45-Year Old Lorain Concern Now Operated
By G. D. Trimmer**

Fisher's Jewelry at 444 Broadway, now owned by G. D. Trimmer, was established 45 years ago by W. C. Fisher and has been synonymous with quality jewelry during its long existence in the same location.

Six persons are employed in normal times in the sale of watches, clocks and jewelry and the repair of timepieces. Trimmer has owned the business for the last four years, previously having been employed there as a watchmaker.

CRYSTAL POPULAR SUMMER RESORT

One of the most beautiful summer resorts and amusement parks in northern Ohio is Crystal Beach park, located on the Lake-rd, east of Vermilion.

The park has been established since 1907, and it is used annually by various organizations in this section as a picnic and outing site. In addition, there is dancing every Sunday during the summer months.

The park is owned by G. H. Blanchat, and covers 40 acres of ground and employs approximately 150 persons during the summer months. The site on which the resort is located was first used as a park in 1870.

40-FOOT COUNTER

It's Largest in City, and Owned by Lorain 'Stone Grill'

The largest counter in the city – 40 feet – will be found at the Stone Grill, operated by The Stone Grill Corp. at 822 Broadway.

The front of the building is undergoing a remodeling program and probably will be finished in time for the Centennial.

Besides the serving of meals the Stone Grill serves beers, liquors and wines.

THE LORAIN JOURNAL AND TIMES- HERALD (Established Nov. 6, 1879) Editor Frank Maloy

THE FIRST HUNDRED YEARS

This edition of the Lorain Journal is dedicated to Lorain's hundredth birthday anniversary.

One hundred years ago next week – July 16 to be exact – this community of ours received its birth certificate. The town plat on which much of the city is now built was in the county seat at Elyria, which had come into being a few years before.

It is fitting that this issue of The Journal which commemorates that event, sets a new high record for the number of pages published in any single edition of any newspaper in the history of Lorain journalism. It has been made possible thru the co-operation of the business firms, merchants and industries of the city.

Into its preparation, needless to say, has gone a great deal of work, and weeks of patient research. But it has been interesting labor and an inspiring task. We send it forth in the hope and belief that it reproduces a picture of Lorain of the past sufficiently faithful and accurate to be interesting to readers of all ages.

It is an edition that tells the story in words and pictures, as far as possible, of Lorain's "Century of Progress."

It is a story that contains a full measure of triumph and defeat; happiness and sorrow; progress and disaster; the commonplace and the unusual.

There's the story of the first railroad boom in the thirties – the railroad that never came – and the bitter heartbreak and disappointment that followed.

There's the history of the era when there was no history, the forgotten town period, when for 30 years the settlement that became Lorain almost vanished from the map.

There's the tale of the "awakening" of the 'seventies' and of the ambitious, bustling, growing, boisterous city of the late 'nineties' and the early 20th century.

And finally there's the grim story of the tornado and the courageous comeback – just 10 years ago this summer – from a disaster that might well have defeated an older and more brittle community.

It is proper that this Centennial celebration should first of all honor the pioneer citizens, those hardy men and women who first caught

the vision of a great and important city and with loyalty and determination began the task of turning the vision into reality.

The history of the struggle and achievements of the past enriches the pages of the present, and we of today, who work for a Greater Lorain of tomorrow, can obtain inspiration and incentive from this contact with the Lorain of yesterday.

In many respects, Lorain's first hundred years were most unique. While celebrating its 100th birthday, it is still one of the youngest cities in Ohio. The world has heard little and cared less for the settlement at the mouth of the Black river – until the arrival of the steel mills in 1894. The village became a city overnight, and for the next decade was an industrial frontier, a boom town, doubling and redoubling in population every few years.

Looking back on its first hundred years, Lorain, like the "Old Lady of Treadneedle Street", can say, "There was drought, I withstood it; there were panics, I mounted and rode them; empires have risen and fallen; republics have come and gone; armies and parties have mustered and marched. I have seen them all and have survived them all. Great is the goodness of God."

SURVEY REVEALS STORY OF COMING OF FOREIGN-BORN 22 Nations Represented in Lorain; Germans First to Arrive

By AL SKORUPA

The southern section of the city was selected as the site of the Johnson Steel Co. in 1894, and with the founding of the company, the growth and expansion of South Lorain began.

Up until that time, the section located south and east of Fulton-rd, was then covered with trees and farmlands. There was no street car service or any means of getting east thru the territory.

Only several old mud roads were cut thru and which were impassable during the heavy rains or winter months.

With the coming of the steel mills, the territory began to be opened up, sites were cleared of trees and roads cut thru and by 1895 when the mills began operating and employed over 1,000 men, homes began to spring up all over the section.

Coming of Foreign-Born

Its growth was rapid during the first six years after the mill located here, but the trend of various nationalities to the district changed when other factories located in the city.

The early settlement at the mouth of Black river was established by New Englanders, the majority of whom came from Connecticut to settle northern Ohio which was then the western territory of the state. As long as the work was confined to shipbuilding, it was done by those of Puritan stock.

With the establishing of the Baltimore and Ohio terminus and the founding of the Steel company, the influx of foreign-born workers to Lorain began.

Germans were the first to make homes in South Lorain, then followed the Irish Scotch, Spanish and Italians. As the steel mills grew, Hungarians and other Slavic people, many of whom had experiences in Pennsylvania steel mills, were attracted. The latter came in large numbers until the beginning of the World war.

Many Mexicans Return

With the war came a small migration of Spanish people, followed by Greeks. After the war, colored people were imported to the district by the steel mills from the southern states. These were augmented by a group of Syrians and Albanians. Last of all came the Mexicans. There were at least 30 different nationality groups before the Mexicans were introduced by the steel mills.

Prior to 1931, there were more than 1,300 Mexicans in South Lorain. However, many have either been sent back to Mexico or returned of their own accord since.

The largest foreign nationality group in South Lorain are the Hungarians. There are now approximately 2,203 Hungarians in the section. The Hungarians have settled in practically all sections of South Lorain. However, most of them are located between Wood-av and Globe-av, between E. 28th-st and E. 36th-st.

Mexicans have congregated into the area between Wood-av and Vine-av between E. 28th-st and E. 30th-st. The Spanish settlement, which is the smallest of any foreign group in South Lorain, is between E. 28th and E. 30th-sts, between Globe and Seneca-avs.

7,400 in City

Jugo Slavic descendants, next largest foreign group in South Lorain, have made their homes in the vicinity from Vine-av and Clinton-av, between E. 31st-st and E. 36th-st. Croatians have located east of Grove-av, as have the Poles and Russians. Italians are scattered thruout South Lorain, with the neighborhoods between Pearl-av and Clinton-av from E. 29th-st to E. 31-st, proving the most popular locations

The total foreign nationality population of South Lorain, taking in 32 different foreign groups, totals approximately 7,400.

The above facts were recorded in a survey made by the sociology department of the Neighborhood House, which is used in connection with its settlement work in South Lorain

CENTRAL BAKERY SERVES 4 COUNTIES Elyria-av Institution started by Edward Kowalski in 1904

The Central Bakery, 2326 Elyria-av which was established in 1904 by Edward Kowalski, has expanded its business during it 31 years of existence, until it now serves four counties.

Increased business during the past several years made it necessary for the bakery to install new modern equipment thruout and to increase its

space until it now has 14,000 square feet of floor space.

At present, it has 13 trucks in service, covering the four counties and employs 35 persons. Counties which are served by the bakery are: Lorain, Cuyahoga, Erie and Medina.

KEWTIE POPULAR CITY EATING SPOT 'No High Hat Price' Policy Helps Business for "Damm Boys"

In the three years since Art and Al Damm established the Kewtie opposite the Journal office on 7th-st, they have built up a big patronage.

"No high hat prices" is the policy by which "those Damm boys" have made the Kewtie one of the city's most favored eating places. They make a specialty of sandwiches, soft drinks, beer and lunches. All sandwiches sell at one price.

Art and Al have crowned their success here by opening the Temple Court in Elyria, which already holds a position for its patrons like that enjoyed in Lorain by the Kewtie.

HAS DENTAL OFFICE Dr. C. L. Beatty in City Since 1930

Dentistry in all its branches is practiced by Dr. C. L. Beatty whose offices are located at 540 Broadway.

Dr. Beatty opened his Lorain office in 1930, coming here from Mansfield. He also maintains an office in Zanesville

Altho Dr. Beatty does not specialize in any particular branch of dentistry, his services includes all branches of the profession. His training was received at the University of Pennsylvania.

Dr. R. W. Smith is assistant to Dr. Beatty.

**ENGINE EXHIBIT TO BE FEATURE OF
CITY CENTENNIAL
Three of Nation's Oldest Locomotives to Be
on Display Here**

Few features of the Centennial will be more interesting to the general public than the travel and transport exhibit which will be featured by three of the oldest locomotives in America.

These engines will be on display on a spur of the Baltimore and Ohio Railroad near the W. Erie-av viaduct. One of the huge modern Mallet locomotives will also be stationed there.

Centennial visitors will have the chance to inspect America's first locomotive, the "Tom Thumb," designed by Peter Cooper and put into operation in 1829.

Designs 'Tom Thumb'

Cooper was a New York merchant who held stock in the B. & O., the first railroad in the country. When traffic became too heavy for the horse-drawn trains first put into operation, Cooper designed the Tom Thumb, drawing from his knowledge of what had been accomplished in England by using steam for transportation power.

Only 14 feet long and weighing less than four tons, the Tom Thumb is of most primitive design. It resembles a small side-car on which the upright boiler is mounted in the middle. A geared fly-wheel, driven by the boiler, drives the car wheels. At one end of the open platform is a barrel for the water used in the boiler while a wood-bin occupies another corner.

Phineas Davis, of York, Pa., was the designer of the famous York which was built in 1931.

3rd Historic Engine

His design won first place in the \$4,000 contest sponsored by the B. & O. for a new-type locomotive which could meet the increasing traffic needs of the road.

The third historic engine which will be on exhibit is the Mogul 600, forerunner of the modern locomotive. John Davis designed and

built the engine in 1875 for heavy-duty work in the mountainous Cumberland district. In active service it established a record by hauling a train at an average speed of 27 miles an hour.

E. L. Bangs, custodian of relics for the B. & O., will be in charge of the exhibit.

**HARDWARE FIRM ESTABLISHED IN '02
Central Lorain Concern Has Been In
Business 32 Years**

The Central Hardware Co. was established in 1902 by O. F. Dellenbaugh at 1922 Broadway and has been in business at 1941 Broadway for the last eight years.

George A. Russell, manager, is assisted by a staff of sales and service experts who render customers of the long-established concern careful and satisfactory service in all of the company's varied lines.

In addition to general hardware, the store handles a complete line of household appliances, including electric refrigerators, radios, garden supplies and awnings. Among the company's special ones are sporting goods.

**OAKWOOD DAIRY FAMILY BUSINESS
Skolnicki, Wife Operate Modern Company**

Oakwood Dairy is something of a family business, being operated by man and wife.

Joseph F. Skolnicki and his wife, who appears in the firm as M. T. Skolnicki, operate this dairy which is one of the largest and most modern in the city.

Established in 1925 at 2857 Oakwood-av, the dairy has maintained its headquarters at that location for the past nine years.

Seven persons are employed by the firm which has a fleet of four trucks. Approximately 5,000 square feet of floor space are contained in the building.

Equipment which is modern in every respect and in line with latest developments of the dairy industry are used by the concern. Capping machines, a modern pasteurizer, cheese vat, bottle washer, private cooling system, and cream separator are included in the up-to-date apparatus which insures the quality of Oakwood Dairy products.

Special mention has been given sanitary measures and as a result the dairy is a model of efficiency and cleanliness. The Oakwood Dairy trade-mark, carried on all of its trucks, is "Sanitation Protects Purity."

UNIFORMS USED ON MARCH TO THE SEA 'Faded Blue' Garb for Pageant Has Historical Significance

Each of the 10 authentic Civil War uniforms which will be worn in the huge historical pageant Wednesday and Thursday possesses a dramatic history.

The uniforms were originally worn by members of Sherman's army on its famous march thru Georgia to the sea.

At the end of the Civil War they were stored in an arsenal at Washington and forgotten until the time of the World war when the arsenal was emptied to make additional storage room.

An antique dealer purchased the uniforms and sold them to a Columbus customer from whom the pageant directors obtained the costumes.

CHURCHES TO JOIN IN OBSERVATION OF LORAIN CENTENNIAL Union Program At Park Will Be Highlight Home-Coming Services to Be Held by Various Congregations

Homecoming services in the various churches in the morning and a special union outdoor program at 7:30 p. m. Sunday in Washington park, will mark the participation of Lorain's

churches tomorrow in the opening day's events of the Centennial celebration.

Former pastors will occupy the pulpits of a number of Lorain churches in the morning and hundreds of former residents are expected back to attend the services.

Catholics, Greek Orthodox, Protestants and Jews will unite in the outdoor program in the evening at which time representatives of the four faiths are to trace the history of their respective religions.

Speakers Named

The speakers and their subjects will be Rev. Theodore Merten, "The Rise of Protestantism;" Rev. Isadore Rafferty, "The Growth of Roman Catholicism;" Howard Chernoff, "The Story of Judaism;" and Bazil Dziama, "The History of the Greek Orthodox Movement in Lorain."

Atty A. W. Cinniger, chairman of the historical committee, will preside. There will be opening remarks by Mayor E. A. Braun and J. Ford Thompson, executive chairman of the Centennial committee.

Music will be furnished by the Lorain-co Gospel Male Chorus under the direction of Smith H. Grubbs, and the Lorain P. T. A. Mother's chorus and the High school-Alumni orchestra, both directed by S. Norman Park school music supervisor.

The majority of the churches are omitting evening services in their churches to permit their members to join the Sunday night open air services.

Rev. Jacob Speaks

Dr. Josephus R. Jacob, Lakewood, who served as pastor of the church before the World war, will speak at the First M. E. church Sunday morning, Rev. Battelle McCarty, pastor, announced. His subject will be, "The Everlasting Kingdom of God."

The Delaware-av M. E. church will observe its homecoming and the 35th anniversary of the founding of the church at the morning service

when Rev. Herbert J. Thompson, former pastor of the church, now located at East Palestine, will preach.

The anniversary doesn't actually fall until in August but the celebration has been moved up by Rev. L. E. Rothrock, pastor of the church and his committee to make it fall at the same time as the Centennial. On Sunday, July 22, another former pastor, Rev. James C. Scott, of Canton is to preach.

Invitations to more than 100 former members of the church now living in other cities have been sent out by the Delaware-av homecoming committee comprising Mrs. Della Todd, Frank H. Geiger and Rev. Rothrock.

Foote To Speak

Willard Foote, Lorain graduate of Princeton university, will preach at the homecoming service at the First Baptist church Sunday morning. Rev. Joseph H. Deemer, pastor, announced. There will be no evening service because of the open air meeting. Foote is the son of Mr. and Mrs. Myron T. Foote 954 E. Erie-av.

Elder James E. Bishop, of Steubenville, is to be the guest speaker at the homecoming service at Reorganized Church of Jesus Christ of the Latter Day Saints, which meets at the Christian Temple, 5th-st and Washington-av. His subject will be, "One Hundred Years of Religious Progress."

Rev. B. Harmon Linville, pastor of the Christian Temple, announced that his Centennial sermon Sunday morning will be on "The Greatest Business in the World." The service will start at 9:30 a. m. which will be early enough. Rev. Linville pointed out, "for you to attend worship and hear a sermon without missing much of the Regatta program at Lakeview park." He has also arranged a special musical program and is urging members of his church to join in the open air service in the evening.

"City's Milestones"

"A City's Milestones" is to be the subject of the Centennial sermon by Rev. Herbert F. Loomis, pastor of the First Congregational church

Sunday morning. One of the features of the service will be the singing of the hymn, "Our Fathers Built This City," by the congregation. Miss Virginia Brown will sing Schubert's "Ave Maria." Mrs. Carl Youngquist, organist, will play three numbers. There will be no evening service.

Rev. Herbert W. Veler, pastor of the First English Evangelical Lutheran church will take as his Centennial sermon subject, "After 19 Centuries – What?" in which he will discuss the history of religion. The Lutheran league subject will be "Studying the Other Nation's Point of View." The leader will be Robert Carlson, Lorain student at Carnegie Tech.

'OUTSIDE ROOMS' HOTEL SPECIALTY

When you go to a hotel during these sweltering summer days the first thing you ask for is an "outside room."

Most of the rooms at the Lorain hotel, 7th-st and Broadway, are outside rooms, making them cool and comfortable, no matter what the height of the thermometer outside

The Lorain hotel is being operated by C. H. Edick, owner for the last eight years. He came to Lorain in 1918 and was in business with the late W. L. Morgan and George L. Buell.

He acquired the hotel building in 1921, then remodeled same thruout. The Edick restaurant is operated in connection with the hotel.

CITY TRANSFER IN BUSINESS 11 YEARS

Norman Baker was the founder of the City Transfer Co. 11 years ago. For three years the company had offices at 411 4th-st, and then moved to the present location, 200 7th-st.

A feature of the organization is a moving van with capacity for six rooms of household goods.

The company specializes in local and long distance moving, also the storage of goods.

Storage space of 2,500 square feet is provided, and six employees comprise the organization. J. R. Cecil is general manager.

KINNEY'S REPAIR 'BUMPED' FENDERS

Kinney's Body and Fender Repair at 112 E. 18th-st, specializes in fixing "bumped" fenders so you will never know that your car was in a crash

Kinney's Body and Repair Co. rebuild wrecked cars – even rebuild them completely, including the motors, bodies, fenders, glass, etc. it's the most up-to-date equipped shop of its kind in the city.

This firm was established in 1923. Edward R. Kinney, who owns the building which houses the repair shop, is the head of the firm.

DEVOTES LIFE TO MONUMENT WORK Head of Lorain Firm started in Stone Work as Boy

G. E. Fitzpatrick, general manager of the Lorain Monument Works, 1035 Broadway, has practically devoted his entire life to making of monuments and stone work.

He had been employed in quarries while a boy and then went into monumental work 18 years ago. The Lorain Monument Works was established in 1912.

The Works handles all well-known domestic and imported granites and marbles in manufacturing monuments. It employs six persons during normal times.

GIRL SCOUTS TO PRESENT CENTENNIAL 'PANTOMINE' Plan Demonstration Tuesday at Oakwood Park as Part in City Celebration

The Girl Scouts of Lorain have arranged a pantomime to be presented at Oakwood Park Tuesday from 4 to 5:30 p.m. as their part in the

Lorain Centennial celebration, according to Mrs. Raymond R. Ward, Girl Scout Commissioner.

The girls of 14 troops will be assisted by their leaders in portraying the various phases of girl scouting. Camping, the method of winning badges and other interesting items of scout work, will be shown in pantomime form.

The Girl Scout Council, which is the governing body of the local girl scout movement, will also participate in the demonstration and afterwards the girls will remain at the park for a picnic supper, each troop taking care of its own refreshments.

Mrs. Ward also announced that the day camps which have been held at Lakeview park this summer will be discontinued during Centennial week.

REPAIRS MOTOR CARS 25 YEARS Pekarik Garage Head Backed By Quarter Century's Experience

Repair work on automobiles at the Pekarik Garage, 1751 E. 28th-st is backed by 25 years of experience on all makes of motor cars.

Eugene Pekarik, owner of the garage is also the head mechanic and he has had 25 years of service in this line of work. Under him are employed six other workers.

The garage specializes in auto repairing, welding and body fender straightening. He also renders 24 hour service.

ASSETS TRIPLED

Incorporated Oct. 4, 1921, the Lake Erie Savings and Loan Co., with offices at 1790 Broadway, has assets of \$118,699, a three-fold growth in the last ten years.

Officers of the company are president, P. J. Stelmaseski; vice-president, W. A. Stencil; secretary, E. W. Guzik; assistant secretary, E. A.

Brzozowski, and attorney, T. E. O'Hern.

Three percent interest is paid on savings.

KAUFFMANS SELL ELECTRICAL AIDS

Rapid strides have been made by the Kauffman Co. since its establishment here six years ago. Carrying a full line of domestic and commercial refrigerators, radios, washers and other electrical appliances, the company stands as one of the leaders in its line.

In 1928, H. C. Kauffman and E. Ellis organized the company. It was first located at 729 Broadway. Due to rapid expansion in its growth and more space required for a larger stock, headquarters were moved to 535 Broadway, where almost 3,000 feet of floor space are occupied.

The sales force consists of four men, and two trucks are maintained for delivery and service purposes.

EXPANSION RAPID IN STYLE CENTER Established Six Women's Apparel Stores

The expansion and growth of the Style Center, 412-418 Broadway, which for more than a quarter of a century has been one of the foremost women's stores in this section of the state, is indicated by the addition of 5,000 square feet of floor space in recent years.

It was in 1905 that the business was incorporated as Goldstein Sons, Inc., at the present address by Max, Joseph, Samuel and Louis A. Goldstein. Max Goldstein is president; Joseph Goldstein, vice president, Samuel Goldstein is secretary and treasurer and Louis is assistant secretary and treasurer.

Four years later, a store was opened on Broad-st in Elyria. In 1914 the Parkersburg store was established, and two years later the Marietta store was opened.

The Economy Store, Lorain, is also operated by the same company, and the Fashion Shop in Marietta, making six stores in all.

All the stores handle a full and complete line of ready-to-wear clothing for women, cosmetics and millinery. In normal times, 18 employees comprise the local organization.

HAGEMANS, FIRST OPENED IN 1931, GROWS RAPIDLY

In its three year of business, the Hageman Shoe Co., 387 Broadway, has built more than an ordinary business in shoes, hosiery and luggage.

Carl H. Hageman, who has been in the shoe business in Lorain for 29 years, started the store in the depth of the depression, with Mrs. Hageman and Miss Agnes Pratsch. All four employees who started with the business are with the company now.

Hageman was already well known to the shoe-buying business in Lorain when he started his own store, having fitted the feet of Lorain residents for a quarter of a century. He has been given the continued trade of many of its old customers.

FIRST ISSUE OF LORAIN DEMOCRAT PRINTED ON SILK F. P. Bins, One of Paper's Directors, Has Copy of 1896 Publication

Unique and historical is a 38 year-old copy of the first issue of the Lorain Democrat, a local newspaper of several decades ago. Owned by F. P. Bins, Lorain grocer, one of the directors of the company. The paper later became the Lorain Daily News.

One of the interesting features of this particular copy is the fact that it is printed on silk. None the less remarkable is the clearness of the type of the four pages.

The issue is dated Thursday, March 26, 1896, a

month before the city primaries and two years after Lorain was incorporated into a city.

Candidates Listed

Almost an entire column on the editorial page carries the names of the Democratic candidates of municipal and township offices. At that time it was customary to hold the primary election in April. J. B. Coffinberry was listed as the paper's candidate for mayor. He was later elected.

Officers of the Lorain Democrat were A. H. Babcock, president. Babcock was mayor in 1888 to 1890, and served a second term from 1898 to 1900; Max Morehouse, vice president, Joseph H. Frick, secretary, manager and business manager; M. J. Alten, treasurer, Directors were Babcock, Morehouse, F. P. Bins, H. P. Nielson, and S. W. Matthews. The latter was the father of E. G. Matthews, former Lorain-co sheriff and at present the head of the state liquor enforcement division. William A. Houck was editor, and the office of the paper was in the building of the Alten Clothing store, 314 Broadway. The telephone number was 86.

Section of Elyria News

There is a liberal display of advertisers in the paper. The Boston store, Wickens Furniture store, W. F. Eldred Co., J. Resex, wall paper store, Miller and Hoffman grocers, J. L. Sanford, undertaker and Sam Klein, clothier, were some of the advertisers.

A section devoted to Elyria news, was a feature, also a column of local brevities. The paper carried a lengthy account of the death of Gen. Thomas L. Casey, chief engineer of the U. S. Army.

The 'silken' copies were distributed among officers and directors.

EGGENSBERGER ONCE 'CITY JAIL PATCHER'

**Veteran Employee Recalls Days When They
Had Man to Repair Prison After 'Deliveries'**

Louis Eggensberger, veteran city employee and superintendent of sewers, once held the title of "city jail patcher," a quarter of a century ago.

It was a necessary office back in those days when the city jails – there were three of them – were flimsy affairs. One of them stood near the present fire station of 4th-st.

Prisoners were able to kick out a few bricks from one of the walls, and crawl thru to liberty.

It was Eggensberger's job to patch up the hole. There were numerous such "jail deliveries," he said. Usually the men who broke out were rounded up, and then taken to one of the other jails.

A man could lie on his back and with one foot against the brick wall, shove out enough bricks to open up a passage way, Eggensberger said.

SILVER'S BIGGEST OF WATCHMAKERS He Weighs 322 Pounds; Skilled Worker

Lorain has one of the biggest watchmakers in the United States.

He is Jake Silver whose 322 pounds earn him the distinction. Silver operates the watch repair shop at 926 Broadway.

"Big Jake" has another distinction in that practically his entire family are talented watch-repairers. His grandfather, father, two brothers, two cousins, and uncle, and even his younger sister can take a watch apart, and get it back together again.

This time-honored trade has been a family heritage since the days when Jake's forefathers were located in Jaffa, Palestine.

Silver is definite in his desire to be known as an expert in repair of clocks and watches instead of a jeweler. His work is that of a specialist and has won him a sound reputation in the city.

Silver's father is a watch-maker in South Bend, Ind. There he has charge of repairing watches

and clocks for Notre Dame university, the Studebaker Motor Corp., and several other large concerns. Two of Silver's cousins are in the same business in Rhodesia, S. Africa.

Unconditional guarantees of one year duration are offered by Silver on any watch or clock repaired at his shop which is one of the busiest in the city.

CLAIMS RECORD AS BUSINESS MAN Eldred Operates Here for 45 Years

Milton N. Eldred, founder of the Eldred Co., claims the distinction of having the longest continuous service record of any Lorain business man.

His record of 45 consecutive years of operation of his own business is believed the only record of its kind in the city.

Eldred founded his stationary and office equipment store on March 17, 1889. Whether the fact that his store opened on St. Patrick's Day was a good omen or not, the progress and reputation of the Eldred Co. indicates that the Irish patron was a benign godfather.

Eldred's first store was located on the present site of Fisher's jewelry store. The present store occupies the location at 317 Broadway to which the Eldred Co. moved on Nov 9, 1932.

Arthur C. Eldred, son of the founder, is now associated with M. N. Eldred in a partnership. Four people are employed in the store.

The Eldred Co. is Lorain's only store devoted exclusively to handling office supplies and equipment.

Among the standard lines which the firm represents are the Shaw-Walker files, safes, and equipment, Bank equipment, Royal typewriters, Marble office furniture, and books and stationary are among the lines offered by the Eldred Co.

WHEN THEY RODE TO CITY JAIL IN A TAXI Police Department Was 'Swell Host' in Days Before Modern Police Car Arrived

"Taxi, taxi." Picture a scene about midnight 20 years ago on most any street in Lorain during the days when the country was "wet." A helmeted officer making the rounds comes upon a man with wobbly feet and dizzy head, which has generally only one meaning. Maybe he's leaning against a lamp post or the side of a building.

"Well. Looks like we're in for a little ride," says the officer.

"Sure thing" hiccoughs the other. "Just call me a taxi."

And strange as it may seem, that's just what the officer used to do in those days. Perhaps there were no taxicabs in sight on the deserted street, but it was only a matter of a few minutes before the officer got either the Basore Taxi Co. or the Kurtz Co. on the phone. Soon one of the machines pulled up to the curb. Into it the cop bundled his prisoner, and the ride to the police station was under way.

There are perhaps few police departments in the country that can boast of such deluxe service to the prisoners.

For years before the coming of the automobile, the local department did not have its own "black maria" or "paddy wagon." There were a few taxi companies in the city about that time. One can almost picture the rivalry between the drivers whenever there were hauls to be made.

SELL OIL PRODUCTS

Petroleum products of all kinds are part of the service offers the automobile public by the Canfield Oil Co., at 355 E. Bridge-st Elyria.

Louis Carruth is president of the company, Charles McLean is vice-president. H. M. Carruth is secretary, and J. A. Jackson is treasurer.

SECTION B

CARNIVAL OPENS IN CITY MONDAY 350 in Troupe of Show, Here for Centennial

Lorain's Centennial will be important for scores of youngsters because of the arrival tomorrow of the second big show to play here this year.

West's Wonder Shows will arrive on a 20-car train at the 21st-st crossing of the B. & O. tomorrow and open Monday at the Washington-av and 13th-st show grounds. Altho there will be no elephants to water, hundreds of youngsters are expected to be on hand to welcome the carnival.

More than 350 persons comprise the show troupe. Among the featured acts is a woman stunt driver.

130 JOIN POST

Starting with 16 members, Steel City post, No. 405, American Legion, now has a membership of 130 altho it is less than two years old. Its rooms are at 200 ½ 9th-st.

Members will take part in the Centennial historical pageant, representing soldiers of the World, Civil and Spanish-American wars. The post will also take part in the parade July 20.

ROGERS OIL RUNS THREE STATIONS Established in 1924 by Father and Son

Three service stations – at 2200 Broadway, 10th-st and Broadway and 21st-and Oberlin-av – are operated by the Rogers Oil Co, of Lorain.

Established in 1924 by Raymond F. Rogers, now deceased, and his son, Lynton H. Rogers, the present operator and manager, the station operator and manager, the stations sell Fleet-Wing gasoline and oil, and the company is distributor for Seiberling tires in Lorain-co.

Fifteen persons are employed in the business in normal times. The company has two trucks. Complete lubrication service is provided at each of the stations.

Soon after its organization, the Rogers Oil Co., became well known to citizens of Lorain by its co-operation with the city and state in cleaning up debris of the great tornado.

Lynton Rogers has been active in the Ohio Petroleum Marketers association and a number of civic organizations.

LORAIN CENTENNIAL SONG

By CAROL B. HORN

By waters blue and waters brown,
Our grandsires built a trading-town,
A hundred Junes, a hundred snows
Lorain, their vision, thrives and grows.

So, where the forest once stood green
Our clustered homes may now be seen,
For friendly neighbors live with you,
In Lorain, by the waters blue.

And many nations far away
Have shaped our city of today.
They sent their sons to settle down
By Lorain, waters, blue and brown.

Lorain where roses yearly spread
Warm honor to our soldier dead
And where the lilac's scent and hue
Refresh us, when the Spring is new.

Lorain shall ever be more fair
When every son shall learn with care
To build in all things, fine and true,
By waters brown and waters blue.

KUTZAS LONG IN BUSINESS IN CITY Pharmacists Conduct Drug Store in One Place for 21 Years

For 21 years, from 1913 up to the present time, Leopold G. Kutza, owner of the Kutza Pharmacy, and his brother William Kutza, have conducted a drug store at 13th-st and Broadway.

They were also in business for five years before this, in a store on Broadway near 12th-st.

The store carries a complete line of drugs and accessories. In the filling of prescriptions, Kutzas have a large clientele among the doctors themselves.

Six persons are employed to take care of the business and two trucks are used for deliveries.

THOMPSON MANY YEARS MORTICIAN Erected New Funeral Home After Tornado

One of the most beautiful funeral homes in the city is that of Thompson Funeral Home at 214 6th-st.

The head of the home is J. Ford Thompson, veteran Lorain embalmer and funeral director.

Thomson spent 11 years with the mortuary firm of S. C. Glasier, in Cleveland, and two and a half years with the Cleveland firm of J. H. Brown and Sons. He secured his first license as an embalmer in 1907 from the state board in Columbus.

He established his local business in 1915. His establishment was first located at 219 4th-st. This home was destroyed by the tornado and he then built the present funeral home on 6th-st.

The Thompson home is built of stucco on brick and has two floors. The Thompson family lives on the second floor, and the eight rooms on the first floor are used exclusively for funeral purposes.

LORAIN PRINTING EXPANDS 3 TIMES

No printing and binding job is too big or too small for the Lorain Printing Co., 219-221 4th-st. Established in 1905, this firm has been expanded three times and its plant has more than 6,000 square feet of floor space.

E. G. Koethe is president and Urban S. Koethe, vice president of the Lorain Printing Co.

The company specializes in four, five and six color work and the printing and publishing of high school and college publications.

A total of 25 person are given employment by the firm during normal times.

‘GULF’ GAS SOLD AT 14TH-ST STATION

If it's Gulf Refining Co., gasoline or oils and grease and industrial oils – that you want, the firm of Murphy and Scheiring, 1237 W. 14th-st, will furnish your needs.

This firm was established in 1930 at the present address. Seven persons are given employment by this company which operates three service cars.

The members of the firm are H. D. Murphy and J. A. Scheiring.

The company announces that the Gulf Refining Co., will inaugurate the first phase of the international broadcasts and bring to its audience four variety shows from London, Berlin, Paris and Vienna on successive Sundays beginning July 15, at 9 p. m., eastern daylight time.

USE NEW SYSTEM IN ICE-VENDING Crystal Ice Co. First Established in 1900

A new system is serving the public is now employed by the Crystal Ice Co., which has been established in Lorain since 1900.

A self-serve vending machine has been installed at the company which is located at 120 Oberlin-av, and patrons can now get 24-hour service. It is large enough to accommodate 50 customers at a time.

In addition to ice, the company also manufactures concrete products and also has builder's supplies on hand. The plant covers four acres of ground and in normal times employs as many as 65 persons.

Ice which is made at the company is made from pure distilled chemically pure water. The ice is distributed thruout the city and is also handled at 28 cash and carry stations.

SELL GAS, LUNCHES

McKellogg Station Has 'Fire Chief' Products

Texaco Fire Chief gasoline, regular and ethyl, is featured at the McKellogg Service Station, E. Erie-av and Arizona.

This station was established in 1932, at the present location, and employs a splendid business in its territory.

Besides the sale of gasoline and oil the station features oil changing and while one is having his car attended to, he may enjoy root beer, sandwiches and ice cream at the stand.

C. B. McKellogg is owner and manager of the McKellogg Service Station.

ZEISBERGER EPISODE GIVES LORAIN PLACE IN HISTORY

First White Settlement to Be Recalled as Feature of Centennial Parade

Altho Lorain dates its official birthday as July 16, 1834, it was nearly half a century prior to that when the first white settlement was made here.

It was in April, 1787, that David Zeisberger, Moravian missionary and a group of his convert Indians, came from Pilgeruh, Tinker's Creek,

Cuyahoga-co, to the mouth of Black river and attempted to establish a village.

The Zeisberger incident will be re-enacted in the Centennial parade Friday, July 20. A. W. Cinniger, who has made an extensive study of this phase of Lorain history, was instrumental in dramatizing the episode and enacting the role of Zeisberger.

Their stay lasted only three days. At the end of that time a Delaware Indian chieftain appeared in the settlement and made it quite emphatic that he considered the invasion of the white missionary as an encroachment upon the land of his people and ordered Zeisberger and his followers to move on.

20 Years Before Perry

Rather than have any trouble with the redskins, Zeisberger heeded the demand and moved on to the Huron river where he made a settlement near the site of the present village of Milan which was to endure for a number of years.

The fact that the settlement was only temporary makes Zeisberger's stay in Lorain just an incident in his life and activities, but it was enough to tie Lorain up with the Moravian missionary movement and win recognition for the community in the early history of Ohio. It gave the community, which was to become Lorain, its only real chance to become Lorain, its only real chance so to speak, to be mentioned in history books.

BAKER CO. ACTIVE IN REAL ESTATE

13-Year-Old Firm Also Handles Insurance

One of the city's most active and reliable real estate and insurance companies is the William H. Baker company at 1840 Broadway.

Established in 1921, the William Baker company is one of the largest institutions of its kind in Lorain county.

William H. Baker, the head of the company, came from the farm in Amherst township 28 years ago. He established the grocery and meat

firm of Baker and Haist, at 1316 Broadway, in 1910 and continued in that business for 11 years.

The partnership of Baker and Haist was dissolved and Baker entered the real estate and insurance business in 1921.

His real estate office has floor space of 1,500 feet and he employs four persons at that location.

STEAKS AND CHOPS HEILMAN FEATURES

‘Loop’ Restaurant, Established Since 1920, Wins Many Friends

One of the most popular eating places in northern Lorain, is Heilman’s Lunch, at 302 Broadway.

R. B. Heilman, better known as “Ross,” to the hundreds of Lorainites who eat at his place, is manager of the “loop” restaurant.

The Heilman restaurant was established in 1920 at its present address. Steaks, fish, chops are food specialties and Pabst Blue Ribbon beer is featured.

The Heilman eating place has a deep fat-fryer, all steaks, fish and chops being broiled in the broilator.

Another feature of the Heilman restaurant is its coffee, cooked the Silex Coffee Way.

RUNS TWO STORES

Prescription filling has been a specialty at Brown’s Pharmacy since it was founded by Karl Wiegand 35 year ago. It is now operated by G. W. Brown.

There are now two branches of the pharmacy. One is located at 450 E. Erie-av, and the other is at 2836 Pearl-av.

In addition, both of the stores have fountain service and carries various sundries besides drugs.

FLOATS ‘N’ ALL Elks Making Plans for Kiddies’ Parade

Floats of all descriptions, built on wagons, bicycles, baby buggies and other vehicles will appear in the Kiddies’ parade sponsored by the Lorain Elks lodge next Thursday as a part of the centennial program.

Twenty prizes will be offered for the best floats and the best costumes worn by the paraders, E. A. Williams, secretary of the lodge, announced today.

The parade will take place from 4 to 6 p. m., with the parade forming in 8th-st and 9th-st near Broadway to the loop and thence up to Washington park. The contest is open to children of not more than 12 years of age.

CARVING OF OLD ENGINE DISPLAYED Nickel Plate Arrange for Exhibition

A wood carving of a locomotive made in replica of the engines used back in 1882 the year the Nickel Plate railroad came into Lorain, is one of the interesting relics on display in Kline’s Department store, 810 Broadway, as a Centennial feature.

The carving was made by a Conneaut man and is complete in detail down to small figures of the engineer and fireman seated in the cab. It is enclosed in a large glass case.

Beside the replica of the old-time locomotive is a model of a more recent engine. It was made out of steel and was loaned for the Centennial exhibit by E. D. Burnett, Nickel Plate city passenger agent in Cleveland.

Among numerous other articles is one of the first railroad time tables ever published, and an early style ticket-dater.

The display was arranged by H. H. Nugent, Nickel Plate freight agent in Lorain.

STEADY PROGRESS MADE BY ROBINSON

Three Branches Opened by Dry Cleaners

Fourteen years of progress during which the Robinson Dry Cleaning organization opened three additional branches in other cities, tells the story of this concern organized in 1920 by Mr. and Mrs. Carl Robinson.

During these years the plant remained at the same location, 3501 Broadway, where 85 employees and 15 trucks comprise the organization.

High grade dry cleaning is the object of this concern and its growth in the past 14 years is proof that this service has not lacked in the high standard set up by Robinson.

Robinson has long been a leader in the civic life of Lorain, and takes an active interest in all worthy enterprises for the good of the city.

It was thru his efforts that the Community Service council was organized in 1930, and he is a charter member of the Rotary club here.

JUNE FORD SALES REACH NEW PEAK

Sales of Ford V-8 passenger cars, trucks and service parts were greater during June than for any month so far this year, it was announced today by John Schmauch, Lorain Ford dealer.

Sales of passenger cars and trucks were 143 per cent greater in the Cleveland area during June 1934, as compared with the corresponding month of 1933, according to Schmauch. For the first six months of 1934, Ford sales were 186 percent greater than the first six months of 1933.

From early July reports received, the steady increase in Ford sales, enjoyed for the first six months of this year, is continuing at an even higher pace.

NEW HOSIERY STORE

Established this year, the Clear Sylk Hosiery store, 508 Broadway, is one of the newest concerns in the city. Van's Hosiery Stores, Inc., of Boston, operate the local store.

Already a staff of eight and the policy of the store to provide free repairs on hosiery have won an enthusiastic response from customers. The store carries a variety of women's wear besides hosiery.

RELATES STORY OF 'DISAPPEARING ICE'

Hugh C. Perrine, veteran Lorain barber, swears that this is a true story.

If you don't believe him you can check the story with B. C. Giblin, Lorain court bailiff, he says.

It has to do with a 400 pound cake of ice which fell off an ice wagon in the middle of Pearl-av, before it was paved, and promptly disappeared from sight.

The incident happened 22 years ago, in the spring of 1912. A large ditch, 13 feet deep, had been dug down the center of the street for a new sewer preparatory to paving the street.

The sewer had been laid and the ditch refilled, but it was in the spring of the year before all of the frost had gone out of the ground. The street was very muddy and some of the holes were quite deep.

Perrine was operating a barber shop in the 2900 block of Pearl-av. On the opposite side of the street was a grocery store run by Giblin.

A one-horse wagon filled with ice cakes moved down the street. One of the wheels struck a rut in the pavement and one of the huge blocks promptly jumped over the end gate of the wagon.

The driver stopped the horse and went back to look. He counted the ice cakes and then started

looking around. One of the cakes was missing, but it was nowhere to be seen. He shook his head, climbed back on the seat and drove away.

Perrine says he was watching from the barber shop window. He saw the cake land in one of the holes filled with water and disappear. He says he called Giblin and took him over to (the) hole where he pointed out the cake of ice beneath the mud and water.

MAKER OF SHOES STARTED STORE First Allen Sold Shoes Here 51 Year Ago

Allen's Boot Shop, at 408-410 Broadway, has been in business in the same location for 51 years, earning a place of special recognition by virtue of that fact during Centennial week.

Stewart and Howard Allen now conduct the business founded by their father, David Allen, in 1883. They deal in shoes and men's wear and employ seven persons.

Allen senior started as a maker of shoes, constructing the footwear of Lorain's leading residents from the cutting of the leather to the final stitch. He was recognized thruout the countryside as an excellent craftsman.

An anecdote is told of Sunday shoes he built without chalk between layers of leather in order to make them squeak and attract attention to their newness. Once he forgot and put the chalk in, and nearly lost a customer because the shoes didn't squeak.

ISALY DAIRY NEW LORAIN CONCERN

One of Lorain's newest institutions is the Isaly Dairy Co., 632 Broadway.

A complete line of dairy products and ice cream is carried by this store which, altho only a few weeks old as a local institution, already enjoys a splendid patronage by the Lorain people.

The Isaly company was established in Mansfield, O., in 1887. Since that time it has

grown to the extent that it has five manufacturing plants in operation: Mansfield, Marion, Akron, Youngstown, and Pittsburgh. In these various plants the products are manufactured and are delivered daily to about 250 Isaly stores thruout parts of western Pennsylvania and eastern Ohio.

MAYTAG BRINGS MINIATURE RACER

A feature of the Centennial week will be the miniature racing car brought here direct from the Chicago World's Fair by the Maytag Lorain Co., 711 Broadway.

The racer is powered by a one-cylinder, two-cycle motor, the identical power plant of the Maytag washers developed for use in homes that have no electricity.

ROSA-BEE OFFERS LATEST IN FROCKS

The latest in frocks – the latest in ladies ready-to-wear apparel, millinery, lingerie and hosiery, is offered the women buying public at the Rosa-Bee Shoppe. The shoppe has been at its present location since May.

Mrs. Gordon graduated from the Lorain grade and high schools. She has been in the women's apparel business locally for the last 10 years.

FIRM IN BUSINESS HERE FOR 53 YEARS

Established in 1881 by George A. Clark, one of Lorain's first business men, the George A. Clark Co., jewelers is one of the oldest stores in the city, having been in existence for 53 years.

In January, 1925, Clark retired and two employees, who had worked for him for years, took over the store, retaining the same name. They are Edward W. Schneider and Harry A. Pistel.

Schneider manages the jewelry and watch repair department, while Pistel handles the optical department.

The store is located at Broadway and 7th-st where it was moved after Clark had retired. The former location was on Broadway between 4th and 5th-sts.

OPENS JEWELRY IN 'WORST YEAR,' ATTAINS SUCCESS

William Rieth, better known to his friends as "Bill" decided Aug. 26, 1933, during the worst depression year, to enter the jewelry business in Lorain.

He opened his present store, at 351 Broadway and from the very beginning it was a success.

Rieth has been in the jewelry business for 30 years. He started to learn the business at the age of 12 in Cleveland. He has been a Lorain resident for the last 15 years.

An up-to-the-minute optical department is also operated in connection with the jewelry department. Dr. H. C. Blackann has charge of the optical division. He is a registered optometrist of 25 years' experience.



WM. "BILL" RIETH

LEISY BEER BACK AFTER 15 YEARS

Happy days are here again and so is Leisy's beer!

When a handsome blue and cream-colored truck rolled down Lorain streets recently with its musical horn playing "How Dry I Am," the city was reminded that the first shipment of Leisy's beer in 15 years had arrived. And how welcome those musical notes were.

The old Leisy brewery, long a landmark in Cleveland, only recently went back into production. The management decided that no beer would be released until it had been properly mellowed by aging.

Leisy also made a search for all former employees to further insure the making of old-fashioned beer.

'SPIRIT OF CARNIVAL' TO MARK MOVIES ON CENTENNIAL OPENING

**'Merry Wives of Reno,' Jimmy Durante,
Warner Baxter in News Films; 'Men in
White,' Eddie Cantor, 'Flying Down to Rio'
Are Other Lorain Features**

By MAURICE MERRYFIELD

Comedy and clowning key most of the week-end pictures at Lorain movie houses. This is particularly appropriate coming during Centennial Week when the spirit of carnival will be running high.

Palace offers a hilarious take-off on the divorce mills of Reno in "Merry Wives of Reno," with the laughable Frank McHugh, Ruth Donnelly, Glenda Farrell, and Guy Kibbee.

Jimmy Durante heads a stellar cast which romp thru "Hollywood Party," at the Ohio. Lupe Velez, Laurel and Hardy, Ted Healy, and Polly Moran are others in the cast.

Warner Baxter, one of the smoothest, cavorts thru a drawing room comedy of romantic nature at the Tivoli. "Such Women are Dangerous" is title of the film which concerns a lionized author and his love affairs.

One of the few serious films of the week is at the Dreamland which has the powerful human

drama, "Men in White," story of hospital life. Clark Gable and Myrna Loy do the honors.

Pearl clicks with "Roman Scandals," a hilarious farce which casts one of America's favorite comedians in the role of a farmer youth who dreams he is living in the days of old Rome.

"Flying Down to Rio," is the only tune show on schedule this week. Dusky flashing Dolores del Rio heads the cast of this spicy show.

PALACE

Palace has a special Centennial show this weekend, featuring Paul Cholet and his famous Cocanut Revue from Hollywood's most noted rendezvous. Two crack dance teams, a chorus which is topnotch and a stage band of merit make it one of the best road shows of its kind on tour. Jeanette Terry, vocalist; Ruth Powell, rhythm dancer; and Cholet, radio and stage star, headline the troupe of 25. On the screen is "Merry Wives of Windsor," a hilarious comedy of the divorce courts. Ruth Donnelly, Margaret Lindsay, Glenda Farrell, Frank McHugh, and Guy Kibbee head the cast. The clowning of McHugh is priceless.

TIVOLI

Warner Baxter is our nomination for one of the smoothest stars on the screen. In "Such Women Are Dangerous," he appears as a handsome bachelor-novelist about whom women are mad. His affairs become involved with three women, his secretary, Rosemary Ames; an impetuous young girl, Rochelle Hudson; and an exotic opera singer, Mona Barrie. When Rochelle Hudson is found mysteriously murdered, Baxter is involved. The manner in which the story is carried to a conclusion makes for prime entertainment. Baxter is superb in the role of the sophisticated author and social lion.

OHIO

One of the maddest and merriest pictures of the year is "Hollywood Party," due at the Ohio all this next week. The cast comprises a stellar cast of some of the Gold Coast's finest comedians, including Jimmy Durante, Laurel and Hardy, Charles Butterworth, Polly Moran, Jack Pearl, and Ted Healy and his Stooges. Lupe Velez and

Francis Williams add a spicy touch to the program. There is such a riotous and madcap plot that it is impossible to convey the hi-jinks and fantastic incidents which go to make up the story. It is a jolly number which should keep your ribs vibrating.

PEARL

"Roman Scandals" is a rollicking farce in which Eddie Cantor is at his best. He is a small-town lad with a passion for Roman antiquity. He goes to sleep and dreams he is a citizen of the Rome of the Ceasars. His experiences are a riot as he becomes involved with the empress, is almost fed to the lions, and keeps Rome in an uproar. Blond and beautiful Gloria Stuart, the velvet-voiced Ruth Etting, and David Manners are in the cast. Also a stunning chorus.

DREAMLAND

"Men in White" is a powerful drama of hospital life. Clark Gable is a young surgeon with a future whose ambition runs counter to his romance with the spoilt heiress played by Myrna Loy. There is pathos, beauty, and tragedy in this story of life and death. When Gable has a tragic affair with one of the nurses it decides his course and his career wins out over the demands of his fiancée.

ELVIRA

Dolores del Rio flashed forth with all her dark charm in the spicy and dynamic "Flying Down to Rio." This is one of the best tune shows of the year. It has some very clever choruses, catchy music, and novel photographic effects, Fred Astaire, stage star, does some marvelous dancing and Ginger Rogers adds her usual pep to the picture. While the story is not too strong, the picture is very smooth entertainment.

FIELD, EX-LORAIN EDITOR, RECALLS RISE OF LORAIN Newspaperman Tells of 'Big Stories' of Past Half Century

By H. C. FIELD

EDITOR'S NOTE: Harry C. Field, now connected with the Federal Transient Bureau in

Akron, was identified with newspaper work in Lorain as reporter and editor for many years, and has vivid recollections of the city's history for the last half century. In the following article he compares the 'Centennial' City with that of 50 years ago.

Standing on the threshold of the day when Lorain observes her Centennial I can well imagine how Rip Van Winkle must have felt when he came down out of the mountain and gazed with awe upon changes that had been wrought in time.

Coming to Lorain when the steel mills moved from Johnstown, I was soon at work on the old Herald then a weekly paper published in the old electric light building on what was known as Franklin-st. With the coming of the steel mills the Herald became the Evening Herald, a daily paper. It consisted of four pages and it was about all the force could do to get that filed as composition was all by hand.

That period of the coming of the mills was a boom for Lorain. Like a bolt from the sky came the news that Tom Johnson would move to Lorain. The population of the city then was about 5000 and the exodus from Johnstown taxed every facility then afforded. Broadway was a sea of mud most of the year and the remainder a mess of ruts. A dinky street car ran to the old brass works.

It was drawn by a horse and one starting at Broadway and Erie on foot, could outdistance the transportation at any time of the day. To show how rapidly people came from Johnstown it is mentioned that the Nickel Plate brought in two and three trains a day.

When the mills came the capacity of the city was taxed to the limit. There were ample buildings to house the citizenry but with the avalanche of population from Johnstown, houses were insufficient to provide homes and many families lived in cellars, tents and barns until development got underway to build more homes. With the mills came the rough element from every corner of the globe. Police force consisted

of a day and night officer. One can visualize the demands upon the taxpayers to cope with such an influx of persons of all types and morals. Every able bodied business man was pressed into service to help with police protection.

Following the Evening Herald came the Daily Times, published on Broadway.

My earliest recollections of Lorain date back to when a boy of about five years of age. I recall distinctly, and it is one of my pleasantest recollections, standing on what is now the corner of Erie and Broadway, looking down the hill to the ferry and in the background those majestic two, three and four-masted vessels bringing to Lorain the iron ore from upper lake ports.

The docks were piled high and both day and night resembled a busy ant hill with men unloading by shovel the cargo brought in, and reloading the craft with coal. It was inspiring to me and that picture, even after a half a century, is still vivid in my mind. Across the street corner stood an itinerant photographer's wagon. A near relative took me there and that was the first "shot" of me ever taken.

Then came the Brown hoists which replaced the men with shovels in unloading the cargoes of ore. These clamshell arrangements dipped into the hold and by means of tracks conveyed the ore to the docks. Loading coal, however, continued with shovels, until the huge device was erected that picks up an entire carload and hurls it into the ship's hold.

My first assignment as a reporter on the Herald was to cover police court. The prisoner list was made up of many cases of intoxication. Then I was assigned to write marine news and this proved a wholesome change. I made the acquaintance of many lake captains and usually started off the marine column with an antidote related by some captain. Often they were true and again not so true, but it made good reading and awakened an interest in the marine phase of the city's life.

Then came storms of the fall season and with it disaster on the lakes. One morning at 4 o'clock with a terrible nor'easter blowing, I was routed out of bed with the word that the steamer Nellie Duff, bound from Kelley's Island to Cleveland, had gone down. On the old tug Cascade, with Captain Bowen in command, we made our way thru the choppy sea, and nearing the scene of the wreck, we found a man clinging to a pond stake. It was with difficulty we released him as he was frozen stiff and after another valiant battle we got back to port.

The man was taken to the old Farrell House where medical care was given. Three days later he disappeared and no one knows the fate of the Nellie Duff today. There was talk of her hull being scuttled. Dynamite charges were lowered and a diver sent down but the supposed treasure on board was never found.

The next big wreck was when the tug Wisconsin went down east of the city several miles. She was bound from Buffalo to upper lake ports. She, too, was blown with dynamite after minute search by divers. No cause was ever found as to why she had gone down.

At 2 o'clock one afternoon, with a storm raging on the lakes, word came to the office that the steamer Henry Pressley had gone ashore opposite the bathing beach. Dispatched to the scene it was my privilege to sit in the open window of the Western Union office, corner of Erie and Broadway, and observe the maneuvers on shipboard. The ship carried a large guest list and there was anxiety aboard. Finally, the Cleveland life saving crew was sent for and made a record of traveling the distance from Cleveland to Lorain in 28 minutes.

Breeches buoys were shot to the Pressley and by 6 o'clock every man, woman and child had been taken off safely and was being cared for by Lorain citizens. In times of stress it became a matter of history that Lorain men and women, long accustomed to the rages of the lake, opened their homes and cared for the destitute and stricken.

The wreck of the Pressley, however marked the beginning of the task to get a breakwater for Lorain. It was agitated for months and finally the government became convinced it was a useful improvement and granted the request. Next came the coast guard station. Both of these essentials are the direct result of rapid fire campaigning by the Evening Herald.

About the time the mills came to Lorain, due to the insufficient supply of water pumped raw out of the lake, an epidemic of typhoid fever developed and deaths were so numerous that funerals passed each other on the streets. The Herald began probing for a solution and finally we found a doctor in New York who had done some work along the line of purification of water by means of alum coagulants.

He was brought to Lorain and with miniature filter plant clarified water was taken from the lake. Those samples together with others of the raw, dirty lake water, were placed in the Honecker drug store, corner of Franklin and Broadway, and what a curiosity they were. However, it served to stamp upon the mind of every citizen the fact it was time something be done.

The Evening Herald had a lot of flaring red labels made and as the paper came off the press, a force of girls pasted these labels on the front page. It read: "Pure Water or Death." It was the last straw needed to arouse a populace in action. The filtering process was installed and Lorain became one of the first cities in the United States to have pure water.

Delegations from various states and foreign countries have visited the plant. I recall being with a Russian delegation one day and one of the delegates refused to believe the depth of the clear well and dropped a dime to see how far it would go down.

The shipyard came to Lorain eventually and the old wooden ship yards along the river bank were abandoned and ships were built of steel shells. Getting the shipyard to Lorain was a hard task. It

all happened when riding into Cleveland one evening two men got on the car at the Cleveland viaduct. They were unknown to me but they began talking about the plant of the Cleveland Shipbuilding Co. One said "we will have to find a new location because we are tied on one side by a public street, on the other the river, and on the other by our competitor. They are going to build boats 400 feet long before long and where will our yard be with nowhere near space enough for laying the keel."

My interest was aroused. Following the two men to the Hollenden hotel, I learned their identity and forthwith approached them with: "Will you consider a new site for your plant if it is presented to you?" At first they acted as tho I was talking through my hat and flatly stated they were not looking for a new site. They were told that their conversation had been overheard and that some folks did believe in striking when the iron was hot.

Calling up the secretary of the Chamber of Commerce the directors were on hand on my return to Lorain. Suffice to say I did not attend the theatre that I expected to see when I started from Lorain.

The directors of the chamber appointed several members and the next day delegates got out and raised ample funds to provide a site for the yard where it now stands, although it has been enlarged since then. Within a month the yard was being moved to Lorain, and again it became a problem to take care of the great influx of people who needed homes.

One of the most popular public movements was when Lorain needed a city hall. Its offices were quartered in several buildings, mostly in the old Wagner opera house. One day John Stang, a contractor of marine work on a large scale, called me to one side and stated he wanted to leave a monument to his name, something that would not be represented in a pile of rock as most monuments are. It was suggested he might leave to the city his home on West Erie to be used as a site for a city building. He did so after the response by the citizens in a voting contest conducted by the Evening Herald. Thousands of votes were cast in favor of the proposal and that

is how the city came into possession of the Stang homesite as a city hall. Many changes have been wrought but a part of the present building is the old Stang homesite.

Looking at Lorain today the comparison with those early days is enough to make me gasp. Personally I have always had a warm spot for Lorain and I have always hoped to see the day when the city would proudly observe its centennial anniversary, and also proud it can show great progress.

PHOTOGRAPHER IN ON 'BIG MOMENTS'

Michael Tells Reactions of Bride, Graduate in Studio

Mr. Michael, photographer at 657 Broadway, doesn't believe there is another person who sees as much of life in its sorrow and happiness and social hours as the photographer.

"When taking the picture of a bride and groom everything seems to be happy because the bride and groom are happy," he says.

"It is a serious occasion when the confirmation or communion pictures are taken. The high school graduate visits the studio and the photographer hears all the desires and hopes of the graduate."

"When the sweet young girl graduated visits the studio everything spells charm and beauty."

FURNISH CLOTHING ON BUDGET PLAN Globe Store Still Expanding; 15 Given Employment Here

The Globe store, Lorain unit of the F. S. Fashion stores for which Larry Zuckerman is local manager, specializes in furnishing clothing for the entire family on the budget plan.

For five years the store was located at 616 Broadway before coming to the present location 54 W. 93th-st (630 Broadway). In the past year the chain has expanded thruout the middle west

and has not been compelled to close a single store.

Fifteen persons are given employment by the Globe store.

MILLS COMPANY HAS 3 BUSINESSES Operate Grain Elevator, Store, Coal Yard

Three Mills institutions are being successfully operated in Lorain. They are the Mills Elevator Co., 304-306 11th-st; the Mills Seed Store, 539 Broadway; and the Mills Coal Yard, 2345 East avenue.

Robert E. Mills is president of the Mills Elevator Co, and Richard W. Mills is secretary and treasurer and general manager.

The business was established in 1906 by the Mills brothers. It was then incorporated as the Mills Elevator Company. The company also operates the Yellow Creek Mills, at Ghent, O., and the Millvale Garden where store nursery stock is raised. In normal times the Mills Elevator company employs 16 persons and has eight trucks in operation.

At the store at 539 Broadway the company specializes in lawn, garden and field seeds, bulbs, plants and nursery stock. At the elevator in 11th street the company wholesales and retails flour, feed, grain and kindred products. At the coal yards the company handles coal and solid fuels. Port Mills was the outgrowth of activities promoted by Leland Mills, son of Richard.

CENTRAL GARAGE GROWS RAPIDLY First Started in Small Shack 20 Years Ago

In the automobile business of the last 20 years, the Central garage, 2131-51 Broadway has expanded with the industry and now employs 21 persons in all lines of automobile service work.

Starting in a small shack on the site of the present building, the organization later built a shop and then a gasoline station and finally an automobile show room in 1933.

The company's first ventures were in garage work and the sale of new cars. It now retails Buicks and Pontiacs.

General repairs, paint and body jobs and the sale of Texaco gasoline and Penn and Quaker State oils and greases are all in the line of daily business.

Officers of the company are H. B. Ingler, president and general manager; Mrs. Zetta Dickinson, treasurer; Harry Dickinson, vice-president, and Earl Dickinson, secretary. The late Harold Dickinson was the founder.

EIGHT EXPERTS IN MAURICE SHOPPE

Starting with two operators the Maurice Beauty Shoppe now employs eight experts in the art of beautifications.

Maurice Bobb is the proprietor of this popular beauty shoppe, which he established in 1932.

Bobb manufactures all his own supplies and products.

LORAIN BANKING CO. 29 YEARS OLD Boasts Long Record of Finance Service

Established at its present location in 1905, the Lorain Banking Co., is one of the most popular institutions of its kind in Lorain-co.

The Lorain Banking Co offers a complete service of commercial savings and safety deposit to its many customers.

Prior to 1905 the company was a \$100 savings and loan bank. This organization built the building now occupied by the banking institution at Sixth-st and Broadway.

C. M. Irish, executive vice president, was county treasurer from 1905 to 1909, and came into the bank in September, 1909 as active manager.

From the time of establishment of the bank Richard Thew was president until his death in

1923, when B. G. Nichols was elected president and is still serving in this capacity.

B. G. Nichols, C. E. Krantz, L. A. Fauver, G. A. Resek, and H. J. Smith, all have been directors of the institution from its beginning. Other directors are C. M. Irish, W. S. Neilsen, I. G. Roth, and H. E. Hageman.

The officers of the bank are B. G. Nichols, president; L. A. Fauver, vice president; H. J. Smith, vice president; C. M. Irish, executive vice president; I. G. Roth, secretary and treasurer; and G. E. Dick, assistant secretary and treasurer.

BERGHOFF BEER OF OLD RETURNS

When beer came back legally many people thought of the Berghoff of pre-prohibition days.

It wasn't long before the Forrest Distributing Co. Inc, of which C. F. Zurcher is president, Mrs. James Forrest, vice president, and James S. Forrest, secretary and treasurer, brought it out.

The company distributes all kinds of beers, but features Berghoff. The firm has two trucks which are kept busy delivering its merchandise to all parts of Lorain and Medina-cos, and to part of Erie-co. Zurcher and Forrest have both been residents of Lorain for the last 40 years.

COMPANY DEALS IN AUTO PARTS Wholesale And Retail Business Carried On By Concern

Complete auto parts are handled wholesale and retail, by the Lorain Auto Parts Co., at its place of business 212 Erie-av.

This business, one of the most important to the automobile industry in Lorain, was established in 1904 by G. A. Conn. At the time of its establishment it was located in 4th-st. Twenty-eight years ago the plant was moved to its present location. The firm is that of L. B. Scutt and G. A. Conn. Scutt entered the firm in 1922.

The Lorain Auto Parts plant has 3600 square feet and five persons are employed at the store in normal times.

LORAIN CREAMERY PIONEER IN CITY First to Adopt Modern Improvements Here

Lorain Creamery Co. has the distinction of being a pioneer in the dairy industry and being the first to adopt many of the modern improvements in Lorain.

One of the largest dairies in the city, Lorain Creamery employs 29 persons and has a fleet of 10 trucks and wagons.

Established in 1923 at 212 7th-st, the company now occupies quarters at 1415 Oberlin-av in a modern and attractive building which has more than 7,200 feet of floor space. The building has been occupied for the past four years.

Three men are partners in the firm. They are Roy S. Deal, Wellsley D. Gray and Dan C. Gray.

Lorain Creamery is the only dairy in the city to handle ice cream. Other lines distributed by the firm include milk, cream, cottage cheese, buttermilk, chocolate milk, and butter.

Lorain Creamery claims the record of being the first Lorain Dairy to use a covered milk wagon; the first to use the soaker-type washer in cleaning and sterilizing milk bottles; the first to produce Golden Flake buttermilk.

One of the modern features of the Lorain Creamery Service is the employment of a bacteriologist who inspects all raw milk received by the firm from producers.

COLEMAN, BURNETT IN CITY 18 YEARS

One of the oldest oil and distributing companies in the city, is the Coleman and Burnett Oil Co., 301 W. Erie-av, established 18 years ago by C. C. Coleman and M. A. Burnett. Since its

incorporation, headquarters of the company have been maintained at the same address.

A feature of the organization is the ownership and operation of a bulk plant.

Fourteen employees and three trucks comprise the personnel and service ends of the business.

Automobile supplies, Mobil gasoline and oils are the principal products handled.

FRADLEY GARAGE ESTABLISHED IN '21

So. Broadway Institution One of the Oldest General Garages

One of the longest established general garages for automobiles is conducted by John T. Fradley, Jr., at 3143 Broadway, who has been in the business since 1921.

The garage was originally established by Charles Fradley, but was later taken over by John Fradley, Jr.

At present five men are employed in servicing automobiles. They also do body and fender repairing.

SEARS BUYS MUCH OF GOODS IN OHIO Practically All Made in U. S., Says Manager

Approximately six per cent of all merchandise purchased by Sears, Roebuck and Co., comes from manufacturing sources in Ohio, it was revealed today by J. C. Almert, manager for Sears' Lorain store.

Ninety-nine and twenty-five hundredths percent of all the merchandise bought by Sears is American-made, it was explained by Mr. Almert.

The extremely small balance represents merchandise coming from other than domestic sources is confined to goods not produced in this country and to certain qualities which are not

produced here but for which there is a steady consumer demand.

The Sears-Roebuck Co., local store is located in Broadway, at Fourth-st. Twenty-five persons are given employment at the local store.

The Sears Roebuck Co., was established in 1886 by Julius Rosenwald, in Chicago. Gen. R. E. Wood is president, J. M. Bailser, and D. M. Nelson, are vice presidents.

EARLY HOTEL MAN KEPT CITY'S FIRST, ONLY ZOO **Mark Lampman (Lampmon) Had Collection of Wild Animals Gathered from Nearby Woodlands**

Few persons know it, but Lorain once had a zoo.

Few there are in Lorain today who remembers the menagerie that once was located in the yard of a hostelry near the mouth of Black River. That was 65 years ago and only the real old timers of the city recall it.

The zoo was just a side issue with Mark Lampman, who was one of the city's chief hotel operators, back in 1870, according to Charles Lord, Elyria justice of the peace. Lord, once a newspaperman in Elyria, recalls the old hostelry and the zoo.

"Collecting wild animals was a hobby of Lampman's," Lord tells. "He was always trading hotel services for an animal of some kind, and quite a few of those he had I believe he caught in traps in the woods around the village."

Collects Bear, Deer, Snakes

Lord says that Lampman had a collection which included a bear, several deer, snakes, birds of all kinds, an American Eagle, and parrots.

It didn't cost a cent to see Lampman's zoo," Lord recalls. "The only charge was that of patronizing his hotel and bar-room, and believe me, it was a busy place. I remember well how a party of Elyrians would ride an old buckboard down to Lampman's hotel."

It stood on a cleared patch of land on what is now Broadway and First-st. It burned down about 1880.

EIGHT STORES IN JACOBY SYSTEM

Jacoby Bros., Inc., wholesale grocers with main offices at 1662 Broadway, have been in business in Lorain for 20 years, employing 60 persons in normal times.

In addition to wholesale distributing of food products, the company operates eight retail stores.

Officers of the company are David, Sol, Isidore and Nathan Jacoby, Albert Berlin, Sol Dinn and Ben Kaplansky. In 1929 stores of the incorporators were brought together in the present company.

Whereas 20 years ago the brothers were in one little store on 13th-st, they are now supplying a large part of Lorain with foods, either thru their own stores or others they sell to, effecting savings to consumers thru their large buying power.

The modern downtown store was opened at 5th-st and Broadway in 1930, climaxing the corporation.

FIXES FURNITURE

Miller Upholstery New Lorain Concern

One of the newer industries to be established in Lorain is the Miller Upholstery Co., located at 723 Broadway.

The firm has been established in the city since 1929. It was first located on Long-av.

Not only upholstery work is done by the concern. It also designs and builds new living room suites. It also carries a large line of upholstering supplies on hand to take care of any emergency.

At present, there are six persons employed by the concern. As a sideline, the company cleans and fumigates all stuffed furniture. It is owned by Mr. and Mrs. W. W. Miller.

6 HOMES IN SOUTH LORAIN IN 1895 Ritter, Tailor, Recalls City as It Was When He Started Shop

When Henry Ritter, 942 Broadway, came to Lorain 40 years ago, he says there were only six homes in the South Lorain district. There was not a stone sidewalk in the city.

In 1895 Ritter established his merchant tailor repair apparel and dry cleaning shop at the northwest corner of W. Erie-av and Broadway.

Ritter now enjoys one of the best trades in his profession in the city.

CONVAULT AGENT OF 'OHIO STATE LIFE'

Harold I. Covault, with offices at 201 Cleveland Trust building, is general agent for the Ohio State Life Insurance company in Lorain. Associated with him as special representatives are Dale E. Brobst and E. Nelson Miller.

The Covault Insurance Agency, of which Covault is the head, is one of Lorain's outstanding insurance agencies. Covault established the business in 1923 as a general agent, writing all forms of insurance.

Organized in 1905 under the strict and exacting legal reserve laws of Ohio, the Ohio State Life Insurance Co., has forged ahead in financial strength in each of its 28 years of "Safety and Service First" to its policy holders and today is one of the strongest of life insurance companies.

**OPERATES OFFICES IN LORAIN,
ELYRIA
Western Reserve Finance Co. Strictly Lorain-
co Institution**

The Western Reserve Finance Co., of Lorain and Elyria, is a strictly Lorain-co institution.

The finance company has two places of business, in Lorain at 629 Broadway and in Elyria at 24-26 Turner block. G. W. Morris is president of the company. Dr. E. T. Clauser, is vice-president, S. G. Shaw, general manager, secretary and treasurer.

The Western Reserve Finance Co., was established in 1916. The business of the firm is chattel loans, automobile financing, discounting of notes.

The company has a capital and surplus of \$350,000, and employs 15 people. Miss Mary O'Brien is manager of the Lorain branch and George Morris, Jr., is local manager of the Elyria institution.

HAS BIGGEST AUTO WRECKING YARD

The largest auto-wrecking yard in Lorain-co is that of Arnold's Auto Wrecking Co., at Caroline-av and 25th-st.

The Arnold company is located at 1550 Broadway, a business which was established in 1921.

Besides wrecking cars the Arnold company sells parts, both old and new. They carry the largest line of parts of any company in the county.

The company wrecks about 30 cars a week, and have wrecked as many as 25 a day.

NEW CREAMERY GROWS RAPIDLY

A business increase of 85 per cent in three months is the record established by the Service Creamery, 3216 Victory-av.

This creamery daily distributes 300 gallons of milk to Lorain homes. It also handles cream, cottage cheese and buttermilk. All its products are from the F. O. Fleming registered Jersey stock.

The Service Creamery was established April 1, 1934, at its present address.

Harry H. Kreiser, formerly with the Sheffield Dairy Co. for 10 years, and L. H. Gulett, are partners in the firm.

SAUER MUSIC CO. FOUNDED IN 1912

The A. B. Sauer Music Co., a stock company, was established in Lorain in 1912.

George A. Clark is president, L. W. Cartwright is vice-president, and A. B. Sauer, secretary.

The store has been at the present location, 631 Broadway, for the last 10 years. Besides handling a general line of musical instruments the company sells Leonard refrigerators, Horton washing machines and Philco radios.

BEETLER GARAGE HERE EIGHT YEARS

The Edward H. Beetler garage, at 200 9th-st, makes repairs of all kinds in all automobiles.

The Beetler workers do general automobile repairing, offer a brake service and do electrical work. Only expert auto mechanics are employed at this garage.

The Beetler garage business was established on Christmas Day, 1919. Mr. Beetler came to Lorain from Marceline, Mo., where he had been in the automobile repair business for eight years.

**SHIPS 22,000 NORGES
Greatest Half Year in History of Concern
Recorded**

Norge shipped 22,000 units in June, closing the greatest half year in its history, with all sales

records smashed, according to officials at the store of Carl Kishman, 543 Broadway, at which the refrigerator is sold locally.

Shipments during the six-month period were 194 per cent and orders were 210 per cent of the like months of 1933. Unfilled orders, on June 30 were over five times those of the corresponding date last year.

HANDLE VARIETY OF DAIRY GOODS

Ruth's Creamery Also Sells Special Chocolate Milk Product

Pasteurized milk, cream, quality butter, cottage cheese and buttermilk are among the products produced by Ruth's Creamery, 1301 Brownell-av.

Ruth's Creamery also handles Darl-rich chocolate, which contains vitamins A and B, which promote growth and increased resistance to diseases

R. Gottwalt is president and treasurer, and F. J. Gottwalt, secretary of the Ruth's Creamery firm.

5 COUNTIES SERVED BY YONOVITZ CO. Wholesale Grocery Firm Founded in 1913

The S. Yonovitz Co., wholesale grocery, which at first was established in 1913 to serve Lorain and Lorain-co, has now extended its business to five surrounding counties and graduated from a small building to one that now contains 30,000 feet of floor space.

S. Yonovitz founded the whole-sale house in 1913 and established his first quarters at 214 16th-st, which he operated until the World war. During the war, he joined the U. S. forces.

Following the war, he came back to the city and re-established his business and it has increased until he expanded to his present quarters at 1001 Broadway.

Counties that are now served by the wholesale house are Lorain, Erie, Huron, Richland and

Ashland. He employs seven persons and has two trucks in service.

REPAIRS NASH CARS

Frank's Nash Service, 607 W. 21st-st, operated by Frank R. Kniffen, specializes in repair work on Nash automobiles. However his mechanics are also capable in repairing other makes of automobiles.

DIVERSIFIED WORK

General Repair Does Repairing, Painting, Electrical Work

General Repairing of automobiles, painting, and auto electrical work is being now done by the General Garage located at 312 12th-st.

Nick Carrier is head of the garage, while Joe Carrier is the head mechanic.

LORAIN SITE ONCE HEAVILY INFESTED WITH 'REDSKINS' Elyria Man, Authority on Indian Life, Recalls Days of 'Eries'

By JOHN LOVE

Even the wildest imagination cannot picture the wilderness of Lorain when the Indians roamed it years ago.

With tall buildings hiding the horizon, homes located on every available spot and large factories pouring forth their smoke in the conglomerated pictures that goes to make up the city, its residents can hardly imagine this same section as a wooded forest inhabited by redskins.

But a mind view of Lorain as an Indian village long before the town plat was recorded in 1834 comes easily to an Elyria man who has studied the lore of the first Americans for many years and was formerly corresponding secretary of an _____ before it was disbanded during the World war period.

Lorain Site More Habitable

He is Curtis Hamlin, 953 E. River-st, Elyria. Hamlin, sergeant on the Elyria police force, has been studying the American Indians since he was able to read.

Much of his time in past years has been spent in exploring the territory around Lorain and Elyria for Indian relics. His home in Elyria contains many valued relics he has found on the shores of Lake Erie and in mounds near the city.

"It is an established fact," Sergeant Hamlin tells, "that sections of woods on which Lorain is now located was heavily infested by Indians. The Lorain area was more habitable then districts further south because of the advantages of the lake and river which were natural watercourses and offered protection as well."

Sergt. Hamlin claims the land on which the plant of the National Tube Co. now stands once bore many Indian mounds which probably had been excavated by early settlers.

Friendly Tribe of Indians

The Indians who lived in the Lorain area were known as the Eries, the lake upon (which) Lorain now stands being named for them. They were known as "The Cat Nation" among the early French explorers and Jesuits who came into the region in an attempt to convert them to Christianity, according to the Elyrian.

Hamlin's research in libraries thruout the country has shown that the Erie Indians who inhabited this area were a friendly tribe. It was probably their friendliness and their inclinations toward peace that caused the Iroquois to stage a war of extermination against them about 1660, about 150 years before Lorain was definitely a village

Speaking of the Indians who lived in this district, Sergt. Hamlin tells:

"The only way we can study these interesting people is thru exploration of the hilltop camps and fortifications left in the vicinity, most of which have been destroyed by the advance of civilization.

'Fish-Eaters'

"These people must have lived largely on a fish diet as hundreds of so-called 'lucky stones,' or a stone found in many types of fish, have been found. In fact, the Indians which roamed thru the wilderness which is now Lorain were called Fish Eaters. They made a crude pottery, relics of which still can be found by observing collectors."

"The hill-top forts indicated they were a more or less settled people and feared invasion."

"They had habits different in aspect from the Mound Builders who were another type of Indian who roamed the county. There is some evidence that they used the county as a stopping place while en route to the copper mines of Michigan because several copper implements have been found."

"It is claimed that picture writing on rocks at Kelley's Island is the last record of the Eries of the Lorain district when they were being driven westward from their homes by the Iroquois."

"It also appears that this section was a winter hunting ground for many warring tribes."

Played Baseball, Too

Sergt. Hamlin has found in the records an account of a ball game between the Erie Indians and the Senecas which took place at a point now known as Buffalo.

"One hundred young Indians were chosen on each side and engaged in the game which still survives under the name of la crosse. In another contest they had, a wrestling contest, the chief of the Eries slew three of his warriors who were beaten by their competitors.

Sergt. Hamlin said there still remains in the country, around Lorain, traces of the Indian tribes. He declines to discuss these, however, because he hopes several mounds may sometime be scientifically excavated for the purpose of furthering the knowledge of the Indians.

PROVIDES RELIEF WITH FUME BATHS
Class Health Institution Offers Special
Treatments

Treatments that were known to have given relief to many persons are administered in the John F. Class Health Institution, 608 Reid-av.

The Health Institution was established in 1928 by Mr. and Mrs. J. E. Slavin.

In the institution are private operating rooms for both women and men. The institution specializes in mineral fume treatments for rheumatism, neuritis, kidney and stomach trouble. All treatments are followed by a mineral oil rub.

SECTION C

DITCH ON 36TH-St ONCE DANGEROUS Swollen Creek Causes Floods In South Lorain District

The E. 36th-st ditch in South Lorain, which seems peaceful enough now, was the object of fear 35 years ago.

The ditch was previously a creek that ran north and south and drained in the lake. The greater part of the creek stretched between Glove-av, and passed on an angle towards Pearl-av.

During heavy rains, the creek was always swollen and caused floods in the South Lorain District. The passage of the creek was turned away in 1897 and made to empty in the Black River, where its waters now peaceably flow.

SOUTH LORAIN'S GREATEST FIRE Lantern Kicked Over In Hayloft, Six Buildings Burned

A lantern that was kicked over in a hayloft of a livery stable in South Lorain in the fall of 1899, gave that part of Lorain its greatest fire, when six buildings were demolished by the blaze.

The blaze, which started in the livery stable, that was located on E. 29th-st and Pearl-av, rapidly spread to nearby buildings and all six were destroyed.

Lack of water made firefighting a perilous task, when the water mains, which were made of wood, gave out under the huge pressure.

SCHOOLS GROW FROM \$200 TO \$3,500,000 INSTITUTION First Schoolhouse, Built in 1827, Was One Story Building Benjamin Bellows First Superintendent; Organization, Expanding Steadily for 107 Years, Now Ranks as One of the Finest in State

By MAURICE MERRYFIELD

Starting with a crude one story frame building erected at a cost of \$200 in 1827, Lorain's school system has expanded into a \$3,500,000 institution with more than 8,000 pupils.

During its 107 years of operation, the Lorain school system has steadily expanded and kept pace with the advance of the community until it now rates as one of the finest school systems in the state.

Prior to the organization of the first public school here, subscription classes were taught by David Smith, of Amherst, in the old log house located at the intersection of Oberlin-av (?) and 1st-st.

(Missing Paragraphs)

Build New Brick School

(Missing Paragraphs)

Initial steps for erection ... Lorain Union school were taken in 1874 when it was unanimously voted to bond the village in the sum of \$14,000 for construction of the new building.

Benjamin Bellows was accorded the honor of becoming Lorain's first superintendent of schools. With one assistant, Miss Kirkbridge, he comprised the entire teaching staff. The following year Miss Hannah E. Burrett was made the third member of the faculty.

Miss Burrett was a teacher in Lorain schools for 37 years, retiring in 1917. She is still living at 904 9th-st and recently celebrated her 82nd birthday.

From 1875 to 1877 Miss Hettie Ayres was superintendent and teacher in the upper grades. Voters of the village approved a bond issue of \$4,500 in 1882 to build a school east of the river and one in the southern section of the village.

The south wing to the old Washington-st. building was built in 1883 at a cost of \$5,500.

From 1877 to 1888, with the exception of one year from 1881-82, when J. A. Wilson was in charge, John R. Rogers, whose death occurred earlier this year, was head of the system. It was during his administration that the schools were thoroly organized, a definite curriculum set up, and a high school established.

First Graduating Class

The first graduating class was in 1879, E. R. Fancher and Miss Abbie Reid, two of the three members of the first graduation class, are still living. Miss Reid has attended every Alumni reunion since the association started and lives with Miss Burrett on 9th-st.

E. E. Raymond became superintendent of schools in 1888, serving two years until the appointment of H. D. Ward. The latter was head of Lorain schools until 1905 and is credited with doing much toward modernizing the system, during the years of Lorain's modern industrial era.

During the period from 1887 to 1899, Miss Elizabeth N. McConnell was principal of the high school and is remembered by hundreds of Lorainites who were pupils years ago. In 1930 the senior graduating class established a memorial to her service in the form of a bronze tablet which was placed in the high school.

D. J. Boone, present superintendent, became principal of the high school in 1905, serving in that capacity until he was elevated to head of the school system in 1915, and succeeded as principal by P. C. Bunn.

Garden-av School Oldest

The present school plant consists of one senior high school building, four junior high school buildings, and 10 elementary schools, besides the recreation field on Oberlin-av.

Garden-av school is the oldest building in the system still in use. It was erected in 1890, later extended, and now has 14 rooms.

The most extensive building program in the history of Lorain schools followed the approval of two bonds issued in 1919 and 1920 when funds were appropriated for construction of the four junior high schools. This building program was put thru with the idea of giving each of the four district sections of the city its own junior high school and at the same time a building which could serve the purpose of a community house.

School enrollment advanced rapidly as Lorain assumed importance as an industrial center. The population of school age in the township in 1870 was only 292.

In 1887 the actual enrollment in the elementary grades was 602 while 40 students were registered in the high school. With the coming of the steel mills to Lorain in 1894, the school enrollment increased rapidly, more than doubling during the years of 1897 to 1902. In the latter year there were 2,460 in the grades and 186 in high school.

Modern Trends in Education

By 1915 the number of grade pupils had increased to 4,246 while the high school numbered 523 students. Since that date the registration has steadily mounted until there are now 4,105 elementary pupils, 2,179 in the four junior high schools; and 2,028 in the senior high school.

Last June the high school graduated 303 seniors, the largest commencement class in the history of Lorain schools.

No accurate measure of the progress made by Lorain schools can be indicated by a mere accounting of figures which reveal the extent of its growth. Modern trends in education work have been incorporated into the system and every effort made to maintain the faculty and students at a level in keeping with the approved school standards.

One of the distinctive features of the Lorain school system is the balanced schedule of activities and studies. An extensive program of musical training has been developed under S.

Norman Park. Lorain high school has a band, orchestra, and ... cappella...

Journalism activities have also flourished and are concentrated in the two school publications, the Hi-Standard, bi-monthly newspaper, and the Scimitar yearbook.

240 Teachers On Staff

The present faculty comprises 240 teachers. The four junior high schools are headed by S. A Kurtz at Irving; E. E. Buell, Hawthorne; K. C. Shook, Longfellow; and R. B. Faris, Whittier. J. S. Mason is assistant superintendent of schools.

Other principals include G. F. Creamer at Lincoln; Max King, Garfield; B. F. Norton, Garden-av; Carl Eversman, Harrison; Miss Jane Lindsay, Fairhome; while Walter Pillans is business manager of the school system and Eli Smith, clerk of the board of education.

Walter S. Neilsen is president of the board of education which comprises Mrs. William Grall, Dr. S. V. Burley, D. W. Lawrence, and Phillip Austin.

Lorain high school was dedicated in January 1916 after being in construction for four years and costing \$250,000. There are 30 regular classrooms, and a auditorium and gym combined which was enlarged in 1930 to provide a seating capacity of approximately 1,500.

Despite the curtailed income from taxation and other sources during the depression, Lorain schools have operated economically and kept in sound financial condition. The annual budget has been curtailed from about \$700,000 to approximately \$500,000.

LORAIN PAROCHIAL SCHOOL SYSTEM STARTED IN 1885

Classes First Organized in St. Mary's Parish; 'Nativity' Largest

Lorain's parochial school system started in 1885 when classes were organized in the old church of St. Mary's parish, the first in the city.

The first Catholic schoolhouse in Lorain was the church erected in 1880 which was succeeded by a larger structure in 1883. In 1885, when the old church was converted into a schoolhouse, one lay teacher was engaged to conduct classes.

Another teacher was engaged in 1886 when the enrollment had increased to 127 students. Two Sisters of the Order of the Sacred Heart of Mary conducted the school...

(Missing Paragraphs)

St. Mary's Academy high school was established in 1907 and officially recognized by the state in 1924. It is the only parochial high school in the city.

Rev. J. J. Johnston, pastor of St. Mary's and dean of the Lorain deanery, was largely responsible for the construction of the present new building which was dedicated in January 1924. This building, built at a cost of \$165,000, is one of the finest examples of architecture in Lorain and was designed by the famous American architect, Fred Tolen, who received the award for architecture from the French Academy in Paris. Tolen also drew the plans for St. Mary's church, America's only example of pure Georgian church architecture, according to Rev. Johnston.

Nine Parochial Schools

Lorain has nine parochial schools with a total enrollment of 2,237 students.

The largest of these is Nativity school located at 500 15th-st. Eight Polish Sisters of St. Joseph conducted the school which has an enrollment of 484 students.

Five Sisters of III Order of St. Francis are in charge of St. Anthony's school, 1241 E. Erie-av., which has an enrollment of 202.

St. Ladislaus school 2926 Wood-av, ranks as the second largest elementary parochial school in Lorain. Six Daughters of the Divine Redeemer conduct classes for 255 pupils.

SS. Cyril and Methodius school has a registration of 34 and is in charge the Sisters of Notre Dame. The school is located at 1725 E. 31st-st. Four members of the same order have charge of the education of 207 pupils at St. Joseph's school, 1552 Reid-av. The 1934 enrollment of St. Stanislaus, 214 E. 27th-st. (E. 28th-st), was 227 pupils. Classes are taught by five Sisters of St. Joseph.

Lorain's only parochial school without Catholic affiliation is conducted by the Zion Lutheran church as 317 17th-st. Established in 1900, the school has a present enrollment of 46 and faculty of two members.

**CITY'S FIRST SCHOOL, BUILT IN 1827,
STILL STANDING
It Cost \$200; Building Now Used as Part of
Home: Enrollment Was 80 in 1843**

Lorain's first school house was built in 1827 and is still standing.

Alto it is not definitely known when classes were first held in Lorain, the first meeting of 'householders' to organize a board of education was called in November of 1827.

Prior to that time, school had been rather a haphazard affair. Youngsters were taught the rudiments of education by their mothers and at times met in groups for a short winter session.

In 1827 the civic-minded citizenry decided their children deserved a more systematic education and met at the home of John S. Reid, father of Lorain's first mayor. This meeting was called by Reid on Nov. 9 at his home.

First School Cost \$200

Minutes of this session are contained in an aged and worn record book in the possession of Miss Helen Fox, 1122 2nd-st.

It is here set down that "Quartus Gillmore was appointed chairman and the following persons appointed to the offices set against their respective names - Daniel T. Baldwin, clerk; directors, John S. Reid, Quartus Gillmore, David

Stone. And the meeting adjourned, Dan'l T. Baldwin, clerk."

It was decided to hold meetings ... and the district... as District... signed the minutes for one of the members who couldn't write his own name.

In 1827 the first school house was built on the present site of the Edgewater plant of the Ohio Public Service Co., at the cost of \$200. For about 20 years this building served the needs of the community. The structure was later moved and now forms the wing of a house on the corner of Hamilton-av and 2nd st.

When the number of pupils out-grew the size of the school, classes were transferred to the First Methodist church, which stood on the present site of Washington park until a new school building could be erected on the present site of No. 1 fire station.

Some interesting sidelights on school operation in the early days are contained in the first minutes of the board.

Charles S. Fray, was the first teacher whose name is recorded in the minutes. His length of service was not mentioned by the school board secretary.

It was stated in the minutes that Miss Emily M. Payne was paid a weekly salary of 12 shillings in 1845. This is equivalent, at normal exchange value of about \$3 a week in American money.

Eight subjects were listed on the curriculum in those early days. Pupils were taught algebra, philosophy, arithmetic, grammar, geography, reading, writing, and spelling.

Eighty pupils were enrolled in the Lorain school in 1843. Many of them were known to Lorain's older residents and a number have numerous descendants among Lorain's present population.

Enrolled in Classes

Those enrolled included Hannah Withington, Adeline Worthington, Angeline Adams, Ann Connolly, Hezekiah Meeker, Edmund Gillmore,

Samuel Porter, Glover Baldwin, Steve Connolly, John, Rush and Cornelius Reid, William Brown, Cornelia Porter, Virginia Meeker, Caroline Adams, Elizabeth Connolly, Timothy Lamb, Sophia and Roxanna Gillmore, Caroline Leets, Milton Sales, Caroline and Lydia Babbitt, Selah Lamb.

Maranda Sanford, _____ Brandt, William and Pelandor Kellogg, Thomas Wilford, Edward Porter, Alvira Adams, Edith Brown, Seth Lee, John Vetter, Charles Blish, Helen Fox, Eleanor Meeker, Sam Babbitt, Luther Fox, Jeff Ludlum, Sophia Babbitt, Seymour Payne, Olive Sales.

Julia and Rosetta Reynolds, Martha Brandt, Elizabeth Gillmore, Celia Sinnott, Bishop Brown, Antonette Jones, Barlow Bridge, Bartholomew Connolly, Q. A. Gillmore, Louisa Brown, Elizabeth Johnson, Chester Johnson, Alice Gillmore, Jane Reynolds, James Sinnott, _____ Bemis, Med Jones, Abigail Meeker, Catherine Vetter, Edward Edgecomb, James Connolly, and J _____ Sinnott.

BLACK RIVER 'FERRY' RIDE COST SIX CENTS

That was for 'Footman,' Loaded Wagon and Team Cost More; Ferry First Started in 1808

Black river, now spanned by the Lorain viaduct, once caused the builders of the Lake road to scratch their heads. A ferry was the answer.

That was in 1808 when the commissioners of Geauga-co., which included the present Lorain county, were constructing a 64 mile road from the Cuyahoga river to a point south of Sandusky at a cost of \$700.

When the year was drawing to a close, the commissioners appropriated an additional \$200 to build bridges over several gullies between Black and Rocky rivers. Fording the streams proved too difficult for even the sturdy oxen of the pioneers.

Black river was too wide to span and too deep to ford, however.

The nature of the Black river ferry boat, aside from the fact it was a crude _____ and ran whenever traffic required was not disclosed by historians who have chronicled the events and properties of the early settlement.

The person keeping the ferry in 1808 charged, by order of the commissioners, from six cents for a "footman" to 60 cents for a loaded wagon and team. John S. Reid, pioneer citizen, at one time held the ferry concession.

Before the first half of the century had run its course, a bridge built of great whitewood logs with planks across their flattened tops served the travelers between Cleveland and the west.

But the bridge was in reality a raft. When boats passed, chain was loosened, allowing the bridge to swing a quarter turn down-stream. The muscle power of the ship's crew put the raft in place again.

There were times when walkers needed neither ferry nor bridge, however. When a prolonged north-west gale struck the unprotected mouth of the river, a sandbar clogged the outlet.

Then, legend has it, a man could walk across without wetting his feet, until the _____ was opened by oxen hitched _____ scrapers.

LORAIN WOMEN'S CLUB FOUND MANY OBSTACLES

Church Groups Led Way for Forming of Club Organization

Quest of Self-Improvement and Knowledge Inspired Leaders in Early Efforts; Women's Groups Have Brilliant Record of Service

By RHEA SOPER EDDY

Women who longed for self-improvement and had an inner desire to belong to a society or club, faced many obstacles a half century ago when the unenlightened men-folk thought woman's place was in the home and that she needed no outside interest.

In fact, not only the men but quite a large proportion of those of her own sex thought it a mark of disgrace for a woman to take part in club activities.

With new developments going on in all parts of the country 50 years ago, Lorain women, as elsewhere finding themselves becoming interested in the great social questions and they began to realize the need of self-improvement, education and political recognition. They also had a keen desire to better living conditions.

So it is not surprising that church groups and church societies sprung up in the city at that time.

Mission Society Formed

One of the first societies to be organized here was the Women's Foreign Missionary society of the First M. E. church which was formed in 1857. Mrs. W. A. Jones was the first president. Eighteen years later, in 1875, the society was reorganized and Mrs. Ogliva became president. In 1895 Mrs. Elizabeth Vorwerk, mother of Miss Grace Vorwerk, 1118 W. Erie-av, was elected president and Mrs. T. R. Bowen took the office in 1898, serving until 1912 where Mrs. W. W. Whitehouse, mother of Mrs. Frank Ayres, 707 Hamilton-av, took her place. Both Mrs. Bowen and Mrs. Whitehouse are living.

The Church of Christ, now the Christian temple, was formally organized in 1878 but the Ladies' Aid society began even before that. The early meetings of the society were Gospel meetings and later, the group of women banded themselves together to help the needy, support the missionary cause and aid financially in building up the church.

This was an energetic group of women for they not only aided in raising finances to build the church but had an actual part in nailing on siding, plastering the walls and decorating the interior. Mrs. Allison Gillmore, 539 Washington, was the first president. The society disbanded in 1926 and since that time the work of the society has been conducted by the classes of the church.

Frances Willard's Influence

Frances Willard was injecting life and vigor into organization for temperance thruout the county in 1879-80 and a few years later, in 1884, the Lorain-co W. C. T. U. was formed here. The Lorain union was organized soon after. Mrs. H. D. Foor (Root?) was the first president and Mrs. Celia Cowley, mother of Mrs. Samuel Wire, 1471 E. Erie av. Mrs. T. R. Bowen, and Mrs. Augusta Jones were among the charter members. Mrs. Bowen, the second president, later one of the organization's great leaders, guided activities of some 20 members till 1900 when Mrs. J. M. Jaycox was elected to office. Mrs. A. R. DeVeney, 436 Washington-av, heads the union now. Mrs. A. L. Hill, 2925 E. Erie-av, is president of the county group.

It is due to the efforts of C. S. Vorwerk, father of Miss Grace Vorwerk, and the earnest zeal of Mrs. C. B. Chapman, that on July 25, 1889, Welcome Rebekah lodge was instituted here with 24 charter members, J. L. McKinney, grand master of the lodge, instituted the order.

By 1895, despite continued criticism, women were coming out of their homes in increasing numbers as the study club contagion was spreading and it was at this time that two of Lorain's outstanding literary clubs, the Sorosis and Wimodaughsis, were formed here.

Progressive Circle

On March 29, 1895, in response to an invitation from Mrs. F. B. Vernam, Mrs. J. A. Graham, Mrs. M. H. Lampman, Mrs. G. H. Sheridan, Mrs. Sam Klein, Mrs. Otto Braun and Mrs. T. F. Daniels met at her home to consider the advisability of forming a society for "mutual improvement." On April 3, the organization was completed and it was named the Progressive Circle.

Toward the close of the first year, as the future subjects for consideration were history and literature, it seemed best to change the name of the club to the Historical and Literary society. In 1902 the name was changed to Lorain Sorosis and Mrs. F. B. Vernam was the first president. Mrs. Harvey Klair, 1168 7th-st, heads the club at the present time.

Meeting together at one another's home, a small band of women conducted what was then known as the Study club. These small gatherings continued to be held for about one year when members decided to draw up a constitution and by-laws and change the name of the organization to Wimodaughsis. The club is just what its name indicates, a club for wives, mothers, daughters and sisters, or, in other words, a national woman's club with headquarters at Washington and members in all larger cities from north to south, and from east to west. Mrs. Eva E. Hills, 222 5th-st, headed the club in 1896-97, Mrs. A. S. Gregg 1144 8th-st, served as president the past year.

Welfare Groups

The same year that Sorosis and Wimodaughsis were organized, the Ladies' Aid society of the United Brethern church was formed. Mrs. John Grissinger was the first president and there were 19 charter members, Mrs. Hans Olmutz, 304 W. 29th-st, is president now.

During the late '90's welfare groups were coming into being and it was in 1896 that the Lorain Sisterhood was founded. This group was organized to help the needy in the community and this oldest of all welfare groups here has accomplished much good work. Mrs. E. M. Pierce, mother of Mrs. Harry Shaw, 103 Arkansas-av, was the first president. Mrs. William Heyer, 739 9th-st, was president last year, and Mrs. C. P. Hitchcock, 726 Washington-av, will succeed her next year.

Ladies' Aid society of the 20th-st M. E. church and the Fairhome Mothers' club came into existence in the following year. When first organized, the former society was under the control of the Ladies' Aid society of the First M. E. church. In the fall of 1897 it became a distinct organization. Mrs. E. E. Garner, 302 W. 28th-st, is president of the society now. The Fairhome club held meetings at intervals for five years after the first meeting was held in 1897. In 1910 the club was reorganized.

_____ In 1900-1905

(Missing paragraph)

In 1899 Round Table Literary club for men and women was formed. Mrs. Frank Ayres is president of this club.

The dawn of the twentieth century found organized women in much better favor with their erst-while scoffers. They were going places and doing things and their accomplishments were beginning to make an impression.

From the year 1900 to 1905 many important groups were organized here. This period saw the formation of the Ladies' Aid society of the Delaware-av M. E. church, East Side Literary club, Ladies' Aid society of the Grace M. E. church, Ladies' Auxiliary to the B. of L. C. B. A., the A. O. H. Ladies' Aid society of the English Lutheran church, Sewing Circle of the First Congregational church, Ladies Aid society of the English Lutheran church, St. Joseph's Hospital auxiliary and the Violet club.

Temple Societies

Years 1905 to 1910 saw the organization of the Women's Missionary society of the First Baptist church, Tower class of the Christian temple, Berean Bible class of the First M. E. church, and Colonial club. In 1911, the Woman's Auxiliary to the Y. M. C. A was organized with a membership of 19.

In 1906 the Ladies' Auxiliary of the Agudath B'Nai Isreal temple was organized with a _____ of 23 women. The following year the auxiliary became known as the Lorain Jewish Ladies' Aid society. The purpose of the organization was to help the needy and many welfare projects were sponsored by this group. The early leaders of the auxiliary were Mrs. Nathan Berger, Mrs. Louis Cohn, Mrs. Joseph Gould, Mrs. Kurlander and Mrs. Herman. Mrs. Sam Hemple was the first president after the auxiliary became known as the aid society.

In 1913 the Jewish Temple Sisterhood was formed and for a time there were two societies but in 1918 the two merged into the Temple Sisterhood and Aid with Mrs. William Pitzele as president. Mrs. B. B. Freedman, 721 Oberlin-av is president of the society now.

Another society, the Young Ladies' Association of the United Brethren church sprung into existence in 1912. This was organized by a group of young women who found it impossible to attend meetings of the Ladies' Aid society in the afternoon. The association at present has a membership of 50 young women with Mrs. George Stetzel, 311 W. 23rd-st as president.

'Parcel Post' Club

To Mrs. B. F. Johns of Lakewood belongs the distinction of naming the Parcel Post club, a group made up of wives of clerks and mail carriers of the Lorain postoffice which was organized April 17, _____. There were 25 charter members. The club was organized at the home of Mrs. Perry Meacham. Each member was privileged to submit a name of the club and Mrs. Johns submitted the Parcel Post club. Mrs. Fred Miller, formerly of this city, now of California, was the first president. Mrs. E. H. Olsson, 943 Mildred-av, is present now.

In the fall of that same year the LaPassanas Sewing club was formed with 15 members. This club still exists.

When the Ohio State Federation of Women's clubs convened at Chillicothe, October, 1913, Mrs. Regina Llewellyn, sister of Atty. George L. Glitsch and mother of Mrs. Gladys Irish, and Eugene and George Llewellyn of this city, who was then vice president of Sorosis, attended. Enthused with the Federation work and its possibilities as a factor in civic progress, she so inspired the club when giving her report of that meeting that at the following meeting of Sorosis, the president, Mrs. F. B. Vernam, invited her to explain her idea for the solidarity of clubs thru a merging of women's activities.

Organizing Federation

On Saturday, Nov. 29, of that year 50 women, representing 24 Lorain clubs and societies met at the Lorain Public library. Mrs. G. H. Sheridan presided and Mrs. Llewellyn was chairman. Mrs. A. Z. Prescott, vice president of Wimodaughsis, was elected secretary.

Eight women, at the suggestion of Mrs. T. R. Oehlke, were appointed to draft a constitution

and by-laws for a City Federation. These included Mrs. M. N. Eldred, Mrs. J. M. Jaycox, Mrs. R. Friedman, Mrs. E. L. Jackson, Mrs. D. W. Lawrence, Mrs. E. J. Yeamans, Miss Jane Lindsay and Miss Clara Porter. Mrs. Frank Whitehouse was named a chairman of club extension.

At a meeting in the Board of Commerce rooms on Jan. 10, 1914, with more than 200 women in attendance, the organization was completed and the Lorain Federation of Women's societies became a reality. Mrs. Llewellyn was the first president and there were 36 societies represented at the meeting. Mrs. Byron W. Porter, 1239 2nd-st, is president now.

Ladies'Aid society of St. Mary's church was formed in January, 1914 for the purpose of aiding needy families. There were 30 charter members. Mrs. John McGee, 1317 13th-st is president.

Two important patriotic groups made their debut between the years 1915-1925. Nathan Perry chapter Daughters of the American Revolution was organized by Mrs. T. R. Oehlke, July 17, 1918, at her home, 338 Washington-av with 85 charter members. Mrs. Oehlke was the first regent, receiving her appointment from Washington. Mrs. C. Arthur Brown of the West shore, now heads that group.

Mayflower chapter Daughters of the American Colonists was organized March 22, 1922. This also was organized by Mrs. Oehlke at her home and was organized as a state group. Later, the Cleveland members withdrew and formed their own chapter but Mayflower chapter continued. Mrs. Clyde M. Grubbs, 346 Washington-av, regent during the past year, has been succeeded by Mrs. George K. Beyer who will head the society next year.

**RECORD 'COME-BACK' FOLLOWED
1924 TORNADO IN LORAIN
Scarcely Scar Left To Tell of 'Big Wind'
84 Killed, \$20,000,000 in Damage Done 10
Years Ago by Twister**

For two minutes one Saturday afternoon in June, Lorain was twisted by a yellow, funnel-shaped cloud.

The next morning newspaper readers all over the United States were shocked to learn that a tornado had “killed 500 people, injured 1,500 and destroyed property valued at \$50,000,000.” Later and more accurate figures reduced the toll to 84 dead, 837 injured and a property loss of more than \$20,000,000. Even so, it was one of the worst disasters in American history.

The above statistics include those killed and the \$1,000,000 property loss at Sandusky where the tornado made a brief visit before jumping over to Lorain.

Hardly a Scar Left

(Missing paragraphs)

_____ Meeting Emergency

Ten years ago today the city was on its way back. New homes were being provided for the homeless, new buildings were going up everywhere, and there was more hustle and bustle than this community had experienced since the time Tom L. Johnson established his steel mill here in 1896, turning Lorain from a village to a city almost overnight.

Every business managed to solve its own problems without calling... better and closer community spirit developed. Instead of pessimism there was optimism.

New buildings aggregating an expenditure of more than \$8,000,000 were completed including the repairing or rebuilding of nine churches, which were demolished or damaged by the wind. Of this \$8,000,000 about \$4,500,000 represented residences reconstruction. These figures do not include the millions spent to restore the loss suffered by industries and utilities.

Lorain's comeback six months after the storm was so remarkable that even the Red Cross officials, familiar with major disasters in all parts of the world, have expressed amazement.

Makes rapid ‘Come-back’

“Lorain has come back more rapidly and with a greater thoroughness than has any city in the history of the Red Cross rehabilitation,” and Judge John Baton Payne, chairman of the American Red Cross and former secretary of the interior under President Wilson, during an inspection of relief work in Lorain and vicinity. The Red Cross, under Henry M. Baker, national director of disaster relief, was in charge of the distribution of a million-dollar relief fund in the devastated area.

Lorain's comeback was only another and more outstanding example of the punishment the average community in this county can absorb and continue to push ahead with scarcely a pause.

Three factors entered into the rehabilitation and reconstruction of the city. The first two, a relief fund and credit, were common. A million dollars was provided to relieve suffering. Liberal credit extensions enabled many merchants to survive. It was the third factor that was unique – an experiment in financial philanthropy.

Form Financing Company

This factor was the Northern Ohio Reconstruction Co., formed, about a month after the tornado by bankers representing the 88 counties of Ohio as a \$1,000,000 corporation to loan money to victims of the tornado without financial profits to its officers or organizers.

The company not only supplemented the aid given by the Red Cross, but filled the gap between those who suffered so heavily that the relief fund took care of their needs and those fortunate ones who had sufficient in reserve to finance their own reconstruction.

Thirty-seven Ohio bankers formed the board of directors. All officers were Lorain men. They were Geo. L. Glitsch, president; Charles Fell and F. A. Smythe, vice presidents; Harry Nichol, secretary, and Allen E. Cameron, treasurer.

The people of Ohio gave \$600,000 for tornado relief, while Lorain, by its own efforts, raised about \$300,000. Practically every wage earner in

the community gave a day's pay. The balance of the million was contributed by the Red Cross and people outside Ohio. All expenses of the relief work were paid by the Red Cross.

MARKS PLANT AT 25TH MILESTONE Cleaning Works Notes Silver Anniversary

While Lorain celebrates the end of its first 100 years of history, the Marks Cleaning Works unofficially celebrates its silver anniversary, having served Lorain for the past 25 years.

Founded in 1909 by Victor D. Marks, the business has been carried on by his son, R. E. Marks, since the death of the founder in 1932.

Established at 208 7th-st, the firm now is located in a modern two-story brick building at 1705-07 Oberlin-av. The structure was completed in 1923 and has 4,560 feet of floor space

Mrs. Frances Marks, widow of the founder of the firm is the present owner.

Rug cleaning, upholstering, and renovation of mattresses and feathers are services done by the firm which has installed the floor covering on many of Lorain's stores.

29 YEARS IN FUNERAL, FURNITURE BUSINESS Reichlin-Reidy-Scanlan Co. Develops in Many Ways in Years of Service in Lorain

The name Reichlin-Reidy-Scanlan Co., has been synonymous with furniture and funeral service in Lorain for the past 29 years.

Organized in the year 1905, the company began business at 1738 Broadway where it continued until 1914. Having outgrown these quarters in nine years the firm entered upon an expansion program, purchasing the present site at Broadway and 21st-st.

It was there that the present, modern three-story building with a floor space of 26,550 square

feet, was erected, and is one of the most familiar landmarks in the city.

In the 20 years that the company has been at its present location business has constantly expanded under its slogan of "quality and reliability."

The spacious floors of the Reichlin-Reidy-Scanlan Co. display the latest styles in furniture and home furnishings, together with electric refrigerators, washers and radios.

In the same structure is set aside, separate from the furniture display rooms, extensive quarters for use as an undertaking parlor. Their motor equipment, modern in all details, is a far cry from that of 29 years ago when the company began business with horse-drawn ambulance and funeral car.

POST-RIDER ON HORSEBACK BROUGHT IN LORAIN'S FIRST MAIL Postoffice In Village Dates Back 117 Years Present Building, Put Up at Cost of \$150,000 Opened in 1914

Lorain's first postoffice was known as the "Mouth of Black River Postoffice" when it was opened in April of 1817 by John S. Reid, father of Lorain's first mayor.

Mail was brought in once a week by a post-rider on horseback and sorted into a red cupboard-like affair in which each box was marked with a letter of the alphabet. There were not enough boxes for all 26 letters so all letters addressed to people whose names started with "x," "y," and "z" were put in the last pigeon-hole.

Early records about the history of Lorain postal service are somewhat vague, but it is believed Caleb Peachy was the second postmaster. His store was located on the present corner of W. Erie-av and Broadway where the Bond Clothing Co. is situated.

Henry Chapman Third

Henry Chapman is listed as the third postmaster. His establishment was located just north of the Loop where the cars now make a circle.

Unofficial documents list Chapman as one who took his duties rather casually. It is recorded that when a person came in to inquire for their mail, he would reply "I d'know, ye c'n take a look." His salary was \$170 a year.

Postal service was speeded up considerably when the stage-coach service to Elyria was established. This brought mail to Lorain daily. Bill Cunningham drove the coach.

T. W. Fancher, father of Mrs. C. J. Tiffany of Lorain, and E. R. Fancher, governor of the 4th Federal Reserve district, was appointed postmaster in 1881 when James Garfield became president. During Fancher's term the postoffice was moved to the corner of 5th-st and Broadway where Fancher and F. W. Edison had a hardware store.

First Mail Delivery

When the Hayden Brass works came in Lorain in 1880, the city felt the need of better postal service so a separate building was constructed during Fancher's first term at the rear of his hardware store.

When this structure was destroyed by fire one night, another building was erected across the street from the present site of Dr. C. H. Frederick's office.

When Grover Cleveland began his first term as president in 1889, C. S. Vorwerk, father of the Misses Grace and Anna Vorwerk, became postmaster. During his administration the postoffice was moved to the present site of the Paris Candy Kitchen.

Fancher was appointed to a second term as postmaster on Dec. 13, 1890, by President Benjamin Harrison. The office at that time carried with it a yearly salary of \$600 which was increased to \$1,000 when M. J. Alten was appointed postmaster when Grover Cleveland started his second term as president in 1893.

Lorain's first mail delivery was established in November of 1895. At that time three carriers were hired. They were Bert Gove, George Wright, and Charles B. Rose. Rose is still living in Lorain and is the oldest postal employee in the city.

Three Routes in City

A form of rural delivery had been in operation prior to that time. Russell Walker, one of the quaint characters of the town, was Lorain's only postman for years.

Walker had a tall, sturdy figure and was easily identified by the long bearskin coat he wore. Sheffield and Avon Lake residents had mail delivered by Walker at a cost of \$1 a year each. He covered his 28-mile route three times a week and was never known to have been stopped by stormy weather or bad roads. He drove a pair of mules which negotiated the muddy roads with greater success than horses.

When city mail delivery was established in 1895 there were only three routes to the city. There were no numbers on the houses and a person's address would be the "fourth house from the corner."

Rose recalled today that his salary was only \$50 a month when he started as carrier. There were two clerks and a postmaster in the office beside the three carriers.

Building Put Up in 1914

S. L. Bowman was Lorain's next postmaster. He was appointed to office in 1899 and served 11 years until his death during his third term. Charles Bowman was named his successor, serving until 1913.

Atty. Custer Snyder was appointed postmaster in September of 1913. It was his privilege to be the first postmaster in the new federal building which was opened in November of 1914.

The present postoffice is an impressive two-story structure in Georgian style. An appropriation of \$150,000 was made to finance purchase of the property and building of the structure.

Since Lorain entered its era of expansion 50 years ago, the postoffice has steadily expanded and handled an increasing amount of business yearly until the sale of the postage stamps reached \$150,000 and more than \$70,000 in money orders was issued in one year.

WHEN SO. LORAIN WAS HIT BY FLOOD Ice Flows, Piling Up At Mouth of River, Caused 1913 Overflow

A minor flood was experienced in South Lorain in the spring of 1913, during the thawing season, when huge ice flows piled up at the river mouth backing up the water.

The Black river rose over its banks, while the flood waters which the E. 36th-st ditch was carrying away, were too great for the ditch and it over-flowed. Several inches of water stood in the streets of South Lorain.

This flood was at the same time as that of Dayton and it is now often called "South Lorain's Dayton flood."

BRAUN BROTHERS LORAIN'S OLDEST NATIVE-BORN MEN Andrew, 83, and Henry 81, Two of Four Sons of Pioneer Settlers

Two brothers have the distinction of being the oldest native-born male residents of Lorain.

They are Andrew Braun, 83, 527 Hamilton-av and Henry G. Braun, 81, 221 6th-st.

They are two of four sons born to Mr. and Mrs. John Braun, pioneer Lorain settlers. Mayor E. A. Braun, 63, and John F. Braun, 76, 1129 5th-st, are the other members of this foursome distinguished for its longevity.

Their combined years total 328, which is something of a record in itself.

Active Despite Age

Both Andrew and Henry are quite alert old gentlemen. Despite their advanced years, both

are very active and well posted on affairs of the day.

The old Braun homestead was on the large tract of land which included the section bounded by Hamilton-av and Oberlin-av, and 4th-st and W. Erie-av. John Braun came to this country as a lad of 15 and became a timber dealer. His death came at the age of 36 after he had contracted a severe cold when he battled thru a blizzard to be guest pastor in the Amherst pulpit.

Andrew Braun's first venture was with the old C. L. and W. railroad as machinist. He worked at this job for 17 years, quitting to start his own machine shop on N. Broadway. When the shipyards began doing much of the repair work he had handled, Braun sold out and went to the National Tube Co., where he worked as machinist for 26 years, retiring in 1924.

Recalls Old Prize Fight

One of the colorful incidents that Braun recalls from "the good old days" concerns a prize fight held in the old Reid Grove.

"In those days prize-fighting was against the law so some of the boys at Cleveland chartered a boat which they planned to take to the islands where the fight was to be staged. Bad weather forced them into Lorain and the ring was set up in Reid's Grove. All went well until the Lorain and Cleveland crowds became a little unfriendly. Then one of the local boys spilled their beer and the fight was on. A nearby wood-pile provided handy weapons and more than one had his head cracked before the visitors fought their way back to their boat," recalls Braun.

Henry Braun's principal recollection about his youthful days is that "anyone old enough to walk had to work."

"When I was only a little shaver, I used to go down to the Farragher farm with my grandparents and help weed the corn. Good hoers got 50 cents a day but my work was just thrown in," recalls Braun.

At the age of 15, Henry Braun went to work on the lakes. He quit this job after six years sailing because "it led to ruin for a young man."

His first job ashore was at a Lorain lumber-yard. His position there was suddenly terminated as the result of a political joke.

Braun's employer was a staunch Republican who was particularly upset by the Democratic victory of that year. Some of the boys decided to give him a "political serenade." They drew slats in noisy fashion along the picket fence of his home and beat on the porch floor.

Next day Henry was given the gate for misusing the fence. All good Democrats of the town were quite indignant and the Plain Dealer carried his picture next day as he went to receive the pay-off. Another job was soon forthcoming, however, from an employer of different political views.

In 1876 he purchased the Broadway lot on which Oehlke's clothing store is now located and opened his own grocery. He continued in this business 25 years until the advent of the chain stores

His later working years were spent at the steel plant. He has been retired for several years

Braun attributes his long life to the fact that no matter what happened, he never becomes excited.

President Roosevelt has his whole-hearted support and Braun affirms that more young men should be given an opportunity in government. Like his older brother, Andrew, Henry prefers the present age because one doesn't have to work so hard.

**LORAIN MAYOR ACTIVE IN CITY'S
LIFE SINCE '80'S
Fire Fighter in Youth, Braun Headed Force,
Held Other Posts**

It is doubtful if any of Lorain's mayors had the "municipal" air about them in their lives as Mayor E. A. Braun has had.

In his youth he was a fire fighter. Fires held a fascination for him he said, and in order that he could obtain first hand-information about them, and have the honor of being among the first to speed to a fire, he joined the volunteer ranks back in the late eighties.

He said he didn't make such a great record but it must have been something along that line that made him chief of the department in 1890. For three years he served as head of the department, with its hand drawn hose reel and hand operated pump.

Held Other Offices

Firefighting didn't occupy all of his time, however, because he was elected to the village council and served two terms.

His career as a factor in municipal affairs did not end there. He was appointed a member of the banking fund trustees in 1910 and for 24 years he served on the board, of which 10 years were as head of the board.

During the time he was chief of the fire department, his stepfather bought the house that later became the Lorain city hall. Altho Braun did not live in the house, having married before it was owned by his stepfather, he was a frequent visitor there.

**HUGE ORE PILES LINK WITH PAST
12,527 Tons Still Remain After Almost 40
Years**

Three large mounds on the east side of the Baltimore and Ohio railroad tracks opposite from the shipyard, will serve as real landmarks to many former residents of Lorain when they come here for the Centennial.

The mounds, now covered by grass and dirt, almost conceal the fact that they contain 12,527 tons of magnetic iron ore unloaded by hand nearly 40 years ago.

Untouched since it was placed there in the '90's, the ore might be said to be a connecting link with the "old days" before modern ore machines came into use.

The ore is owned by the National Tube Co., which pays a monthly rental to the B. and O. for storage. Thousands of dollars have been spent in rental on the mineral which will probably never be used.

**OFFER EXTENSIVE POTTERY DISPLAY
Lorain Firm on E. Erie-av Well Known, Tho
Only Year Old**

The large display of pottery and antiques in the yard at 545 E. Erie-av is known as the Associated Potteries and is managed by H. W. Yearley, general manager.

Established only last year the company has already become well-known for its pottery and novelties.

In addition to pottery and other decorative novelties the company also carries a complete line of lamps and antiques.

**BEINGESSERS SERVE THE CITY FOR 28
YEARS
South Lorain Firm, Established in 1906,
Plans to Add to Plant**

Specializing in floral and wedding pieces, the Beingesser Floral Co., 1924 E. 29th-st, has been serving the people of Lorain for the past 28 years.

Established by the late Charles C. Beingesser in 1906, the company is now owned by Mr. and Mrs. Fred Kindelberger.

Covering 14,000 feet of floor space, the company also carries a complete line of cut flowers, and potted and bedded plants. The owners plan to add to the plant soon.

Seven persons are employed at the company and two trucks are used for deliveries.

**CITY MUNICIPAL COURT 'BABY' OF
POLICE SYSTEM
Department Established in 1921; Mayor Used
to Handle Cases**

The Lorain municipal court may be said to be the "baby" of the departments that operated in co-operation with the police department.

The court was created by the state legislature and it included the activities of the criminal court, also civil matters.

Prior to 1913, criminal cases were handled by the mayor. In that year, the criminal court was established with Atty. Lawrence Job as the first judge. He served until 1917, was re-elected and then resigned the following year.

Established in 1921

Judge W. P. Duffy, the present municipal judge, was appointed by James M. Cox, governor at the time, to fill Job's unexpired term.

In 1920, John Harding, deceased, former county prosecutor opposed Judge Duffy and defeated him in the election.

In 1921 the municipal court was established. Strenick, the first judge, served two terms until 1929. Duffy has been judge since.

In _____ Esther Murphy became the first clerk of courts. Succeeding her was Hazel Bevan who appointed by Harding. With the creation of the municipal court in 1921, it became mandatory for a clerk to be elected, and John Whelton was elected.

Succeeding Whelton was Ben Thomas, now clerk of courts at the Elyria court house. He served two terms and in 1932 he was elected to the county office. Louis Lieb was appointed to serve out the term, and in 1933 Norman Donahue, the present clerk, was elected.

**MINERAL WATER PROJECT LED TO
LORAIN HOSPITAL
Now Institution, Valued at \$500,000,
Occupies Four City Blocks**

A colorful history marked the growth and expansion of the Lorain St. Joseph's hospital since it was founded in 1892 by Rev. Joseph L. Bihn.

The first hospital building used here was formerly a sanatorium that was constructed with the discovery of the mineral well. However, the sanatorium, due to financial losses was sold at a sheriff's sale and was purchased by the Sisters of St. Frances (Francis).

The original building was used until 1905 when the north wing of the present hospital was completed. However, part of the old sanatorium building was retained, and in it were the operating rooms.

First Operations

Dr. O. B. Monosmith performed the first eye operation in the hospital, while Dr. W. W. Wheatley, who arrived in Lorain in 1898, performed the first abdominal operation.

The first operating room was crudely equipped and was on the bottom floor of the wooden structure. However, when the new wing was completed, the operating room was moved to the second floor of the section of the building that was retained.

Several years after completion of the north wing, plans were drawn up to have a south wing added to the institution. However, the latter addition to the building was not made until 1917. The remainder of the old sanatorium was then taken down, and the operating room was located on the third floor of the new wing.

Open School For Nurses

Sisters of St. Frances (Francis) had charge of the hospital until 1927, when it was taken over by the Sisters of Humility of Mary, and who have been operating it since.

Shortly after the hospital was established here a school for nurses opened and the first class of nurses graduated in 1903. The school had been operated until 1933, when it was discontinued due to lack of funds.

Each of the various departments of the hospital are now in charge of a Sister that had special and post-graduate work in the respective work of the departments.

Efforts have now been made to have a dietician with a B. S. degree, in order to increase the efficiency of the dietetic department.

Has Highest Rating

The hospital has graduated until now it is classified among the class A institutions of the country, the highest rating that a hospital can get. It is a member of the American College of Surgeons, member of the Catholic Hospital Association and the American Hospital Association.

In 1923, a modern nurses home was constructed in the area of the hospital, bringing the total valuation of the institution to more than \$500,000. The hospital grounds now occupy approximately four blocks.

There are, at present 10 Sisters in charge of the hospital work, not including the 85 nurses and physicians that are on the hospital staff.

The hospital is now superintended by Sister Gilberta.

**RECALL CORKHILL'S GROCERY
OF THE 80'S
Sold Fresh And Salt Meats At Place at 208
Broadway**

Corkhill's grocery and meat market was one of the busy spots of Lorain's mercantile life back in the Eighties. It was operated at 208 Broadway by F. H. Corkhill who came to the city from East Cleveland in 1892. He was engaged with N. B. Hurst before entering the market business.

An old time history of the city cites Corkhill as a “reliable and well known proprietor of a market which sells fresh and salt meats.”

PARK RESTAURANT CELEBRATES TOO Marks 10th Anniversary; Has Won Many Friends

While Lorain observes its 100th anniversary this year, the Park restaurant will celebrate its 10th birthday.

Established at its present location, 211 West Erie-av, in 1924, the Park restaurant has built up a considerable reputation, both in Lorain and among visitors to the city for its quality and cleanliness.

Fred Davidson and Harold Brogan own and operate the business which is one of the few downtown restaurants operating 24 hours a day.

Accommodation for 60 people are provided in the restaurant which has a floor space of 2,400 square feet. Eighteen people are employed by the firm.

One of the specialties of the Park menu is Chin’s chow mein which may be obtained in bulk also. Fish, steak and chicken dinners, home-cooked, are served. Both table and counter service are available to patrons.

CREATING CITY’S FIRST REALTY SUBDIVISION

Thomas Gawn’s Plat on East Side in 1832 Seen as ‘Risk’ by Early Business Men

Probably the first man to ever create an allotment in Lorain was Thomas Gawn who was born on a farm in Geauga-co in 1829.

In Lorain-co history, Gawn is listed as one of the first business men and capitalists of Lorain. He came to what was then known as the village of Black River in 1832 and located on a farm three miles west of the city with his parents.

At that time, his real estate venture on the east side of Black river in the village of Charleston was regarded as a “risk.” Early maps of the village show it to be the only platted ground on the east side of the river at the time. All the business and residential sections of Charleston were located on the west side and within easy reach of the mouth of Black river.

But the intrepid Gawn surveyed his tract on the East Side and started selling lots. One can easily guess the results. Today the East Side is a large residential district and the Gawn allotment is still known by that name. It includes many homes now located on Lakeside-av and E. Erie-av.

60 YEARS BEHIND GROCERY COUNTER Bins Opened East Side Store in ‘80’s

Frank P. Bins, 451 E. Erie-av, Lorain’s oldest grocer, has spent almost 60 years behind the grocery counter but he never tires of greeting old customers and meeting new ones.

More than 50 years he has been in business for himself. The other years he served as a grocery clerk.

Many of Bins’ customers are never seen by him more than once in two years. The telephone has brought about this change in business methods. Customers in the 80’s and 90’s made personal calls to the store. Now customers telephone their orders. Bins misses these friendly visits.

For many years he had the only store on the east side. He started in business at the corner of E. Erie-av and Arizona-av a year after his marriage. The golden wedding anniversary of the pioneer grocer and his wife was celebrated April 19 last year.

Bins recalls how, when they started housekeeping, they managed to live on \$25 a month. “Now some young people can’t live on that amount a week,” he declares.

“The early days found both young and old people much more contented than now,” he

states. "There's too much competition in business and work these days and all are so busy trying to make a living they miss all the joys of living."

The Lorain merchant was in business during two depressions prior to the recent one. The first one was in the year 1893 and the second in 1907.

**FORMER LORAINITES WIN NOTE IN
AIR, FINANCE, SCIENCE
AIRMEN LEAD COLLECTION OF
FAMOUS SONS
King, Van Orman, Rogers, Gillmore,
Fancher Gain Recognition**

By CHESTER L. KIEFFER

When Capt. Ernest J. King former Lorain man was elevated some months ago to the post of chief of the U. S. Naval bureau of aeronautics, his name was added to a steadily growing list of former Lorain residents who have gained national and international prominence in recent years.

There was a day not long ago when the mention of Lorain brought only visions of grim smoke, docks, furnaces and other things ... an industrial city. But now the picture is changing ... can now point with ... to its Kings, Van Ormans, _____, McMillans, Bungarts, Fanchers and many others who have brought fame to the city far removed from blast furnaces and open hearths.

Win Fame In Aviation

In the field of aviation, research, politics, finance and sports, as well as industry, Lorain is gaining a place in the sun. No longer is it pointed to on the map just as a place where coal and iron meet, noteworthy tho that fact is.

It is interesting to note that it is in that new field of aviation that a large percentage of Lorainites are making their mark.

That is true of King whose recent appointment makes him the head of aeronautical division of the Navy to succeed the late Admiral William A.

Moffett, who lost his life when the dirigible Akron crashed into the ocean.

King, who lived in Lorain for many years and was graduated from High school here, became the head of a department which is likely to experience its greatest growth during the next few years.

Incidentally, Lorain probably holds the unique record of being the only city ever to produce heads of both the Army and Navy air corps.

Gillmore Rises High

It was the position of chief of the U. S. Army air corps that was held by Brig. Gen. William E. Gilmore when he retired in 1930 after 30 years in the service. Gilmore comes from a pioneer Lorain family and is the first from this city to hold the title of brigadier general.

... balloonist that Ward Van Orman another Lorain ... won an inter... in the past few years. Today this name is almost synonymous with the lighter-than-aircraft. No less than half a dozen times he has represented the United States in the international balloon races and holds the record for the most victories.

"Daddy of the parachute" was the title bestowed on another Lorain man, the late Irvin G. Nichols who died a couple of years ago. Nichols, who was born here and spent most of his life in Lorain, taught the first U. S. Army class in parachute jumping, and invented a chute which is in general use in the Army as well as in commercial aviation today.

The world parachute jump record for women was established by Marie McMillen, a young Lorain woman, when she jumped from an altitude of 20,800 feet last year.

Raskob and Williams

Then there is Millard Shepard, who has won several medals and citations from the government for his work in piloting a plane during the stay of the U. S. Marines in Nicaragua.

John J. Raskob probably heads the list of most noted men who have made their home in Lorain at one time or another. Altho not a native of this city, Raskob lived here a number of years and was a prominent figure in the development of the steel plant district. Raskob, of course, is today one of the leading financiers and industrialists of the country, and for four years served as chairman of the national Democratic committees.

Another noted financier who once worked in Lorain is Harrison Williams, who heads the North American Corp, and is recognized as one of the richest men in the country. His former home was in Elyria, where his father was a banker.

E. R. Fancher, who was one of the first graduates of Lorain high school, is still another who has won a place of prominence in financial circles. For several years he has served as governor of the Cleveland Federal Reserve district. His name has been conspicuous in the news of the last few days as result of his putting the resources of the Federal Reserve system behind Cleveland licensed banks to stop a run.

Fred W. Waterman, former president of the National Tube Co., got his early start in the steel industry at the Lorain plant of the company which he now heads.

Known for Inventions

Three Lorain men have made valuable inventions which are now in use the world over. They are John R. Rogers, the first superintendent of Lorain schools, who invented one of the first typesetting machines, now indispensable equipment on every newspaper; the late Capt. Richard Thew who invented the famous Thew automatic shovel; and B. E. Meacham, who perfected the Lorain oven heat regulator, the device which has made it possible for housewives to regulate the heat in their ovens.

In the field of research there is Peter Bungart, former Lorain man who has made many important geological discoveries.

In the past two years four young men have made Lorain famous as a producer of major college football captains. They are William Yeckley and Ludwig "Tiny" Pincura, captains of Princeton and Western Maryland, respectively in 1931; Carl Hageman, captain of Harvard in 1932, and Colin Stewart, captain of Carnegie Tech for 1933.

Lorain has also produced two famous boxers. One of these is Alvie Miller, who won quite a reputation a few years ago, chiefly thru his fights with Johnny Kilbane, and Alex Hart, who gained prominence in matches with Bennie Leonard and Lew Tendler.

These are some of the native sons who have helped to put Lorain on the map in recent years. There are doubtless many others who could be added to the list of those who are proving that Lorain can do other things besides produce steel.

LORAIN FIREMEN'S RECORD IN LADDER RACE STILL STANDS

There are all kinds of races. But it remained for Lorain firemen to set records in a ladder and reel race that, so far as is known, still stand.

It was back in 1905 when a team of firemen journeyed to Cleveland to take part in various contests and demonstrations. E. C. Essex was chief of the department at the time.

The Lorain team ran 150 yards, erected a ladder 15 feet high and boosted one of their members to the top in 27 ½ seconds; then ran 100 yards, laid 150 feet of hose, hooked it up to the hydrant and attached a nozzle in 25 seconds.

Members of the championship teams included Dr. A. M. Webster, John Hart the present assistant fire chief, Thomas Haynes, Fred Webber, David Hart, Clyde Welshon, Fred Ewalt, Charles Voganitz, Alex Kelley, Charles Showers, Clyde Grubbs, and Charles Williams.

EARLY CITY HEADS OF LORAIN FOUND 'MAYORING' TOUGH At Least, First Three to Take Office Quit; 31 Have Held Post

By FRED DEIBEL

Smooth sailing was not the order for mayors of Lorain in the early days more than half a century ago.

For reasons of which there is not record, the first three mayors of Lorain resigned office before completion of their terms. All in the space of three years. In 1880 there was another resignation. Then until 1896 the mayors served their full terms. In that year George Wickens resigned and was succeeded by V. N. Snyder.

Conrad Reid, descendent of a pioneer family was the first mayor of Lorain. He was elected in 1874 in the first municipal election following the incorporation of the community under the name of Lorain. Formerly the community at the mouth of Black river had been known as Black River and as Charleston.



Served only 18 Months

Mayor Reid served 18 months of his two year term, and then resigned. The early records of the village council carried mention of his resignation, but not no reason for it was given.

Thomas Gawn was named by council to fill his unexpired term. He was mayor for three weeks, or until a special election was called, at which H. S. Rockwood was elected.

Rockwood, too, resigned after serving eight months, and F. W. Edison was named by council to serve out the term.

At the next election, held in 1876, G. V. Bayley was elected and for some unrecorded reason he resigned after a year.

Mayor Three Times

For the second time, Edison was called to "pinch hit," serving out the balance of the term. It is interesting to note that seven years later, however, Edison was nominated and elected as mayor and served out a full two-year term. Edison, therefore, was mayor three times but elected only once.

To F. J. King, who was the first elected mayor in 1902, goes the honor of being the only mayor to serve four terms. From 1902 to 1908 he was mayor. Then after an interval of two years in which A. A. King was mayor, F. J. King was again elected, serving from 1919 to 1922.

William F. Grall, was second to King in number of terms with three. He served two terms from 1919 to 1924, and again from 1925 to 1927.

31 Mayors in Lorain

The 60 years since the first mayor was elected, to date, saw 31 men who served as chief executive, of which 12 are still living. Those living are Judge W. B. Thompson of common pleas court, mayor for two terms back in the nineties, George L. Glitsch, Thomas W. Pape, John J. Pollock, father of the present service director, A. M. Pollock, Albert J. Horn, William F. Grall, George Hoffman, H. D. Walter, J. C. Standen, Paul Goldthorpe, J. B. Conley, and E. A. Braun, the present mayor.

The honor of being mayor of two cities during his lifetime goes to J. B. Coffinberry, mayor of Lorain from 1896 to 1898. He later moved to Lakewood and became mayor of that town.

V. N. Snyder, who took office in January 1896, was the only mayor who died in office. He served only four months, and died in April of the same year.

Here They Are

Following is a list of the Lorain mayors:
 Conrad Reid, April 6, 1874 to Oct. 7, 1875
 Thomas Gawn, Oct. 7, 1875 to Oct. 29, 1875
 H. S. Rockwood, Oct. 29, 1875 to July 24, 1876
 F. W. Edison, July 24, 1876 to Aug. 15, 1876
 G. V. Bayley, Aug. 15, 1876 to Aug. 27, 1877
 F. W. Edison, Aug. 27, 1877 to Oct. 17, 1877
 F. B. Vernam, Oct. 17, 1877 to April 1, 1878
 T. W. Fancher, April 1, 1878 to April 1879
 Frank Hogan, April 1879 to Sept. 7, 1880
 A. R. Fitzgerald, Sept. 7, 1880 to April 5, 1881
 G. J. Clark, April 5, 1881 to April 1884
 F. W. Edison, April 1884 to April 1886
 Otto Braun, April 1886 to April 1888
 A. H. Babcock, April 1888 to April 1890
 W. B. Thompson, April 1890 to April 1894
 George Wickens, April 1894 to Jan. 15, 1896
 V. N. Snyder, Jan. 15, 1896 to April 1896
 J. B. Coffinberry, April 1896 to April 1898
 A. H. Babcock, April 1898 to April 1900
 George L. Glitsch, April 1900 to April 1902
 F. J. King, Nov. 1902 to Jan. 1908
 A. A. King, Jan. 1908 to Jan. 1910
 F. J. King, Jan. 1910 to Jan. 1912
 Thomas W. Pape, Jan. 1912 to Jan. 1914
 John J. Pollock, Jan. 1914 to Jan. 1916
 L. M. Moore, Jan. 1916 to Jan. 1918
 Albert J. Horn, Jan. 1918 to Jan. 1920
 William F. Grall, Jan. 1920 to Jan. 1924
 George Hoffman, Jan. 1924 to Aug. 1925
 H. D. Walter, Aug. 1925 to Jan. 1926
 William F. Grall, Jan. 1926 to Jan. 1928
 J. C. Standen, Jan. 1928 to Jan. 1930
 Paul Goldthrope, Jan. 1930 to Jan. 1932
 J. B. Conley, Jan. 1932 to Jan. 1934
 E. A. Braun, Jan. 1934 to _____

KOHLMEYER FAMILY, PIONEER AUTOISTS

2-Cylinder Speedster Was First Car Owned In South Lorain

The first automobile owned in South Lorain belonged to the Kohlmyer Family.

Early in the spring of 1900, the family purchased a two-cylinder Santos Dumont speedster, and as they took it out for their first ride, it caused a lot of excitement as it popped and chugged alone E. 28th-st and down Pearl-av.

The only trouble with the auto then was that after every 10 miles or so, the axels would break, according to Cornelius Kohlmyer, who was then a lad of 17, and one of the first to crank the family buggy.

NOT ONE OFFICER KILLED ON DUTY IN HALF CENTURY That Was Lorain Police Record Up to 1923; 2 Fatalities Since

Strange as it seems, the first 50 years that Lorain boasted a law enforcement department, witnessed no fatalities among police while on duty. Nor were there any deaths among the criminal class as the result of conflict with the police.

It was only within the past 11 years that death stalked in the department when two officers were killed. It was within that period also, that two criminals were killed. None of these deaths had any connection with the other.

‘Perfect’ Record for 50 Years

Starting in 1872 when the first marshal was entrusted with the safety of the village citizens up thru the years 1923, there were no recorded deaths in the department.

In the period immediately following the coming of the steel plant, on thru the “wet” years before prohibition, and in the readjustment period after the country went dry, there were no battles to the death or serious gun play between the criminal element and the police.

Lorain at one time, between 1900 and 1915 was a hot bed of underworld activities. Even later than that, the city seemed to be a stopping off point for the gangster element.

Killed By Brother Officer

The police force sailed safely thru those troublesome times until the night of Dec. 22, 1923. Fred Webber, a patrolman, while grappling with an armed man on Broadway near the Nickel Plate railroad, lost his life. With Webber was Officer A. J. Mackerty. Seeking to aid his brother officer, Mackerty fired at the gunman. The bullet struck and killed Webber, according to the coroner's report.

The bullet found in Webber was a steel jacketed one as used in the police guns, while the gun in the hands of the man held by Webber, contained leaden bullets. The gunman was Walter Thomas, and he was sent to the Mansfield reformatory for a short time.

Two years later, on Nov. 6, 1925, Officer Charles Deal directing traffic on Broadway just outside the city limits, following a traffic accident, was struck by a hit skip driver and killed.

Father Surrenders Son

The next day, Charles Hamolka, 19, was surrendered by his father as the driver of the car. A manslaughter charge was drawn against him, but it was nolleed later on.

The first criminal to feel the sting of a death bullet from police, was Eugene Czymanski of Cleveland, on Feb. 1, 1931. He was caught in the act of robbing the safe in Muir drug store, 552 Broadway. In trying to escape, he shot Patrolman Henry Feldkamp in the shoulder. A few minutes later he was cornered in a small building at the rear of the Lorain Creamery Co. on 7th-st, between Broadway and Reid-av, and shot and killed by Lieut. W. A. Murphy.

It was Murphy who was credited with shooting the second criminal. He was Frank Bojonowski of Toledo. With two other men Bojonowski, robbed a grocery store on Vine-av. Murphy and Officer Chester Deeter came upon the trio in Reid-av near 9th-st.

A chase thru the north end of the city followed with the bandits and police exchanging shots as the cars sped out W. Erie-av.

At the Leavitt-rd, the men abandoned the car and struck for the woods on foot. Bojonowski fell with a bullet in his head. The other two were captured.

Chief Norman H. Williams, was killed while in office but not in the line of duty. He was on a hunting trip with Lawrence and Edgar Job on April 5, 1913. At Stop 117 on the west lake road, Williams ran onto the Lake Shore electric tracks to flag a street car. The car struck him, killing him instantly. He was appointed chief in 1908 by George Glitsch, mayor at that time.

POLICE AND FIRE ALARM IMPORTANT COG IN CITY LIFE

Police Signal Set-up in Use Since 1910; Seek More Unification

Perhaps the most essential department in the city is the police and fire alarm signal systems.

On the faithful operation of these two systems, depends the safety and welfare of residents and their property.

This department is in charge of Charles Bogard, city electrician. He was appointed in 1910 when the office was created. Prior to that time, Bogard was called in on emergency jobs or when repairs were to be made.

The first police signal system was in the old Wagner block where the Broadway building now stands. In 1908 it was moved to the City Hall in the offices now occupied by the city engineer.

78 Fire Alarm Boxes

In 1911 the present police building was erected, and the police system was moved to it. There are 46 police boxes.

The fire alarm system was first installed in No. 1 fire station in 1916, and remained there until it was moved to the police station in 1923. There are 78 alarm boxes, and the switch board has capacity for 150.

G. O. Tucker, assistant to Bogard, started with the city in 1924.

Bogard is a strong advocate for a more centrally located building to house the police and fire systems.

PENNEYS SERVES CITY FOR 10 YEARS Modern General Store Handles Broad Lines

Ten years of service to Lorain has established the J. C. Penney Co., here as something of a community institution.

The store might be characterized as a modern transformation of the old general store which served the village during the early days a century ago.

Stocked with a complete line of men, women, and children's apparel, household goods, and other department store standard lines, the J. C. Penney Co., keeps pace with the latest trends in the wide variety of goods which it stocks.

B. G. Huse is manager of the Lorain Penney store which has approximately 15,000 feet of floor space and is located at 6th-st and Broadway. Fifteen persons comprise the store's staff.

J. C. Penney founded the chain of store which bears his named in Kemmerer, Wy., in 1902. Present officers of the company include E. C. Sams, president; Lew Day, vice-president; W. A. Reynolds, second vice-president; and J. H. Herbert, third vice-president.

LORAIN ATTAINS FAME AS A 'CITY OF BEAUTIFUL CHURCHES' 56 Separate Congregations Located Here Mission Venture, Circuit Riders Lead Way for Church Development

"City of Beautiful Churches" is the reputation Lorain has earned largely thru the many attractive houses of worship which have been built here in the post-tornado era.

Six churches were completely destroyed in that storm of June 28, 1924, and nearly half a dozen others were damaged. All of the destroyed churches have constructed new edifices much finer than the old ones, and the damaged churches have been repaired and improved.

Today the city has 56 separate congregations, nearly all of which have their own buildings, and nearly half of which are housed in edifices which make them show places in the city.

22 Denominations in City

The 56 congregations represent 22 different denominations. Nearly every nationality represented in the city has its own place of worship. Baptist, Methodist, and Roman Catholic denominations predominate.

Altho the Protestant churches outnumber the Catholic, the numerous Roman Catholic churches lead the list of denominations with 12 parishes. Baptists, including both white and colored, are second with eight churches. Methodists, which comprise white and colored M. E. and A. M. E., are third with seven.

Among the finest monuments to the city's remarkable recovery from the devastating tornado are the First M. E., First Congregational, Christian Temple, Emmanuel Evangelical and St. Mary's Catholic churches, all of which were built to replace structures which were totally destroyed in the storm.

Altho not as pretentious as the other churches, the 7th-st M. E. is also one of the houses of worship erected to replace a building destroyed by the storm.

Mission Venture in 1786

In the course of construction during the tornado, the First Evangelical Lutheran Church was partly wrecked by and was completed after the storm. Other post-tornado churches include the Jewish Temple and Holy Trinity Catholic church which are among the finest in the city.

The first record of any religious services, other than those of Indians on the spot which is now Lorain, was the brief sojourn here in 1786 of a

band of Moravian missionaries, led by that historical figure, Rev. David Zeisberger, who now lies buried at Goshen, O. The Indians objected to the missionaries setting up a permanent settlement at the mouth of Black River, and history records that they moved on within a few days to the _____.

Altho it wasn't until 1839, or 32 years after the first permanent settlement by Nathan Perry in 1807, that Charleston, as the village was known, had what could be called a church, religious services were held in the homes of the village by a "circuit rider."

The first public "meeting house" was an all-denominational institution somewhere in the vicinity of what is now Washington park, erected by Conrad Reid the first mayor, and D. T. Baldwin. The lot was donated by the Gillmore brothers.

Presbyterians Arrive

In the same year, 1839, the first Presbyterian church in the community was established, but it wasn't to be a permanent organization. Established by Rev. Lewis H. Loss and Rev. Alfred H. Betts, it continued in existence for 27 years, until 1866. Even after that it was used as a place of worship, this time by the Methodist congregation of the community.

The First M. E. church dates from 1856 when a pair of evangelists now known only as Rev. Hard and Rev. Griffin, conducted a revival in an old school building. This building was located on the site of the present No. 1 fire station, adjoining what is now the First Congregational church. After the Presbyterians abandoned their building the Methodists took it over. In 1892 the Methodists built a brick church at Reid-av and 6th-st. It was that building which was destroyed by the tornado.

In 1870 the Methodists moved their "meeting house" which had been built by the original Presbyterian group, to Washington-av and 4th-st. Two years later, in 1872, the Lorain First Congregational church was organized by Rev. A. D. Barber, and the Congregationalists took over the building at 4th-st and Washington-av

being the third group to use the building originally constructed by the Presbyterians.

'Meeting House' Remains

A part of this first "meeting house" still stand on Washington-av where it was moved years ago and converted into a residence. The First Congregational church has occupied the site at Washington-av and 4th-st since the congregation was started in 1872. It was there that their old building was destroyed in the tornado, and there that their present modern structure stands.

The oldest church in the city from the standpoint of the one longest in continual service is the Emmanuel Evangelical church. It is now 83 years old, having been started in 1851 in the log cabin of "Grandma Brown," Duane and Washington-av.

First Catholic Parish

Another of the older churches is the First Church of Disciples of Christ, now known as the Christian Temple, and located at Washington-av and 5th-st. The congregation was organized here on Dec. 17, 1876, under the leadership of W. A. Wire, with 18 charter members. The first meeting place was in Edison hall, Broadway and 5th-st, the present location of the Lorain Hardware Co.

The tornado destroyed the old Disciples of Christ church which was located on 5th-st between Broadway and Reid-av. Until the new structure was completed in the spring of 1931, the Disciples of Christ used a wooden tabernacle which was constructed on Broadway between 8th and 9th-sts, near the post office. The name was changed by the pastor, Rev B. Harmon Linville, to the Christian temple when the present building was demolished.

It was not until 1878 that the First Catholic parish was organized in Lorain. For about five years preceding that date "Father Mullin" of Elyria conducted services for Catholics of the community in the home of Peter Miller on 4th-st, next to the site of the present Lorain fire station No. 1.

This first Catholic parish was organized under the name of St. Mary's. It came into being in the spring of 1878 just four years after the name of Charleston had been changed to Lorain and the city incorporated. Like all of the other oldest churches mentioned in this article, St. Mary's was among those destroyed by the tornado. This is not so surprising when it is realized that all were located close together in the section of the city hardest hit by the storm.

The number of churches in Lorain increased very slowly between 1880 and the coming of the steel plant in the '90's. More than half of the 56 churches in the city date back less than 35 years.

LORAIN PUBLIC LIBRARY FIRST STARTED IN 1900

Small 'Reading Room' With 500 Volumes Grows into Modern Institution with 29,000

One of the most important cultural and educational forces in the community is the Lorain Public library which came into existence in 1900 with the organization of a Reading Room board.

Board members included Mrs. E. M. Pierce, chairman; Mrs. Eva Hills, secretary; Mrs. F. D. Ward, Mrs. F. W. McIlvaine, Mrs. A. E. Thompson, Mrs. McKee, Mrs. J. A. Graham, Mrs. S. Klein, and Mrs. C. B. Hopkins, all members of the Sisterhood, a women's literary and charitable organization.

\$180 Raised for Books

At a series of entertainments, \$120 was raised for the purchase of books while 60 volumes were contributed by the Wimodaughsis. Another ... was being carried on by an association of men who formed the Reading Room board, obtained private subscriptions, and opened a reading room on Franklin-av now 5th-st, in 1900.

The resources of these two organizations were combined and the reading room opened on Oct. 1, 1900 with a collection of less than 500 volumes. Rev. A. E. Thompson was chairman of the original reading room board and E. C. Loffburrow secretary.

In April of 1901 the two organizations were incorporated as the Lorain Public Library association with the following officers: E. E. Hopkins, president; W. R. Comings, vice-president; E. C. Loffburrow, secretary; and Mrs. F. W. McIlvaine, treasurer.

Dedicated in 1904

W. C. Fisher, F. W. Rowley, and E. M. Pierce were appointed to a building committee which obtained a \$3,000 tax levy from city council and persuaded Andrew Carnegie to donate \$30,000 toward a new library.

The cornerstone was laid on Aug. 18, 1903, and the new building was ready for occupancy in May of 1904. On May 20th the building was dedicated with an address by Dr. C. F. Thwing, president to Western Reserve university. At that time there were about 3,200 volumes on the library shelves.

E. E. Hopkins continued as president until 1905 when he was succeeded by E. M. Pierce who served for 15 years. In January of 1920 L. A. Fauver became president of the board and was succeeded in March 1931 by Mrs. A. K. Hibbard. Att. D. A. Cook is now chairman.

There have been six librarians since the present building was opened in 1903. Margaret C. Deming served from April 1903 to December, 1904; Grace D. Chapman, January 1905, to January 1907; Frances Root, February 1907, to August 1910; Elizabeth K. Steele, Sep ... Evelyn Yeaton, March 1924, to April, 28; and Margaret Grant, June, 1928, to date.

Makes Steady Growth

Financing of the library is under the jurisdiction of the board of education since 1925 when the old Library association was dissolved and the library property placed in custody of a board of trustees appointed by the school board.

Lorain library has had a gradual but steady growth. The circulation last year was 249,338 and there are now more than 29,000 volumes on the shelves. Twelve members comprise the library staff.

The present library board of trustees includes Atty. Cook, chairman; Mrs. A. K. Hibbard; Mrs. F. A. Rowley, Mrs. L. H. Rogers, Adolph Kohlmeyer, E. P. Reidy, and P. C. Bunn.

One of the new projects made part of the library service is in the juvenile field where children's book clubs and reading hours are held in conjunction with work of the Juvenile department, headed by Miss Virginia Pandy.

LORAIN Y. M. C. A. HISTORY LINKED WITH STEEL MILL Institution Organized in City Thru Efforts of Johnson Company

The history of the Lorain Y. M. C. A. is linked together with that of the steel mills of Lorain. It was thru the efforts of the Tom L. Johnson Co., that the first Y. M. C. A. was organized here.

Within a year after the Johnson Company started its operations in Lorain, thought was given by the management of the company towards the establishment of an educational center for the men of Lorain, who wished to increase their efficiency.

In 1896, the question of starting night educational classes was discussed. From this discussion, the idea of establishing a Young Men's Christian Association in the city was born.

Pick South Lorain

Thru the efforts of Max Suppes, then general manager of the Johnson mills, the state Y. M. C. A. secretary was induced to make a survey in the city. Reports of the survey were favorable to the establishing of the Y. M. C. A. and recommended that at least 400 men sign a petition for one. A campaign was carried out and more than 700 men from Lorain and Elyria signed.

Since petitioners were about evenly divided between Lorain and Elyria, it was decided that the Association be located in South Lorain and named the Y. M. C. A. of Lorain and Elyria.

Building Completed in 1899

The Sheffield Land Co., deeded two lots and funds were raised and construction work started. The building was completed in 1899, at a cost of \$29,000. O. C. Colton was engaged as the first general secretary and John S. Helmer, physical director.

The first building consisted of 22 rooms, designed to carry on the various phases of Y. M. C. A. work. At first the actual membership was 434 but increased to 600.

The building and its equipment was inadequate as the number of those who used it increased and in 1903, another branch was started in North Lorain. However, the life of the branch was short and it was discontinued after seven years.

Meanwhile agitation started to have either a new addition built to the present building, or to have another building constructed in North Lorain. The latter movement died out and it was decided to build the new association on the site of the old one.

Erect New Building

Campaigns to raise funds for the new building failed after several attempts. The idea was then given up. However, it was revived in 1922, and \$150,000 was raised, which was donated by the National Tube Co. \$75,000 more was raised from the balance of the city and work on the building started, in the fall of 1923. Slow collections of subscriptions held up completion of the work until 1925.

Approximately 250,000 persons visit and take part in the Association activities now, annually.

W. C. Fisher, one of the first board members, is still serving on the Y. M. C. A. board. The next oldest board member is Samuel Wire, who is president.

Joseph Seitters is the present secretary and I. G. Maxwell, physical director.

HAGEMEN LEADER IN REAL ESTATE Figures in Many Major Deals in City

A. V. Hageman, realtor and prominent Lorain business man, has figured in many of the major industrial developments of the city.

His career as real estate broker started in 1907 when he left his position as manager of the Cleveland Trust Co. branch here. His office is now located at 617 Broadway.

Two of his most important real estate transactions involved two of the largest properties in Lorain. Hageman sold the sites for the Broadway-bldg and for the Overlook-apts. He has also been instrumental in the development and improvement of the steel plant section and several allotments.

Hageman was born on Kolbe-rd about one mile from the lake. His Lorain business career started in 1894 as teller in the Lorain Savings and Banking Co.

He became a stockholder in the Lorain Telephone Co., early in its existence and served for a time as treasurer of the concern when it had but 120 telephones. He is now president of the utility and president to the Lorain-co Radio Corp., which this year put into service the ship-to-shore radio telephone system.

Hageman served as president of the Chamber of Commerce in 1924, and is affiliated with the Elks, K. of P., and is a 32nd degree Mason. He lives at 1149 6th-st.

DIARY TELLS OF DAYS OF INDIANS Early Missionary Once Camped on Banks of Black River

Reminders of the times when Indians roamed in Lorain-co and the country roundabout are called to mind in the diary of Rev. Joseph Badger, the first missionary to come to Western Reserve.

One of the copies of this diary is in the possession of Mrs. George H. Stoughton who

lives near here. Mrs. Stoughton is a direct descendant of Rev. Badger.

He tells of his first visit to Cleveland in June, 1800. There were two white families living there at that time, he reports.

His first visit to what is now Lorain-co was made in September, 1800. He spent some time camping on the banks of the Black River.

LEADING STAGE STARS ONCE TROD BOARDS IN THEATRES OF LORAIN Farnums, Ducan Sisters, Elsie Janis, Al G. Fields, Schumann-Heick, Appeared in City: 'Nickelodeon,' 'Singing Pictures' Ushered in Films

By RALPH NEUMEYER

This is about a part of Lorain community life that has gone, probably never to return. The motion picture product of a more highly developed age, has taken its place. And although the cinema has its points, who is there to say the stage does not have a few points of its own?

The cinema, too, forms a part of this story. But the motion picture lacks the human touch and the drama packed into those little "one night stands," of years gone by, and is so recent a development as to be familiar to all.

Today the legitimate stage is confined to a comparatively small section of New York – off Broadway, and a sporadic attempt at "stock" on the road, in such cities as Cleveland.

But it was not always so. At the turn of the century, and for many years thereafter, Lorain was known as a "good show town," and in Lorain appeared in person, some of the topmost stars of the stage.

There was that eventful night when the Majestic, later the Opera House and the State, opened back in 1908.

Dustin Farnum, who used to run a pretty close second in popularity to his brother William in early "blood and thunder" films, appeared in the opening attraction on the stage, in the famous "Squaw Man."

Andy Wargo, who has been a stagehand around the Lorain theatres since 1910, played the part of a cowboy in the show. The company in those days brought a skeleton cast along and filled it up with "supers," a practice which is still used by the Metropolitan Opera Co on its road trips.

Joe King was mayor at that time and made the opening speech. It is said that he got a little flustered and that some wag hooted at him from the gallery, but he got thru the speech all right.

William Farnum himself, whom this writer remembers as the hero of a thousand gory movie fights, appeared on the Majestic (or Opera House) stage in a play entitled "The Little Rebel."

The "little rebel" was a tiny southern lass and William Farnum was a big strong northern officer who had sworn to protect her. Needless to say, she was protected.

Along about the same time appeared a host of minstrels, led by the famous Al G. Fields.

The first big theatre in town was the Wagner Opera House, on the second floor of the building on the site of the Broadway-bldg. This dated back before the arrival of the steel plant.

Many of the current stars of that day appeared at the Wagner Opera House. Lorain, at this time and later, was on the small circuit around Cleveland, and road shows coming to Lorain, Elyria and Sandusky for one-night stands and then going to Cleveland for a week's run.

This was a profitable business at this time, before the era of the automobile and good roads, and people became accustomed to dropping into Cleveland to the theatre occasionally.

Back about 1910 there was a period when the luminaries of the prize ring toured the country in or with shows. They are still doing it, by a lesser degree, tho whenever possible they have turned their efforts to the movies, a more lucrative field.

Witness, for example, the current heavyweight champion, Maxie Bear.

Jim Corbett was the leader of the old school of "theatrical" prize fighters, but he was far different from most of them. He was actually an actor, and a good one.

Corbett, so far as we have been able to find out, never appeared in Lorain, but John L. Sullivan and Jack Johnson did. They would bring their own show, and put on as a feature attraction an exhibition bout.

Nor did Lorain lack for music. Mme. Ernestine Schumann-Heink appeared here one year, Mischa Elman the next. The Cleveland orchestra, at a later date, played in Lorain in the very first year that it was organized.

Elsie Janis, musical revue star, played in Lorain just before she made her first sensational success on Broadway.

"Uncle Tom's Cabin," according to Andy Wargo, as presented in Lorain for eight years in a row and at least several times with the original "Topsy and Eva," the Duncan sisters, Vivian and Rosetta.

It was also the heyday of magicians. Thurston, "Flint the Hypnotist" and others are listed as attraction at this time.

The Chicago Civic Opera Co. played at the Opera House an entire week, giving a different performance every night.

When "The Bohemian Girl" played the city three horses were included as "props" in the production. One of the favorite ways of attracting attention to a show was attempting to

make it appear spectacular by using imposing props such as horses, “actual locomotives,” or in some cases, even elephants.

“Cheyenne Days,” which came as late as 1923, carried several horses and there was a train in a drama called “Over Night.”

“Graustark,” “The Cat and the Fiddle,” and “Madame Cherry” were high class musical shows which played the Opera House.

Speaking of trains, there were two great train thrillers which played the Verbeck, on about the site of the Victory-blk between 7th and 8th-st on Broadway.

One, which practically carried the country by storm at the time, was “The Great Train Robbery.”

The other was called “The Midnight Express,” and had an “actual locomotive” on the stage. Chick Gracie, veteran stagehand, recalls that all went well until something went wrong with the ventilating system and the smoke from the train’s stack started to billow out over the footlights and get in the audience’s eyes.

There was quite a time before the situation was straightened out. The “Queen of Chinatown” was another of the series of thrillers which played the Verbeck.

J. J. Meyer, in his “Lorain in Retrospect,” has an interesting discussion of the Verbeck.

Says Meyer’s article: “The erection and equipping of a \$35,000 theatre with \$1,600 available capital seems worthy of mention. This wizardry in shoestring financing stands to the credit of George H. Verbeck of Oil City, Pa., in the construction of the Verbeck theatre in 1902, and may be attributed to his adroit frankness, bubbling enthusiasm and contagious faith exhibited in his project.

“Incidentally, the construction of this three-story building with 7,860 square feet of floor space, in

81 working days established a new building record in Lorain-co, maintained since against all contenders.”

A few years later the Verbeck theater burned down, late one evening after the show.

Along in 1908, 1909, and 1910 the movie era started in Lorain, tho there may have been a little something of this kind before, by way of experiment.

One of the first theatres to show motion pictures was the old “Amuse-U,” where the Tivoli theatre is now located. The “Amuse-U” was a sort of hybrid affair. On the outside was a penny arcade – penny arcades having just recently made a big hit in the east.

On the inside they offered vaudeville, and a first, stereopticon slides and “illustrated songs.” The soloist sang the number while the words, on an embellished slide, were flashed on the screen.

About 1901 the “Amuse-U” started to show motion pictures.

Eli Smith, clerk of the Lorain school board, recalls how he used to entertain at the old Wagner Opera House with what were called “singing pictures.”

These were actually motion pictures of persons singing. Along with the pictures came a script giving the words and any necessary directions, and it was up to the singer to synchronize his voice with that of the man on the screen.

This was late in the first decade of the new century. At the same time, Smith recalls, there was a ‘nickelodeon’ around the corner, in the storeroom on the bridge.

For 5 cents the amusement seeker got a serial, a comedy, maybe a longer picture. The seats were uncomfortable and the room was stuffy, but the novelty made up for the discomforts.

Some time ago the writer was glancing thru some old Lorain newspaper files, when he came on a photograph and publicity stating that "Inez Wallace, famous leading lady," would appear in Lorain on such and such a night.

It further stated that she was on her way to Chicago, where she would play in the films as leading lady for Francis X. Bushman, who was then the current matinee idol. Inez Wallace will be remembered by those who follow the theatrical columns at all as the writer of a weekly column on the movies in a Cleveland newspaper.

Mention should be made before we go any farther of what was one of Lorain's greatest home talent starring teams.

It was James Martin, veteran Lorain postal official who was retired a short time ago, and Madeline Brodeur, still living in Lorain.

For a number of years they took the leads in the local talent shows.

According to Ralph Martin, Martin's son, who has done considerable along this line himself and is now directing St. Mary's Players, one of the big successes of this team was "Dot the Miner's Daughter," a thrilling "melo."

"Dot," was put on with considerable success by the Vermilion Little Theatre group last year.

Figuring in the early – and later – history of the motion picture in Lorain are three current film house managers whose combined years in the business totals more than three quarters of a century.

August Ilg, manager of the Ohio theatre, and George Schenker, manager of the Pearl, got into the business in the old "Star" theatre, on the east side of Broadway between 4th-st and the loop, while Peter Tender came a little later to the Tivoli, first known as the "Pantheon."

Ilg bought what was later the "Wonderland," and first started it up as the "Family Theatre." It showed vaudeville originally but later was devoted exclusively to pictures.

Schenker was the first man in Lorain to have a motion picture talking machine. He used it for some years to take news reel "shots" which he sold to the news reel companies.

Lorain's greatest theatre catastrophe was in the tornado of 1924, when the State theatre collapsed.

Andy Wargo, who was on duty at the time, recalls that the stage show had just finished, and the cast of 20 – including the chorus girls – had gone over to Stacy's restaurant, about two doors away.

When the storm approached its height everyone in the restaurant went to the basement. The floor held up and no one was hurt.

Mae Hirst, who was playing the piano, furnishing incidental music for the picture, felt drops of rain on the back of her neck and walked out the aisle, reaching the lobby safely just as the auditorium ceiling fell.

Wargo had locked up the back door after the performers and had also walked out to the lobby when the crash came. Twenty-seven people, many of them children, were killed when the State roof fell in.

The Palace theatre at 6th-st and Broadway was erected in 1928 by the Variety Amusement Corp. in Cleveland. It was later taken over by Warner Bros. and has presented motion pictures and at various time vaudeville and stage presentations.

The Palace is Lorain's newest and largest theatre, seating 1,800 people. It is considered a model of theatre architecture and is under the temporary management of the Cleveland Variety theatre.

August Ilg, one of Lorain's veteran showmen, manages the Ohio theatre which is exclusive exhibitor of M-G-M products. Two others who have figured importantly in Lorain theatre activities are George Schenker who operated the Pearl and Peter Tender, manager of the Tivoli.

Lorain's only woman theatre manager is Mrs. George Zegiob who directs the policies of the Dreamland and Elvira.

8 DIED IN LORAIN TRAGEDY OF '80's Mystery of Launch 'Leo' Unsolved Up to Present Day

Lorain's greatest tragedy of the eighties claimed the lives of eight leading citizens.

In the late summer of 1889 a naphtha launch bearing the name "Leo" arrived in the harbor from Detroit. A large crowd assembled as the craft pulled out in perfect weather, under guidance of its owner, for a trial run to Cleveland.

On board were: I. D. Lawler, Fred Lawler, J. B. Tunte, Ben Klein, Sam Root, Conrad Ritter, Frank Pelow and Sam Knight. They never returned. One by one their bodies were washed ashore during the following week, west of Rocky river.

To this day the cause of the Leo disaster remains a mystery.

REID CABIN, HOTEL FIRST HOSTELRIES TO SERVE LORAIN One of the Most Spectacular Fires Destroyed Old Tavern in 1885

Lorain's first hotel was located on the waterfront at the present intersection of 1st-st and Broadway.

John S. Reid a native of New Jersey, who came here in the spring of 1810 operated the establishment. His original cabin was a double block house which served for many years as a

combination tavern, dwelling, postoffice, and office of the justice-of-the-peace.

Conrad Reid, son of John S. Reid, was the builder and founder of Lorain's first hotel. It was a large frame structure located on the present site of the Broadway-bldg.

Known as the "Reid House," it was for many years the principal tavern west of Cleveland for a considerable distance. Reid was Lorain's first mayor, and one of its most prominent citizens, and apparently prospered as an inn-keeper.

Destroyed in Fire

Lorain's oldest residents today remember when the Reid House was the social center of the town. Dances were held there and its lobby was the scene of many an incident which made history in Lorain.

One of the city's most spectacular early fires destroyed the old tavern about 1885. Two other establishments figure in Lorain's early history. One was the Canard, a big boarding house located across the street from the Reid House.

Lorain's second earliest hotel was the Lampman (Lampmon) House which was operated by D. H. Lampman.

With the dawn of Lorain's modern industrial era, about the time the Reid House burned, several other hotels came into existence.

HAND PUMP, HOSE REEL LORAIN'S FIRST FIRE DEPARTMENT 7 Motorized Stations Now Protect City First Company of Four Men in 1883 Grows to Regular Force of 42

The cry of "fire" is a dreaded word even today when we have powerful motor trucks, pumps and modern firefighting equipment.

Picture Lorain a half century ago, in 1883 to be exact, when all that stood between the loss of a home or a store from fire, was a hand drawn hose reel and a hand operated pump.

This simple apparatus was the nucleus of the modern fire department that Lorain boasts today with seven motorized stations placed at strategic points in the city, and manned by a department comprising 42 officers and men, in addition to a volunteer force numbering almost 100 men.

First Company in 1883

It was in 1883 when the first fire company was formed by a city ordinance. It was known as Eagle Hose company and four men supplied the man power. They were William McAllister, Jack Robb, Bert Foote and Conrad Horn.

The heads of the department were C. L. Penny, the first chief, George Breckenridge, first assistant, and E. M. Borne, second assistant. The third man to serve as fire chief was Lorain's present mayor, E. A. Braun who succeeded to the office in 1890. It was in 1899 that the chief of the department was given a salary – \$25 a month.

For 12 years until 1895, this one company was Lorain's sole protection against the fire demon. Of course there was but a handful of residents at that time, and the single hose cart was probably sufficient.

But the village grew, and in 1895, a year before Lorain graduated from the village class to the city class, a second fire company made its appearance. It was known as the Tiger Rose company. It later became No. 2 company while the Eagle Hose became No. 1.

“Tom L. Johnson” Company

A year later, a third company known as the Tom L. Johnson company, was organized. Later it became No. 3. It was operated by the Tom L. Johnson Co., predecessor of the National Tube Co.

At last came the day when horses were put to work. In 1907 the first horses were bought to draw a new hook and ladder truck. The new piece of apparatus was installed at No. 1 station, and was the pride of the city.

The city was now equipped with three companies with equipment as modern as was

obtainable at that time. In 1911 the old No. 1 fire station on 4th-st, was torn down, and the present building erected.

No. 4 department was organized in 1900 and located at the foot of Arizona-av under the supervision of David Overholzer, its first captain. Later it as moved to the rear of Geiger's hardware store and horses were bought.

No. 5 and 6 departments came into being in 1917. No. 5 was located on Elyria-av near 22nd-st and later moved to 208 E. 32nd-st. No 6 was located at its present location, Palm-av and E. 31st-st.

In 1909 No. 7 company was organized and installed in a building on 14th-st near Broadway. It was abandoned in 1918 and the equipment was moved to No. 2. No. 8 company was formed in 1914.

Motorize Department

In 1912, Lorain fell in line with the movement to motorize fire departments, and two pieces of motor apparatus were bought. They were a hose truck and a hook and ladder truck. They were installed at No. 1 station.

No. 2 Company had a new home built in 1914, and at that time a new motorized hose cart was bought for it. This was the fore-runner for other equipment to follow at the other stations, and 1929 saw the last of the horses replaced by motor equipment.

The horses were first taken from No. 1, then came No. 2 and 3, followed by No. 4, 5, 6 and 7, while No. 8 was the last company to use horses.

There were 21 horses in the department at one time.

C. L. Penny was one of the first fire chiefs in Lorain, according to records. Then came L. A. Dawes, and then E. A. Braun, the present mayor of Lorain. Braun was appointed in 1890 and resigned three years later, to be succeeded by Charles Myers. Myers served only five and a half months.

88 Volunteer Firemen

On Nov 6, 1893, two weeks after Myers resigned, city council voted for a new fire chief. Ed Essex and E. A. Ault were nominated. The vote resulted in a tie and W. B. Thompson, who was then mayor and at present common pleas judge, cast the deciding vote for Ault. Ault remained in office until 1902.

Essex succeeded him and served until 1911. It was during his term that the first paid fire department was organized in 1909. David E. Hatt, the present fire chief, followed Essex in 1911.

The departments are modern in every respect. Its personnel consists of 42 men including the officers, and in addition there is a force of 88 volunteer firemen to assist in firefighting. Those on the department are as follows:

Chief David E. Hatt, Assistant Chief John Hart, Captains, J. J. O'Doherty, and J. J. Kelley; Lieutenants, C. P. Tressel, William Dietrich, William Farschman; engineers are W. T. Littimer, William Congdon, P. J. Gries and W. P. Gove; L. J. Byers is repairman.



Fire Chief David Hatt, who has been head of the Lorain department for 23 years.

Firemen are J. A. Clous, _____, C. Motter, P. Hackett, _____, Leo Billings, Al Hobant, Frank

Wahtak, Ben Meyers, O. P. Brozer, Charles Gibson, H. D. Breckenridge, J. Byrne, William Davies, B. J. Bobel, J. J. Pankau, William Turbett, William Firestone, J. Washtak, Paul Caton, Charles Wolfli, R. T. Matchette, George Stauder, William Savina, Elmer Stough, William Staulgis, J. C. Maurath, J. Mramor, A. Burgett and George Forester.

51 YEARS WITHOUT LOSS OF FIREMAN, LORAIN RECORD

St Mary's, Verbeck, Opfer Store, Century Block, and Stove Plant Fire Among Largest Blazes

Fifty-one years of firefighting without the loss of a fireman, is the record of the Lorain fire department.

From 1883, when the first hand drawn hose reel was purchased, down to the present day with its modern equipment, not a fireman lost his life. A number sustained minor injuries from flying bricks, glass and other debris, but the records fail to show that any of those injured died from the effects.

In the early days there were few large buildings and consequently few large fires. Later on, it was not only buildings, stores and homes that the department had to contend with, but large boats as well that were moored in the river.

Among the first of the big fires was the burning of St. Mary's church. Records fail to give data on this fire.

The next was in 1896 when the old Darling hotel located at 9th-st and Broadway was burned to the ground, followed two years later by the burning of the Union hall on Broadway near the loop.

The greatest loss of life from a fire resulted when the old Verbeck theatre burned. Fire broke out in the middle of the night on Dec. 17, 1905. A woman, her two children and a man who occupied living quarters over the theatre, were burned to death. In the same year the Fey Furniture-bldg on Broadway burned

In 1907 the city suffered a great loss when fire at the National Stove Co. burned several buildings....

Seek Paid Department

This fire started a movement for a paid fire department and _____ years later the department _____ with paid firemen.

The steamer Frontenac, a passenger carrier, caught fire at its mooring in the river and burned to the water's edge.

The next loss of life occurred on Jan. 13, 1919 when two persons were burned to death in the Opfer store fire on Broadway near Erie-av.

The Max Kline Hardware store at 29th-st and Grove-av burned on Feb. 3, 1925 with a \$34,000 loss and four months later a \$30,000 loss was caused at the R. and B.-bldg, 663 Broadway.

The greatest property loss from fire was in the burning of the Century-blk at Broadway and 6th-st where Kline's department store is now located. The loss was estimated at \$200,500. This fire occurred on March 3, 1928.

A short time after this fire, a "punch" building at the American Shipbuilding yard burned and later on the Commonwealth hotel at 20th-st and Livingston-av, burned.

Two Boat Fires

On Feb 4, 1929, a boat was damaged by fire to the extent of \$6,000 and another boat fire occurred the following year with a loss of \$17,000.

Next came a fire at the store of Sam Magazine at 326 E. 21st-st. This was on Feb. 20, 1930. The loss was \$7,500.

The Lovy Furniture store at 29th-st and Vine-av was damaged to the extent of \$35,000 on Nov. 11, 1930.

A recent tragic fire resulted in the death of a man and woman in their home on E. 30th-st, Feb. 9, of this year. The man lost his life, while trying to find a way out of the smoke filled house, and

his wife died a week later from pneumonia contracted when forced from the house in the bitter cold.

PRESENT CITY HALL BUILT FOR HOME BY PIONEER SHIPBUILDER Jones House 'Mansion' of '70's, Now Used for Muny Offices

Little did William Jones, an early settler in Lorain, and a pioneer shipbuilder, dream when he laid plans for his home on W. Erie-av that the building someday would house the administrative office of the city 65 years later.

The present mayor, E. A. Braun, lived in the house as a boy.

Coming here from the New England states in the late sixties, Jones decided to build. He selected the present site of the city hall, then a quiet section. Work was started in 1870. Most of the carpentry was done by John F. Prince and Westwood Prince. When completed, it was a mansion and was the pride of the city.

Bought by City in 1899

In 1877 the house was bought by John Stang, step father of the present mayor.

Stang was a contractor who built many of the docks along the river, also the main abutments of the Erie-av bridge. He died in 1899. About four years later, the building was bought by the city and used as a combination city hall and municipal court building.

Prior to this time, the city offices were in the Wagner block which stood on the site of the Broadway building. All the offices were moved to the Stang building together with the police offices. The jail was at No. 1 fire station on 4th-st, and prisoners were taken from there to the city hall for arraignment.

City council also met in the building on the second floor. The interior of the building was remodeled from time to time with the offices shifted from floor to floor.

The amount paid by the city for the building was about _____ and it was only a few _____ that the last of the _____.

HURST DRY GOODS FOUNDED IN 1892 Business One of Oldest of Kind in City

Established in 1892, the N. B. Hurst store, at 1908-12 Broadway is one of the oldest dry goods firms in the county.

The business was founded by the late N. B. Hurst, in a building where the Broadway building now stands.

In addition to women's wear the firm now handles men's furnishings, men's and boy's shoes, and curtains.

The major policy of the Hurst store has been: Quality of merchandise comes first.

This firm founded 42 years ago has steadily grown and has been expanded every year since its establishment.

CONDUCT MODERN FUNERAL HOME Reichlin, Cooley Head Lorain Firm

One of the more modern Lorain Funeral homes is that conducted by Reichlin-Cooley at 2920 Broadway.

Robert M. Reichlin and George M. Cooley head the firm which was established Jan. 11, 1931, and has both funeral and ambulance service

'ONE-MAN' POLICE FORCE FORERUNNER OF LORAIN CORPS Marshal did all 'Honors' in Village in '74 Even helped to Launch Ships; 37 Listed in Department Now

By FRED DEIBEL

From a one man force in the days before Lorain was incorporated as a village in 1874, the Lorain

police department has grown until now it consists of 32 officers and patrolmen.

At one time the force numbered 52, but in a wave of economy in 1924, 17 men were dropped from the department, and never replaced.

It is recorded that in about 1872 Lance Bridge constituted the entire force.

Bridge had been tender at the lighthouse for several years before being appointed officer of the law. Besides the usual duties of his office as a patrolman or marshal, Bridge sometimes directed funerals, and took part in the launching of wooden sailing vessels in the shipyards that dotted the river and lake banks.

Building First 'Lockup'

There are no records to show where prisoners were kept at that time but in 1876 the village contracted with Hiram Hecock to build the first "lockup." The building was finished the following year.

There were no police courts in those days, and it was part of the mayor's duty to hold hearings and trials.

Prisoners were kept in the "lockup" overnight and then taken to the mayor's office.

In later years as the city grew, it became necessary to erect more "lockups." This was prior to the time the present police station was built in 1911.

These jails were located at No. 1 fire station on 4th-st, No. 2 station at Broadway and 18th-st, and the third on 28th-st near the Y. M. C. A.

No Trip In "Paddy Wagon"

Each morning, an officer made the rounds of the three jails and gathered up prisoners for their hearing before the mayor in the old Wagner block.

And for the first 40 years of Lorain, prisoners were not subjected to the ignominy of making the trip to jail in a patrol wagon because the city didn't have a black maria. Street cars and

taxicabs were used. It was not until 1916 that the city acquired its first patrol wagon.

The three jails were abandoned in 1911 when the police station and court building was erected. Going back to the days when the department was a one man force, records show that Herbert Osgood and Charles Friend were early day marshals at the munificent salary of \$65 a year.

Two decades later in 1896, the office of the chief of police was created by city council at a salary of \$50 a year.

Meister First Chief

Gus Meister, who was the first chief, was appointed by the late George Wickens, mayor at the time. By 1907 the pay of the chief had been boosted to \$1,200 a year.

The force then consisted of 15 men, and their pay ranged from \$780 for the first year, to full pay of \$900 the third year.

G. L. Braman succeeded Meister as Chief, and after him came Norman H. Williams in 1908. When Williams was killed in 1913 by a Lake Shore Electric railway car at Stop 117 on the west lake road, Al King became chief. King was mayor in 1908 and 1909.

There was a scramble for the office with Capt. Hugh Reilly, Sergt. Theodore Walker, now chief, Charles Doll, the postmaster and marshal in 1894, Charles Bogard, present city electrician, and E. A. Ault who was safety director, all mentioned for the job.

T. W. Pape, the mayor, finally selected King. King served during the administration of Pape, J. J. Pollock, L. M. Moore and A. J. Horn.

King and Grall

In 1918 William Grall was elected mayor the first time, and soon after, King's troubles began. He and Grall were storm centers for two sensational episodes, when Grall failed twice to oust him.

The first attempt was seven months after Grall became mayor, when he suspended King on 16

charges involving insubordination, misconduct and others. Theodore Walker then a lieutenant, was named by Grall to succeed King. King appealed the ouster order to the civil service commission, and the commission upheld Grall, after the case dragged on for a month.

King then appealed to common pleas court, and once again, Grall and the commission were upheld. In the meantime King filed suit for \$25,000 damages against Grall for defamation of character.

Finally in March 1921, the following year, Judge W. B. Thompson into whose court the case was reopened, ordered King reinstated and he was exonerated of all charges.

On Oct. 31, 1921, King was suspended on practically the same charges as before. This difficulty was patched up when King offered to resign if Grall would withdraw the charges. Grall agreed and on Nov. 10 King resigned effective Jan. 1, 1922. During the interim he received full pay.

On Jan. 1, Grall then appointed Walker, who is still chief of police.



The department today is modern, in every respect with police cars, motorcycles, machine guns, bullet proof vests, high powered rifles, gas bombs and other articles for combating criminals. It also boasts a first class Bertillon department with close to 7,000 photographs and records on file.

Turnkey George Jennings is the dean of the force. He started in 1901. Next is Lieut. Frank Bark who joined the force three months after Jennings started. Following is the personnel of the force today: Chief Walker, Capt. Hugh Reilly, Lieutenants Frank Bark, George Carson, W. A. Murphy; Sergeants Charles Wright, Patrick Ginty and Charles Meade. Detectives are Britt Buda and John Meister. George Knapp is head of the Bertillon department, and George Jennings is turnkey.

Patrolmen are George Kirk, Edward Sage, Sidney McFadden, William Bevan, Chester Deeter, Joseph Miller, A. J. Mackerty, Paul Cleaver, Henry Feldkamp, Edward Reynolds, Harry Feldkamp, William Johnson, Fred Meister, Sam Clark, Fred Early, Walter Knitter, C. M. Hunker, Theodore Knight, Charles Springowski, and Frank Eiden. Franklin Stedman is secretary to the chief of police.

PEARL THEATRE OLD FILM HOUSE South Lorain Show Established Way Back in 1913

The Pearl theatre, 2840 Pearl-av, South Lorain's only theatre, was established in 1913 and has been in operation since. It is one of the oldest theatres in the city.

The theatre is owned and operated by George Schenker, who is well known in the city. He has also operated the Star, Pastime, Wonderland, Broadway, Dreamland, Elvira, Park, Standard and Cozy. Of these, only two are still in operation.

The seating capacity of the Pearl theatre is 300, and it has approximately 2,800 square feet of floor space. Warner Bros, Paramount, Metro, United Artists, RKO and Columbia pictures are shown.

BABCOCK OLDEST INSURANCE FIRM Established by Father of Present Head in '89

Established in 1889 by the father of the man who is now at the head, the A. H. Babcock Co.,

is the oldest and largest insurance company in Lorain. The company normally employs 12 persons and operates seven cars. In addition to insurance the company handles real estate and bonds.

The late A. H. Babcock was the founder of the company which was taken over by his son, Floyd E. Babcock about 10 years ago. The younger Babcock is now president of the company, and Raymond E. Roth is the secretary-treasurer.

Offices are now located at 521 Broadway.

LORAIN'S OLDEST NATIVES RECALL EARLY HISTORY Centennial Celebration Revives Memories of Former Days

By Maurice Merryfield



Chatting with Lorain's oldest two native citizens, one rather gets the impression that even a centennial isn't much a memorable event after one has lived 80-odd years.

Pageants and historical parades cannot add much to their memories of eventful lives which have

been closely identified with the greater part of Lorain's history.

For Mrs. Fannie McQueen Wilford, 88, and Mrs. Catherine Bowen, 84, the historic events which will be revived at Lorain's Centennial celebration are merely incidents in their early lives.

Eventful Days

Neither of these gallant ladies whom Lorain will honor on its 100th birthday consider their lives especially unusual. Both assure you that their four-score years and more have been filled with commonplace events, but a glance at the pages of Lorain's history shows that their distinction is not in years alone.

Charleston was a little village of fewer than 500 inhabitants when Fannie McQueen Gillmore was born in the old homestead a short distance west of the present city limits. When she was still a girl, the Gillmore family moved into a house built by her father near what is now the northeast corner of Washington-av and W. Erie-av.

One of her girlhood memories is of the cows being driven up "the lane" to the pasture on the ground where the high school now stands.

Mrs. Wilford was taught the "three r's" in the two-story frame schoolhouse which stood on the present site of No. 1 fire station. After she had attended Normal school at Milan, Mrs. Wilford returned to teach the lower grades in the same building. At that time there were only two teachers, Mrs. Wilford and the superintendent who taught the older pupils.

Building First Steamer

Her teaching career came to an end in 1870 when she married Capt. Thomas Wilford, prominent shipbuilder and chief of the W. C. Richardson fleet. He assisted in construction of the Superior City, first steamer built in Lorain, and served half a century on the lakes until his death about 20 years ago.

When asked if she had recipe for a long life, Mrs. Wilford merely chuckled and shook her head.

"Sometimes I'm surprised I'm still living." She said. "I guess it's because I lived in a quiet, nice way all my life."

Altho she is not a harsh critic of the present age and generation, Mrs. Wilford admits that sometimes she is "amazed at the young people today."

"I'm glad I was born when I was. We didn't do half the things young folks do now, but we had dances, sleigh rides, and parties and amusements of our own," recalls Lorain's first lady."

When one meets Mrs. Catherine Bowen it is with a consciousness that here is a gracious lady, mellowed by the years, and possessed of a quiet personality of distinctive quality.

Catherine Alice Lyons was born in 1850, the daughter of Mr. and Mrs. Winfield Scott Lyons. Her father was a shipbuilder and her mother, Mary Jane Brooks, was also born in Lorain. The Lyons home was a brick house which stood on W. Erie-av where the former Moose clubhouse is located.

Mrs. Bowen, too, received her grade schooling at the old school house on the present site of No. 1 fire station. She and Mrs. Wilford were playmates when they were girls in "pig-tails" and the friendship has lasted thru the years.

Dances in Reid Tavern

There were two boys and four girls in the Lyons family. An event which came only twice a year, and was considered something of an occasion, was when the family traveled over the old corduroy road to Elyria, which was the county seat and shopping center, and stocked up with clothes and articles difficult to obtain at home.

One of Mrs. Bowen's early memories is of the dances which were held in the old Reid Tavern, one of the city's first hotels.

"It doesn't seem now as tho we did much socially in those days. All I can think of is the muddy streets and the way one had to jump from plank to plank to avoid wet feet," recalls Mrs. Bowen.

"Lorain was then almost entirely a sailor town and everything centered around shipping and the shipyards. I attended the launching of many boats and had one ship, the Kate Lyons, named after me."

At the age of 16 she became the wife of Richard Reid, youngest son of Conrad Reid, Lorain's first mayor. Their romance ended with his death from pneumonia following a lake disaster.

Honor Guests at Pageant

Several years later Mrs. Reid was married to the late Thomas Bowen, prominent merchant. Mrs. Bowen has been active in church and club affairs and has been a leader in temperance work since the movement started.

Reading and the radio are her principal diversions today. Altho she has reached the age of 84, Mrs. Bowen disclaims any ambition to attain 100.

Mrs. Wilford and Mrs. Bowen will be guests of honor in the reviewing stand at the historical pageant to be presented Wednesday and Thursday of Centennial Week.

One cannot help but recall, when saying goodbye, that these two ladies are part of the mightier and inevitably more impressive pageant which has been Lorain's history.

KLINE'S STORE CHAIN STARTED IN LORAIN

City Picked in 1913 as Site for First Branch in System That Now Has 38 Links

Lorain holds a great deal of sentiment and meaning for Jacob and George Kline, founders of Kline's department stores. For it was here that the first store of a chain, which now embraces 38 stores in eight states, was established.

The original Kline store was in Pennsylvania and was founded in 1874 by I. Kline, father of Jacob and George. But in 1913, when the sons and their father looked around for the site for their first store in their proposed chain, it was Lorain that was selected. That was 21 years ago.

For 17 years the store was located at 710 Broadway. Today the store occupies one of the finest buildings in the city at 610-614 Broadway, embracing 13,000 square feet. It normally employs 25 persons.

The store handles a wide variety of stock, including ready-to-wear clothing, shoes, millinery, domestic piece goods and all kinds of furnishings for infants, men, women, boys and girls.

Ben Weintraub, one of the most active men in preparations for the centennial, is manager of the store. The slogan is "The customer must be satisfied or the money refunded at once."



Ben Weintraub, Manager

The 38 stores of the company are located in New York, Connecticut, Ohio, Michigan, Pennsylvania, Indiana, Illinois and Iowa. They employ a total of 1,000 persons. George Kline is in charge of the New York office, while Jacob is in charge of headquarters in Chicago. Both men are well known by many old-timers in Lorain.

LORAIN INTERESTS OWN COACH LINE Bus Concern Represents \$82,000 Investment

One of the important links in Lorain's transportation system is the Cleveland-Lorain Highway Coach Co., whose Lorain offices are located at 110 W. Erie-av.

The company was established on March 17, 1923, by H. G. Coleman and H. A. Sanborn. Coleman is president and general manager and Sanborn is secretary-treasurer. Both men are Lorain residents and have lived here for more than 35 years.

Seven coaches are operated by the company, which has its Cleveland terminal at 2133 E. 9th

.

St. Each bus has accommodations for 29 passengers. Fourteen persons are employed by the firm which has not reduced its staff from the original number despite the depression. Property owned by the company represents an investment of \$82,000. "Courtesy and service to all passengers" is the slogan followed by the company.

Section C Industrial

LORAIN RANKS AS OUTSTANDING CITY IN STEEL MILL Coming of Mills 40 Years Ago Changed Community From Village to City; Half of Population Attributed to Huge Tube Plant

By CHESTER L. KEIFFER

Ever since Tom L. Johnson nearly 40 years ago, chose the banks of Black river as the best site on the Great Lakes for the location of a steel mill, the name of Lorain has been synonymous with steel.

Engineers who were rushed here to fill in the swamp land, fell trees, blast stumps and dig out trenches, were destined to lay the foundations for what today is the second largest mill of Untied States Steel Corp. in the point of men employed, and is the largest producer of pipe in the world.

Today the very pulse of Lorain throbs to the pounding of steel in the plant of the National Tube Co., where upwards of 10,000 of men are employed in normal times.

Fully 60 percent of the population of the city and vicinity can be attributed, either directly or indirectly, to the plant which stretches over an area of 140 acres and has a water front along Black River of four and a half miles.

On an economic basis of \$1,000 per person, the 30,000 people who are here because of the steel mill have added \$30,000,000 to the land value of Lorain-co.

The original plant came to Lorain from Johnstown, Pa., and was known as the Johnson Steel Rail Co. It had been founded in Johnstown in 1888, but it required only five years for the management to fully realize that the mills there were too far away from the supply of raw materials.

Chosen by Johnson

The site at Lorain was personally selected by Tom L. Johnson. It was chosen, after careful consideration, as the locality where coal and iron ore could be brought together most cheaply. That his choice was a good one has been proven by the fact that today the Lorain plant is one of the cheapest places in the country where steel can be produced.

A high official in a Cleveland steel company recently remarked that Lorain is one of the more logical places for future steel mill development.

One of the conditions which make the Lorain site an ideal one for steel mill construction, is the type of soil along Black river. At the depth of six or eight feet, a solid foundation of shale, fully 700 feet thick is reached. This provides a natural foundation that cannot be excelled.

Steel rails were the only finished product of the original plant which began operations on April 1, 1895. It had required 13 months to build the original buildings. But the layout was insignificant when compared with the gigantic plants of today.

Started with 1,300 Men

There were no blast furnaces and pig iron from which the steel for the rails was made, was imported from outside the furnaces. The buildings comprised a rail mill, the Bessemer, one blooming mill and a few shops.

About 1,200 men were employed – a small number in comparison with that of today, but a sufficient number to cause a great boom in what was then but scarcely more than a fishing village. The town grew as if by magic as the flood of steel workers poured into Lorain with the dismantling of the old Johnstown mill.

Some idea of the growth during the 40 years existence of the plant can be realized from a comparison with the present works which have five giant blast furnaces which receive ore direct

from modern concrete docks more than half a mile in length; 12 open hearth furnaces with a capacity of 95 tons each; 208 coke and byproduct ovens; a rail mill; three blooming mills, five skelp mills; a large electric power plant with seven sub-stations; machine shops; blacksmith shop, carpenter shop, iron foundry, paint shop, electric repair shop and numerous other shops and departments.

Huge Production

In normal times more than 2,000,000 tons of iron ore are reduced, and a million tons of coke and 750,000 tons of limestone are used in the processes. The annual output of steel ingots is a million and a half tons. It is an interesting fact that more tons of air are used than tons of ore in the production of steel.

This output of ingots is more than is needed in the production of pipes and rails here. The surplus is shipped to other plants of the corporation.

For the first four years the plant here was operated as the Johnson Co. Then in 1899 there came reorganization and the name was changed to Lorain Steel Co. That same year the first two blast furnaces were completed, together with the docks, and for the first time the plant here began to reduce its own iron ore.

Alto the first eight years saw steady growth, it was 1903 that was destined to be the epochal year. For it was that year that brought the amalgamation which evolved the National Tube Co., a subsidiary of the United States Steel Corp. The new management marked the beginning of a new tube plant which by rapid strides soon far-overshadowed the original plant.

Had Beginning in Boston

The National Tube Co., may be said to have had its beginning in Boston in 1865, when two brothers, John H. and Harvey K. Flagler, under the firm name of Flagler and Co., sold various lines of iron merchandise, among them charcoal-iron boiler tubes. The tubes were manufactured by Morris, Tasker and Co., a Philadelphia firm. Subsequently, owing to a disagreement, connections with the Philadelphia firm were severed.

Having created a considerable demand for tubular products, the Flagler Co., determined to enter the manufacturing field, and so to supply the demand themselves. Accordingly, in 1868, they established in East Boston, a small plant covering a space of about 20 by 125 feet. But soon they concluded that New England was not a suitable location for pipe manufacture. After careful study they decided to locate in the Pittsburgh district, which was then becoming the center of the rapidly growing iron and steel industry in America.

The partially rebuilt works of the Fulton, Bolman Co., in McKeesport, Pa., were bought in 1870. Shortly afterward the Flagler Co. was reorganized, and having acquired exclusive rights to Siemens patents for use in making pipe in the United States, was incorporated as the National Tube Co. From this unpretentious beginning was developed the present National Works at McKeesport – the parent plant of the National Tube Co.

Lorain Plant Largest

In the years following, as business grew in volume and variety, other plants were built or acquired, until today there are five plants, located at strategic points, of which the Lorain plant is the largest.

These plants have a total annual capacity of 2,500,000 tons of tubular products ranging in size from 1/8 inch to 10 feet in diameter. They serve in every conceivable manner a myriad of uses – from a very small lubricating line to the largest casing for deep oil and gas wells; from the hypodermic needle to the cylinder of a giant locomotive; and from a tiny oxygen bottle to a tank 10 feet in diameter.

All these different products are made under one organization, which controls every operation from the mining of the ore to the shipment of the finished product.

Blast Furnaces Added

With the taking over of the Lorain plant in 1903, construction work commenced in June on the pipe mills, skelp mills and their auxiliaries, including what are now known as blast furnaces

Nos. 3 and 4. These installations were completed in 1905. In 1907, a fifth blast furnace was added.

The first pipe was made in the new plant on Feb. 10, 1905. It was not until some months later that the plant was completed. The skelp mills were constructed at the same time as the pipe mills.

The open hearth, one of the most important improvements came in 1909, making possible a better grade of steel than under the Bessemer process.

A few years later, just prior to the World war, No. 3 blooming mill and four batteries of coke ovens with 52 ovens each, together with the by-product plant, were added.

It is this production of by-products – utilization of gas in production of coke from coal – that has played an important part in the general development of the plant.

In the early days of steel mills, this gas was permitted to go free in the air. But this gas is now “bottled-up” and used in the manufacture of commercial products.

Important By-Products

Some of the most important of these by-products from the coke plant are benzol, ammonia, sulphate of ammonia, tar, crude naphtha, naphthalene, phenol and tuluol. Of these products, two, tar and gas, are used in the heating and melting of steel.

Another by-product of the plant is crushed slag – the waste from the blast furnaces. This was once considered useless, but at the present time, nearly half a million tons of this crushed slag is sold on the market and is used chiefly as a road construction material.

The outstanding development in recent times in the manufacture of pipe, is the seamless process. Up until a few years ago, pipe was made exclusively from skelp steel which was rolled into the proper size and welded by two methods. One was by over-lapping the edges. The other was by butting the edges up against each other. Both of these methods are still used extensively,

but the seamless method is in great measure replacing them.

By the seamless method, steel rounds are pierced, expanded and then rolled. Welding is eliminated by this process which results in the name seamless.

Absorbed Newburg Production

The biggest piece of news which has broken out of the steel plant since the concern was taken over by the National Tube Co., in 1903, came in December, 1932, when it was announced that production activities of the Newburg plant of the American Steel and Wire Co., Cleveland, were to be transferred to Lorain.

Following that announcement, at a time when the depression was about at its worst, preparations got underway to handle the increased production which the transfer was expected to bring. A few months later the Lorain plant began to produce the steel which formerly issued from the Newburgh plant, and this has been responsible for keeping operations at a much higher level than they otherwise would have been.

It would be impossible in an article of this kind to give complete details of the routine operations of the plant. But briefly, iron ore brought down from the head of the Great Lakes region in giant lake freighters, was unloaded by four 15-ton Hulett ore unloaders.

Inasmuch as boats can travel only in the summer months, much of the ore is stored for winter use.

From Ore to Steel

It requires about three days to convert raw ore into the finished products of steel pipes and rails. In other words, ore unloaded Monday at the dock, is shipped out late Wednesday as pipe or rails, after having passed thru all of the processes of the plant.

It is at the blast furnace that the ore is first heated. From the furnaces, the molten pig iron flows in streams to the huge ladles that are hauled by narrow gauge trains.

There are two processes of converting this pig iron into steel. One is the open hearth, while the other is the bessemer. The bessemer is a process in which the impurities in the pig iron are eliminated by blowing blasts of air thru the molten metal in bessemer converters. There are two of these bessemer converters with a capacity of 12 tons.

Steel production in the open hearth is a chemical process in which the pig iron is mixed with the necessary elements and heated to a certain degree. The impurities pass off in the slag.

Make Own Implements

Heated ingots from the steel works are in the blooming mills rolled into the proper shapes and sizes to produce pipes or rails.

Pipes and rails manufactured here find their way to all parts of the world.

So large in magnitude is the steel plant that most every kind of conceivable laborer and skilled mechanic is employed there. Carpenters, painters, bricklayers and electricians are employed by the hundreds.

During the World war the Lorain plant came into prominence when the high grade of steel used in the famous Liberty motors, was produced at the plant here.

Three Filtration Plants

Three filtration plants owned by the company, draws 85,000,000 gallons of water daily out of the river and filter it for use in boilers, turbines and cooling of rollers. None of this water is used for drinking purposes. The drinking water is obtained from the city waterworks.

Lake Terminal Railway

All in and out-bound freight and switching in the yards of the plant is handled by the Lake Terminal Railway Co., a subsidiary organization. More than 90 miles of main and side tracks, over which 20 standard gauge locomotives operate, are located on the National Tube Co. and Lake Terminal land. In addition, numerous narrow gauge engines operate in the

mill for conveying materials from one department to another within the plant.

Injured persons receive emergency treatment at two emergency rooms from plant physicians and nurses.

Many employees of the plant, remember when Max Suppes, whose managership of the plant, ended in death in 1916, used to drive a horse and buggy in travelling about the steel plant.

In the gigantic task of producing steel in great quantities, the Lorain plant of the National Tube Co., has not neglected an important thing – safety of the men who work for the corporation.

Safety Organization

The Lorain works was one of the first, if not the first, to organize for safety. Not only have hundreds of thousands of dollars been spent here in safety devices and appliances, but every effort is made to teach the men safety habits.

The company has done everything it can in a mechanical way to eliminate accidents, and is now striving to educate the employees how to practice safety always.

In this connection it should be mentioned that the company has two physicians and seven nurses looking after welfare and health of the employed. One of these nurses is furnished an automobile and she spends her entire time visiting in the homes of the employees who are sick. She works in connection with the family physicians.

Relief Association

Another feature of the company is the efforts to improve the landscape of the property. At the four gates of the company along 28th-st. men are constantly at work, cutting the grass, cleaning out flower beds and setting out and trimming shrubbery.

In June, 1926, the Employees Relief Association was formed in which all employees were given the opportunity to take out \$1,000 life insurance policies at a premium of insurance policies under the group insurance plan, and about 9,000

took advantage. Later the employees were given the opportunity to boost this insurance to \$2,000.

A little more than a year ago the Employee Representatives Council came into being at the steel plant giving employees a voice in the negotiating with officers in such matters as wages, hours of employment and general working conditions. It proved a popular movement, and under the chairmanship of John Igoe, has sponsored athletic, recreational and educational activities.

Interested in Lorain

Mention should be made of the work of the National Tube Co. in Lorain following the tornado of June 28, 1924. It is remembered that the company contributed \$50,000 to the Red cross for relief and rehabilitation work. In addition the company gave \$100,000 to its own employees on the basis of their tornado loss and length of time in the service. In addition to the financial contribution, the company organized laborers in gangs and sent all of its available trucks out over the city to help clear the streets of debris. For two days following the tornado, National Tube Co. trucks hauled food to its stricken employees. The tornado loss of the company itself was approximately half a million dollars.

Construction of the steel mill on Black river far to the south of the business district of Lorain back in 1894, resulted in the development of the new section of the city which was to be commonly known as South Lorain.

The Sheffield Land Co. was a subdivision of the Johnson Co. created for the purpose of transacting the real estate business, and it was the company which laid out the streets of South Lorain. At the head of this company later was Pierre S. du Pont, who was later to become an internationally known capitalist. John J. Raskob, who as Democratic National chairman in Al Smith's campaign, was his secretary

Controlled Speculation

It is interesting to note that before the Johnson Co. located in Lorain, officials of the company

took options on about 4,000 acres of land. These options were subsequently closed, the intention being to control, as far as possible, speculation in land values and prevent any sudden inflation.

With the building of the steel plant there came the establishing of the Lorain Street Railway Co. to transport workmen, and the Interurban line to Elyria where many of the employees took up their residence. The development of the Lorain harbor is another result. Thus has the history of the steel mill and the city of Lorain been closely allied.

The Lorain plant of the National Tube Co. is but one of a number of plants operated by the National Tube Co., with head offices in Pittsburgh. It is one of the subsidiaries of the United States Steel Corp., one of the largest organizations in the world.

At the head of the Lorain plant as general superintendent is Earl W. Brown who was moved up to that capacity on Jan. 1, 1931 from assistant superintendent, with the retirement of Charles Fell. Prior to that he had been superintendent of the department which included the blast furnaces, docks and coke plant.



TOM L. JOHNSON'S ROLE IN LORAIN'S STEEL DEVELOPMENT VERY IMPORTANT ONE



No one person had more to do with making Lorain the industrial city it is today than Tom. L. Johnson.

It was Johnson who first recognized the natural advantages which Lorain had as a site for bringing together coal and iron for the manufacture of steel. It was he who built the first steel plant here, and it is the steel plant which makes Lorain the city it is.

Yet Johnson never lived in Lorain, and it is quite doubtful if one resident out of a hundred knows anything about the man who attracted national attention not so much as a steel magnate but as a municipal reformer.

Thomas Loftin Johnson, as he was christened at the time of his birth in Georgetown, Ky., in 1854, died in Cleveland. His death came in 1911.

Altho he had but one year of formal education in a school room, Johnson became famous as an inventor, single taxer, street railway operator, steel manufacturer, financier, congressman, municipal reformer, mayor of Cleveland, and the Democratic candidate for governor of Ohio.

The story of his rise from poverty to fame and fortune reads almost like that of a hero from one of the famous fictional characters created by Horatio Alger, noted writer of stories for boys.

The Cleveland Press, in an article on the life of Johnson which appeared in the edition of Feb. 1, 1932, quoted Newton D. Baker, secretary of war under Wilson and one of the most famous attorneys of the day, as saying of Johnson, "The greatest mind I have ever known."

Born in Kentucky

A son of a Confederate soldier, Johnson was born in the "blue-grass" district of Kentucky. He was 11 years old when the Civil war ended and found it necessary to go to work to earn his own living. The only schooling he had was one year in Evansville, Ind.

One of his first jobs was that of news butcher on trains running into Staunton, Va. Then he met the Duponts, Bidermann and Alfred, and they gave him a job in the office of their newly acquired railroad at Louisville, Ky.

He moved rapidly upward from that point. While still only a little more than a boy he invented the first coin fare box. From the \$20,000 he got out of that, and with Dupont credit he became a street railway owner at the age of 22. That was in Indianapolis.

In the meantime he had been married at the age of 22, his wife being only 17.

It was in 1879, at the age of 23, that he went to Cleveland. He got himself into the limelight by bidding against the famous Mark Hanna for the Cleveland railroad franchise. He lost, but later he was to get control of the franchise and keep it for many years.

Interested in Steel

In the early '80's he became interested in the steel business, making frogs, curves, and switches, at Johnstown, Pa. When the Johnstown flood wiped out the city he forgot about business and helped to distribute a \$3,000,000 fund raised to rehabilitate the city.

It is a coincidence that Lorain, where Johnson was later to locate his steel plant, was also nearly wiped out by a catastrophe – a tornado, and that many went thru both disasters because they moved here from Johnstown with the steel plant.

It was his invention of the Johnson rail which got Tom L. Johnson really interested in the steel industry, and the latter led to making him independently wealthy.

After a few years in Johnstown, Johnson became convinced that his steel plant was too far from the source of raw materials. In 1893 he visited Cleveland, Fairport, Painesville and Lorain seeking for a site. After weighing all facts, he selected Lorain in March, 1894.

The only request of Lorain was that the city should take the responsibility for straightening and deepening the river channel and keeping it dredged.

Showed Energy

With his characteristic energy, Johnson set to work. Within one year the plant at Lorain had been completed, the equipment transferred from Johnstown, the making of steel rails was under way here.

Always interested in transportation, it was only natural that Johnson should interest himself in the street railway business in Lorain.

One of his first moves was to buy the street car line that was operating on Broadway and to replace the horse-car line with electrically-operated equipment.

Johnson also built the line between Lorain and Elyria, for the convenience of employees of his company. On the side of the cars he painted a pair of hands clasped in friendly grip – emblematic of the friendship he wished to exist between Lorain and Elyria.

A. J. Moxham, the first manager of the steel plant here, was a partner with Johnson in many of his adventures including the Lorain Street Railway Co.

In 1885 Johnson met Henry George, the famous single taxer, and it made a tremendous impression on his life. There sprang up a friendship which was to last as long as they lived, and it led to Johnson interesting himself in politics.

Congress Candidate

In 1888 he became a candidate for congress but was beaten by the late Theodore E. Burton, noted Republican who later became U. S. Senator. Two years later he was elected congressman, and re-elected in 1892. On his campaigns he advocated the single tax and municipal ownership. While in congress he urged the adoption of the single tax for the District of Columbia.

In addition to street railway companies in Indianapolis, Cleveland and Lorain, Johnson owned railway utilities in Detroit and Brooklyn. He attracted national attention by his plans for municipal ownership, and his advocacy of three-cent fares and transfers, which made his lines popular.

In 1903 he was elected mayor of Cleveland, and six times was reelected. His persistence and success in introducing radical reforms, and especially his fight for three-cent fares over all street car lines won him national attention.

In 1903, while serving as mayor of Cleveland, he ran for governor on the Democratic ticket, but was defeated. His public service ended in 1910 when he retired as mayor. The following year, not long before his death, he published a book which he called, "My Story."

CITY TOPS OTHERS OF SIZE Steel Heads List of Products; Goods Manufactured in Lorain Reach to All Corners of Globe: 'Red Wheel' Noted

No city of its size in the world has greater claim on industrial fame than Lorain.

Products manufactured here are used in every state in the union, and find their way to all parts

of the world. And wherever they go they carry the name of Lorain.

Chiefly an industrial center, with steel as the principal output, nearly 15,000 of the city's population earn their livelihood in mills, factories, railroad shops and clothing plants.

The city can boast of the largest pipe mill in the world, and the tubing made in that mill is shipped to every civilized country on the globe.

Meals are being cooked daily in far more than a million homes with gas automatically controlled by the Lorain oven heat regulator, invented by a Lorain man and manufactured here exclusively until the depression caused the shutting down of the stove works here.

Little Red Wheel

This little red wheel, which distinguished the regulator, now nationally advertised, revolutionized the art of domestic cooking with gas when it was perfected in 1913 by B. E. Meachem, then superintendent of the Direct Action Stove Co., here.

A greater portion of the coal, ore and stone commerce of the Great Lakes, is carried on Lorain-made boats. More than 600 vessels have been built at the Lorain shipyards, the largest on the lakes.

The two largest boats now sailing the lakes, the Harry Colby and Carl D. Bradley, were both constructed here.

Lorain-made toys, manufactured by the Lorain Steel Stamping Co., are wholesaled to and retailed by every chain store system in the country which handles toys. Their products are also exported to foreign markets.

The Thew Shovel

The Thew Shovel, a Lorain made mechanical shovel is playing an important part in the world's work. It is in use on every continent on the globe. In underground and strip mines, in quarries, clay pits, fertilizer plants and in all kinds of construction work it is digging and loading materials of the earth – doing the work

of many men with such mechanical precision that its operations attract crowds of on-lookers wherever it goes.

The original Thew Shovel, invented by a Lorain man, the late Capt. Richard Thew, was the first mechanical shovel produced in the world.

Lorain-made rails, another product of the National Tube Co., the second largest plant in the United States Steel Corporation, of which it is a subsidiary, are used wherever there is transportation by rail.

Three clothing plants manufacture nationally-known products. They are the Goodall Co., the S. Weitz Co. and the Lorain Garment Co., which employ between 700 and 800.

The largest lake terminal of the Baltimore and Ohio railroad is located in Lorain and normally employs between 800 and 900.

Bearings Famous

Lorain-made bearings produced by the Universal Bearing and American Crucible Products companies are used in almost every industry in the country.

Lorain fisheries help to supply the market in a dozen states, and ship as far south as Atlanta, Ga., as far west as Kansas City, and as far east as New York City.

Art glass manufactured in Lorain helps supply the market for a radius of 150 miles.

Publications printed here are mailed to every state in the union.

The 'Magic Chef' house organ of the American Stove Co., whose advertising and publicity department is located here, is printed by the Lorain Printing Co. This has a mailing list of 14,000. The same company also prints "The Crippled Child," bi-monthly publication of the International Society for Crippled Children; The Wilson Review," a matrimonial publication, a cook book magazine and "College Students."

Several Lorain printing companies have built up quite a business in printing of college and high school yearbooks.

But not only has Lorain's industries brought recognition to the city. Utilities too have brought the community to the limelight.

Lorain had the first filtration plant in the world with a bacterial guarantee which has made the city's water famous for its purity. The completion of the plant here in 1896 brought delegations to Lorain from all parts of the world to view and copy after it.

The Telephone Company

The Lorain Telephone Co., when it was established in 1894, was the second independent company in the country to be organized. Twice since, the company has attracted attention of the country – first when it established the first automatic system in northern Ohio in 1917, and then again by its recent inauguration of an underground system of wires and elimination of overhead lines.

The Ohio Public Service Co., with a plant with an annual capacity of 176,000,000 kilowatt hours, is an important link in the giant chain of interconnecting power systems which now serve the mid-west.

All told, Lorain's five utilities, the three just mentioned, together with the Ohio Fuel Gas Co., furnish employment to more than 350, and have a combined annual payroll of more than \$700,000.

The Baltimore and Ohio railroad, with a dock on Black River, loads hundreds of lake freighters annually with coal brought here by rail, and ships millions of tons to ports at the head of the lakes.

Manufacture of steel is by far the leading industry of Lorain. The leading secondary industries are automatic shovels, clothing and boats. All of these have payrolls of \$500,000 or more, annually.

Some of the other businesses which have sizable payrolls are six job printing shops, four fisheries, seven lumber yards, 11 dairies, four dry cleaning plants, seven florists, four laundries and five bakeries.

OAK POINT GREAT LORAIN MYSTERY Center of Many and Varied Reports

No account of Lorain's industrial history would be complete without something about Oak Point, the center of an almost impenetrable mystery which has been the source of prolific rumors and newspaper stories for well over a quarter of a century.

It all dates back to 1905 when a party of strangers invaded the community, quietly obtained options on 3,200 acres for the Knox Syndicate, headed by Francis Stewart Knox. Behind the scenes was H. H. Rogers, capitalist.

Rogers had a "dream" of some gigantic project, but just what it was still remains a mystery, but it is known that it involved a huge harbor at the mouth of the creek and a direct railroad connecting the harbor with Norfolk, Va., thus providing shipping facilities between the lakes and the Atlantic ocean. It was the sensation of the time and newspaper men poured here from all around

More than 20 engineers established headquarters in Lorain and for more than two years made surveys of the land, and more than a million dollars was spent. Then Rogers died and the project fell thru.

Later the Knox syndicate was transferred to the Lakelands Corp. which still hold the large tract. Periodically rumors have been revived and additional land optioned.

Henry Ford has been reported as interested and the site has been mentioned in connection with every proposed industrial development in this section, but it still remains undeveloped.

**NEWSPAPERS AID CITY
DEVELOPMENT
First Paper Put Out in Lorain in 1873**

Newspapers of Lorain have played a significant and potent part in the making of its history.

The first chapter of Lorain newspaper history was written on May 8, 1873, when H. A. Fowler brought out the first issue of the Black River Commercial.

This was a year before the community at the mouth of Black river was incorporated under the name of Lorain.

The Commercial lasted for slightly more than a year, after which Fowler moved to Elyria and established the Elyria Republican.

Lorain was without a newspaper until 1879 when the Lorain Monitor, a weekly, was started by I. D. Lawler. Late in that same year the Monitor was purchased by two young men, Frederick A. Rowley and John M. Whitman and the name changed to The Times. Rowley became sole owner in 1880. He sold the times after six years and moved to Kansas.

In 1892, Rowley returned to Lorain and started The Herald as a weekly, changing to a daily in 1894. Then in 1901, The Times and The Herald were consolidated under the title, The Times-Herald. The Times-Herald was published by Rowley and later by the Rowley estate until 1919 when it was sold to R. C. Hoiles, who in turn sold it to the Brush-Moore, Inc. papers in 1930.

The Journal was started in 1920 as the Lorain Chronicle-Telegram. A year later it became the Lorain Evening Journal. In 1923, David Gibson became publisher and the name was changed to The Journal. On Dec. 20, 1932, The Journal acquired the Times-Herald and combined the two publications under the name of The Lorain Journal and Times-Herald. It is the largest paper in Lorain-co and the largest newspaper in any Ohio lake city with exception of Cleveland and Toledo.

Names of three other newspapers appear in Lorain's newspaper history. The News started as weekly in 1888; The Democrat, established by F. H. King and Jacob Meyers in 1900 and The Post, A German publication established in 1894. All have since ceased publications.

The News and Democrat combined first as the News-Democrat and later changed to The Daily News. This paper was purchased by the Rowley interests more than 15 years ago.

**LORAIN PLANT AIDS OLD SANTA
CLAUS
Steel Stamping Makes Christmas Gifts**

Children in nearly every country in the world play with toys made in Lorain by the Steel Stamping Co. at its plant, 3553 Broadway.

There isn't a chain store organization of the five-cents-to-a-dollar variety which doesn't retail articles made by the Lorain concern.

Some of the leading distributors are the Sears, Roebuck and Co., Montgomery Ward, J. C. Penny Co., Woolworth's, F. and W. Grand, Kresge's, Neisner Bros, Macy's and a host of others.

Products of the Steel Stamping Co. can be found on sale in nearly every city, village and hamlet in the United States and Canada. Wherever they go they bear the legend, "Made in Lorain, O."

Last year the company turned out 1,500,000 articles and did a wholesale business of \$750,000, the largest in its 15-year history. Its payroll in 1933 was approximately \$100,000.

The last addition was built on the plant in 1929, making available approximately 16,000 square feet of space.

The Steel Stamping Co. was organized July, 1919. It was not until early in 1921, however, that the plant was completed and operations started. The original capital stock was \$100,000 which has since been increased.

Joseph Gould has been president of the company since its inception. The other officers are Alexander Altfeld, president of the Elyria Belting and Machinery Co., vice-president; Harry Berggman, secretary and general manager; Edward J. Gould, treasurer and sales manager.

Edward Prieskorn is superintendent, Omar Wright, superintendent of the enameling department, Joseph Zima, superintendent of the assembling department, Walter Montgel and Frank Stuffer, in charge of the mechanical construction department.

When the plant was started there were only three employees, two of who are still working for the company. They are Edward Prieskorn and Omar Wright.

Altho Bergman is general manager he has no hesitancy in rolling up his sleeves and working wherever he is needed in an emergency. You are just as likely to find him there, his clothes soiled with the grime of the plant, as you are to see him in a clean, white shirt in the office working on some new ideas of which he has many.

**CITY'S OLDEST HOME BUILT
CENTURY AGO
Grubbs Residence In Lorain Even Weathers
Tornado**

More than a century old, the home of Mr. and Mrs. Clyde Grubbs, 346 Washington-av, is believed to be the oldest house in the city.

The origin building was two stories high, but years ago, an addition to it was built.

The house is on the west side of Washington-av, about halfway between Erie-av and 4th-st.

The fact that the house came thru the tornado 10 years ago unscathed, attested to its sturdy construction.

The base of the frame work placed on stone, are 12 to 12 inch oak timbers joined together with wooden pins.

The flooring is made of boards one inch thick and six inches wide, tongued and grooved by hand.

The house was bought by Thomas Brown from Mrs. Sophia Baldwin in 1848. That was 86 years ago, and although there are no records to show that it was built before that time, Grubbs said he was told it was probably erected about 1830. That would make it more than 100 years old.

**SO. LORAIN FIRST MEANT TO BE DRY
Johnson Co. Originally 'Barred' Saloons
From Addition**

South Lorain was originally meant to be dry.

The Sheffield Land Co., which was founded by Tom L. Johnson, had a special clause inserted with every deed, that the premises or lot could not be used for a saloon.

However, only one man was given a special privilege by Johnson to run a saloon, and that was Adam Zangerley, Cleveland. His saloon was located on E. 28th-st, in the present building of the National Tube Co. hospital. A couple of years later, Joe Damm, also of Cleveland, was given permission to open a saloon on E. 28th-st and Seneca-av. Later, these privileges were sold for \$1,500.

Many of the deeds in South Lorain still have that clause in them.

**THEY LIKED BEER IN GOOD OLD DAYS
Lorain Drank Plenty of Lager Back Some 27
Years Ago**

Lorain was the greatest beer drinking city in Ohio back in 1907, according to figures published in the Daily News of that date. According to these figures, Lorain drank more beer in proportion to its population than any other city in the state.

These figures reveal that Lorain drank 73,000 barrels or 2,336,000 gallons of beer in 1907. Its population at that time was approximately

30,000, so Lorain's per capita consumption was 78 gallons a year or a pint and a half for each man, woman and child daily.

This quantity of beer would have been enough to float a large lake freighter in dry dock.

AIR PHOTOGRAPHY MAKES GAIN HERE

It's Young But Thriving Business In City

Aviation and modern photography were undiscovered arts when Lorain's history began 100 years ago.

Within the past 25 years progress made along these two lines has made possible the amazing achievement of aerial photography, a field in which Lorain has two pioneers.

Vic Smogle and William Lorens comprise a team which has assembled an album of aerial views covering every section of Lorain and vicinity. Both are automobile mechanics and have taken up aerial photography as a hobby.

Smogle pilots the plane, a Great Lakes trainer, and Lorens operates the specially-build aerial camera.

Altho they took up their unusual hobby only about a year-and-a-half ago, the two now have a collection of nearly 500 aerial views of the city. Their album includes pictures of all of Lorain's larger industries, buildings, parks, harbor, and residential sections.

Their pictures are developed by Lorens in the studio he has rigged up in his apartment over the Mann block on the Loop. Fred Davidson, Lorain restaurant operator, another whose hobby is photography, often works with Smogle and Lorens.

TELEPHONE FIRM SECOND OLDEST INDEPENDENT IN U. S.

Pioneer Among Firms Using Dial System Hageman Prominent as Leader in Phone Groups in Ohio

By CHESTER L. KIEFFER

The second oldest independent telephone company organized in the United States.

The first company in northern Ohio and one of the first in the country to install automatic telephone equipment.

One of the first companies in the state, and among the first 50 in the United States, to adopt an underground system of wires and elimination of poles and overhead lines.

This is the remarkable record of the Lorain Telephone Co., the only utility in the city, with the exception of the municipally-owned waterworks, completely controlled by local capital.

Started in 1894

It was only 18 years after the invention of this device of communication by Alexander Graham Bell in 1876, that a group of Lorain men formed the first telephone company here. It was known as the Black River Telephone Co., and when it was established in 1894 there was only one other independent company in existence.

The great forward strides which have been made in its 40 years of existence and the success attained by its progressive methods recently caused a Columbus attorney, well versed in state utilities, to declare that the Lorain Telephone Co. was the best managed utility in the state of Ohio.

The Black River Telephone Co. was incorporated by seven men who served as the first directors. They were James B. Hoge, George Buell, E. M. Pierce, C. G. Washburn, Harry Burrel, T. F. Daniels and Thomas Gawn.

Hageman is Manager

In 1897 there was a reorganization of the company and A. V. Hageman, now the president, assumed active management. He was succeeded in 1923 by his brother, H. E. Hageman, who now serves as treasurer and manager.

The company was operated as the Black River Telephone Co. until 1924 when it was consolidated with the Amherst Home Telephone Co., and the Avon-Sheffield Telephone Co. under the name of the Lorain-co Telephone Co. In 1924 Vermilion was added to the system. Then in 1928 there came a financial reorganization of the company and the name was changed to the Lorain Telephone Co. In 1930 the company expanded to cover the Birmingham and Henrietta systems.

The first telephone used in Lorain, the hand bell ringing type, with the old-fashioned manual switchboard, was a rather crude system when compared to the one in use today.

Had But 25 Users

After three years of operation the company had but 25 subscribers, and the telephone "book" consisted simply of a sheet of cardboard on which the names were printed on one side. Today the directory has more than 100 pages on which the names of subscribers are printed in small type.

Long distance service had not yet been established. Telephone communication with the outside world was not begun until the fall of 1898, and then the toll line extended only to Elyria.

Today there are more than 27,000,000 telephones in the country, and every one of them can be reached from Lorain by long distance. This service is not confined to United States, but extends to Canada and Mexico, while ocean cables now make it possible for telephone conversation between Lorain and Europe.

Instead of 25 subscribers the city of Lorain alone has about 8,000 subscribers, while those in Amherst, Avon, Birmingham and Vermilion boost the figure past the 11,000 mark. In good times more than 80 percent of Lorain homes have telephones.

The average number of calls handled by the Lorain exchange alone in a day is 55,000, which means more than 2,000,000 calls a year.

One-Girl Exchange

This again is in striking contrast to that early history when one girl, from a manual switchboard, was able to handle all of the calls in the city.

When the manually-operated system gave way in 1917 to the automatic arrangement, the number of operators had increased to 50. Today there are 18 long-distance operators who divide the 24-hour period into shifts.

Installation of long-distance wires between Lorain and Elyria, and Lorain and Amherst, now make it possible for long distance service to these two places almost as quickly as in the city itself. Lorain long distance operators dial numbers direct in Elyria and Amherst and vice versa. For other long distance calls, however, it is still necessary to use the manually operated switchboards. Almost instant connections, though, are often made in calls to Cleveland as a result of improvements made in 1928.

Despite the fact that the Lorain exchange is automatic, the company, in normal times, employs upwards of 100 men and women, and has an annual payroll of \$145,000.

The total valuation of The Lorain Telephone Co. is more than \$2,500,000, with the Lorain property alone valued at about \$2,000,000.

Spent \$200,000 on Expansion

In 1929 the company spent about \$200,000 on the main exchange on 9th-st doubling the size of the old building and installing some new equipment. This addition added 6,000 square feet of floor space. The top floor is used for the automatic system and long distance operators, the first floor for offices, and the basement for storage.

History of Growth

After occupying several one-room offices upstairs on Broadway, the company moved in 1902 to the entire second floor of the DeVeney and McCahon-bldg, the present site of the board of elections, 651 Broadway.

Growth was steady and by 1907 the number of subscribers had been increased to 2,500. By 1916 the company had entirely outgrown the rooms and construction of the present exchange was begun.

It was a gala day in Lorain when the new home was complete and everything was in readiness for cutting over from the manually-operated switch boards to the automatic system. The cut-over was made on Nov. 3, 1917, and L. N. Moore, then mayor, was the first to talk over the new hook-up.

With but few first class automatic systems in operation, the Lorain plant became the object of much interest and visitors came here from Australia, Japan, China, England, Germany, France – in fact from nearly every corner of the world. The result of the installation was watched by telephone companies everywhere and when it was seen to be a success, many other cities fell in line and established similar systems.

Start of Underground Plan

The growth of the company became much more rapid as a result of the new automatic system which did much to speed up and improve service generally.

Seven years later, when the tornado of June 28, 1924, struck the city, the telephone company, along with others, suffered a tremendous loss. Wires and poles wrecked by the storm, had to be replaced and it was weeks before service was restored to some sections of the city.

The tornado, however, paved the way for one of the biggest development programs the company has ever undertaken – the placing of phone wires underground and the elimination of poles and overhead wires which in the past had caused the company great expense.

Realizing that continuous service, dependable in all times of emergency, could be brought about only by placing wires underground and believing that this system would in the long run, be the cheapest, the company officials acted. They adopted a 10-year program whereby a million dollars would be spent in the elimination

of overhead equipment. This meant the expenditure of \$100,000 a year.

The program was started in 1926. At the close of 1928, after three years of work, overhead telephone wires and poles have been eliminated from practically all of the principal streets of Lorain. A total of 15,679 miles of lines have been laid underground, leaving only 11,063 overhead. In other words, the underground mileage now exceeds the overhead by 4,615.

Present officers of the Lorain Telephone Co. are A. V. Hageman, president; W. B. Thompson, vice president; H. E. Hageman, treasurer, and B. G. Nichols, secretary, with P. C. Trinter and Wallace W. Hoge as the other members of the board.

Heads Ohio Association

H. E. Hageman, who has the title of treasurer, but really is the general manager, is now president of the Ohio Independent Telephone association, an office he has held for several years.

He joined the company in 1903 as a collector of monthly bills. In those days the company sent a man around to the home to collect. Today, of course, subscribers are required to go to the office to pay their bills, or else send their money or check by mail.

His next job was that of book-keeper and then after three years, in 1906, he was promoted to assistant secretary, then shortly after, secretary. It was in 1918 that he was named to the board of directors and elected treasurer.

Veteran Employee

Shortly after A. V. Hageman assumed management of the company in 1897, he added two employees. One was Miss Nellie Beckett as an operator, and O. N. Mowery. After 35 years they both are still with the company and occupy important positions.

Miss Beckett is the chief long distance operator in charge of the 18 girls who serve at the switchboard. She was the first and only one to ever hold this position with the company.

Mowery is general superintendent of the entire system. Another veteran employee is George Blake, foreman of the line gang, who has been with the company since 1898. P. C. Trinter is cashier.

The man whose task is to see that the highly sensitive mechanism of the automatic exchange is kept in perfect working order is H. P. Boswau. Boswau was only recently named to that capacity – chief engineer – succeeding the late T. O. Gilchrist.

Two Other Exchanges

In addition to the exchange on 9th-st there are two other exchanges. One is located at 217 Georgia-av to handle east side calls, and the other at 2926 Seneca-av, for South Lorain. This latter building was built in 1905 and is the oldest structure of the company.

Only one of the original 25 subscribers is still alive. Dr. A. N. Garver. Another Dr. J. F. McGarvey, died within the past year.

Several years ago the Lorain-co Radio Corp was organized as a subsidiary of the Lorain Telephone Co. and instituted wired-radio service. Only recently this corporation expanded to give ship-to-shore service on the Great Lakes. This company and its workings is described in detail elsewhere in this edition.

During the year 1932, the company took over the agency of the Postal Telegraph Cable Co.

DAIRY IN BUSINESS SINCE 1897

Baetz-Barber Dairy lays claim to being the oldest dairy in the city.

Established in 1897, the firm has been in operation for 37 years. The original place of business was on 10th-st while the present site of the firm is at 318 15th-st.

Henry Long was founder of the concern which is now operated by W. C. Barber and A. W. Baetz. The Baetz-Barber Dairy has been at its Fifteenth street location since 1898.

Diversified dairy products, including pasteurized milk, cream, butter-milk, cheese, and a milk chocolate drink are handled by the firm.

Customers are serviced with a fleet of four rubber-tired wagons and one truck. The organization has grown steadily during its 37 years of operation.

The Baetz-Barber Dairy serves both wholesale and retail customers. The building itself covers a lot 50 by 150 feet in size. The firm specializes in Guernsey milk.

Baetz-Barber labels and wagons bear the firm slogan, "You Can Whip Our Cream, But You Can't Beat Our Milk."

COPY OF ORIGINAL CHARLESTON PLAT AT COURTHOUSE First Rough Drawing of First Town Site Has Disappeared

In a dark corner of the county courthouse reposes one of the most important records in the history of Lorain.

It's the copy of the original filing of the first plat of the village called Charleston or Black river which later became the city of Lorain.

Filed back in 1834, and now the basis of the centennial celebration into which Lorain is plunged this week, the record is now browned with age and scarcely legible. But it's there and stands until time immemorial as the basic record of the start of a great city. It stands as a monument to the rugged pioneers who braved the dangers of the woods to map out a clearing in the forest to make homes for themselves and progeny.

Duplicate of First Plat

The record on file in the office of William G. Mitchell, county recorder, is a duplication of the original plat of a town at the mouth of Black river.

Just what has happened to the original plat, which the pioneers carefully drew of their

holdings is not known. It may be in hiding in one of the dusty files of an abstract company or may be the valued possession of one of the offspring of those who first filed their claims to the Charleston property.

In volume F in the recorder's office, one finds the concrete evidence of these holdings. It is in the form of a rough map showing the various lots and streets and gives the names of the original plat holders. These were Conrad and Abigail Reid, Donald (Daniel) and Sophia Baldwin, Barna and Ann Meeker, and a couple named Gilmore. The woman's name is Elizabeth Gillmore, but time has almost obliterated from the record the name of her husband.

It was in the names of these freeholders that Eben Whiton, then county recorder, filed the original plat on July 16, 1834. A day later it was set to record in the dusty book which still contains it.

100 Lots for Homesteads

The plat was originally drawn on July 2, 1834, following a survey of the land which was made on May 10 by Edward Duncan (Durand), then the county surveyor.

The plat as filed shows little more than 100 lots had been marked out for homesteads. It located the village park at Duane and Washington-st, which is still the location of Washington park.

The main street as laid in the original village was Main-st which is now W. Erie-av. Elyria-st also apparently was ranked as an important street. It is shown as having a great deal of width on the map. It is now Broadway. What is now First-st then was Lake-st in the original plat.

Mitchell claims the record is one of the most valuable county records and carefully guards it. It is brought out only when requested and few of the many persons who use the recorder's office know its location.

FISHING INDUSTRY IMPORTANT HERE Has Played Major Role in City's History

Fish from Lake Erie caught in the nets of Lorain fishermen off Lorain shores are eaten on the dinner tables of cities as far south as Atlanta, Ga., as far east as New York city, and as far west as Kansas City.

Daily, Lorain's fisheries clean and pack in ice, fish that are shipped in hundred-pound crates hundreds of miles to help supply the market in nearly a dozen states.

Don't think for a moment that the residents of Lorain play any important part in the consumption of fish caught here. The fact is that the amount eaten here is almost infinitesimal and the fisheries depend very little on the home trade.

Annually Lorain fisheries ship between 500 and 600 tons of fish or almost a million pounds of fish. Several times that amount could be sold if fishing was better in Lake Erie. Catches are no ways near enough to supply the demand and the fact that they aren't is largely blamed by fisherman upon pollution of water which they say kill off the fish.

The fishing industry, the most primitive of all industries, is on the decline and has been for years. Catches have been decreasing for years at an alarming rate.

For a number of years there has been a concentrated effort to restore the rapidly dwindling supplies of fish on the part of the United States bureau of fisheries in cooperation with the state bureau and other agencies.

Four Fisheries Here

Many of the old time fisherman recall when as many as 90,000 pounds of fish were caught in one day by Lorain commercial fishermen. Now there are days when catches fall below 1,000 pounds a day.

Lorain now has four fisheries which are bunched along the banks of the river between the Erie-av bridge and the foot of 9th-st. they are the Reger and Werner Co., foot of 8th st; Bennett fish Co., 168 E. Erie-av; Otto Hohendorf, foot of 9th-st; and Lorain Fisheries Co., also at the foot of 9th-st.

The oldest of these is the Reger and Werner company. It was established 35 years ago by John H. Werner and the late Jacob Reger. The first site was where the coast guard station is now located. The company had been in business only a few years when the freshet of January, 1912, completely wrecked their fish house.

They rebuilt on a site on the east side of the river just north of the Erie-av viaduct. Then when this property was purchased by the city the fish houses were removed to the present site.

Hit by Tornado

Catastrophe for the second time followed the Reger and Werner Co. when the fishery was again leveled by the tornado of June 28, 1924. It was rebuilt again on the old site. Since the death of the elder Reger, his two sons, Louis and George, have been partners with Werner.

The second oldest in Lorain is the Otto Hohendorf Fishery, organized 16 years ago by Hohendorf, a fisherman of 45 years' experience. Both the other two companies, the Bennett and the Lorain fisheries have been in business here less than five years.

Early each morning, during the season, when the weather permits, boats of these companies leave the harbor and motor out into the lake to empty their nets and reset them. Their nets are usually from 10 to 15 miles from shore.

60 Men Employed

In the early afternoon they return with their hauls which are cleaned and packed for the market.

From 50 to 60 men are employed in Lorain's fishing industry during the fishing season. In the winter a few of these are retained to repair nets and boats for the next season. The annual payroll

of these men is approximately \$100,000. Thousands of dollars are invested in nets.

There are two fishing seasons each year. The first is from March 15 to Aug. 30. The second is from Aug. 30 to Dec.15. The companies are forced to pay a license of \$2 a net and \$40 a tug for each of these seasons. August, October and November are usually the best months for fishing.

Perch and pike are the most important commercial catches now made off Lorain. This is in contrast to the earlier days when white fish, herring and sturgeons ranked first.

Lake Herring Dying Out

The most significant change has been the drastic decline in the herring catch. This species has been the most important economically because of the size of the annual catch of all the Lake Erie fishermen, amounting o 39,000,000 pounds in the early '90's. By 1925, however, it had dwindled to 3,000,000 pounds, and now the herring seems to be almost extinct.

The catch of white fish dropped from 3,500,000 in 1885 to the less than 600,000 pounds in 1925; sturgeon from 2,727,000 to 7,000 pounds in the same period, and blue pike, considered not worth taking the earlier years, from 18,760,000 in 1915 to less than 10,500,000 in 1924. For all species, the Lake Erie catch averaged 58,108,000 during the 13 years from 1913 to 1925, but had declined to 37,719,000 in the latter year from a peak of 76,048,000 in 1915.

Back in the early '80's, when Lorain was a village of less than 2,000 population fishing was one of the leading occupations, employing as many as 150 men. Today, the city with a population of nearly 50,000 has only one-third that many in the commercial fishing industry.

The years have also brought many changes in the methods of fishing. In the earlier days the fishing was done just off-shore and row boats were used to reach the nets which were all lifted by hand.

Then the row boats were replaced by sail boats, and these in return, have been replaced by power boats. The nets are now usually lifted by machinery, saving fishermen much hard work.

**HARBOR PLAYS STAR ROLE IN
INDUSTRIAL GROWTH
Port Officially Created by Act of Congress in
1828; Brought Steel Mills Here**

Indians paddled in their crude canoes up the Black river long before white men set foot on the banks of the stream.

And the more shallow wooden sailing-type of lake-going boats were able to go part way up the river long before the village of Lorain was incorporated in 1874.

This is evidenced by the early records which show that no less than 300 wooden ships were built and launched in the river at shipyards established along the banks of the stream, between 1820 and 1890.

The Lorain harbor was officially created in the year 1828, by an act of Congress, and \$292,202.88 was appropriated for improvement, according to governmental records, but just what this money was spent for is not stated.

Established In 1828

The Lorain Harbor was established three years after the Cleveland harbor which was established in 1825, and two years after the Huron harbor which was created in 1826.

But it wasn't until the coming of the Johnson Steel Co. here in 1894 that there was any material improvement in Lorain's harbor which today is recognized as one of the finest on the inland lakes.

It was Lorain's natural harbor, which made it possible for coal and iron to be brought together cheaply, that resulted in the city being selected for the location of the Johnson Co., forerunner of the Lorain plant of the National Tube.

In order to bring the steel plant to Lorain the city had to shoulder the responsibility for widening, deepening and straightening the river for a distance of four miles upstream, to the location of the plant.

In the 40 years that the steel plant has been located here the city has spent more than two million dollars in improving the inner harbor.

Development of the inner harbor also brought extensive improvements in the outer harbor by the federal government, including the building of the east and west breakwaters, and the construction of the lighthouse, between the turn of the century and 1915, and the establishment of a coast guard base here in 1911.

U. S. Gives Help

In the past five years the government has stepped in to make extensive improvements in the Lorain inner harbor. In 1929-30 the bend just south of the Nickel plate was eliminated at a cost of \$66,000. In 1932 the federal government appropriated \$708,000 for the elimination of two more bends, enlargement of the winding basin and deepening of the outer channel up to the shipyard. The later project, however, is contingent upon the city deepening the channel the rest of the way to the steel plant dock. There is no indication of this being done soon.

For the first time in history the federal government appropriated money for the dredging of the inner harbor channel at a cost of \$76,000. This work is now being done.

Lorain's harbor today is one of the busiest on the Great Lakes, handling millions of tons of iron ore, coal and limestone annually. The peak year was reached in 1927 when the total tonnage was 7,444,732.

**B. AND O. PLAYS MAJOR ROLE IN
LORAIN'S HISTORY
First Tracks Reached City Back in 1872
Founded as Cleveland Lorain and Western
(Wheeling) Railroad Line**

The Baltimore and Ohio railroad, which in its early history was known as the Cleveland, Tuscarawas Valley and Wheeling railroad, and later the Cleveland, Lorain and Wheeling, has played a highly important part in the history of Lorain.

It perhaps would not be too much to say that the building of the road here is, in the matter of importance to the city's development, second only to the coming of the steel mills.

It was in 1872 that the railroad was built thru Lorain, some 23 years before the steel plant began its operations.

In normal times, the B. and O. furnishes employment to between 800 and 900 men, and it is a boast of officials that the majority of the men own their own homes.

Large Lake Terminal

Lorain is the second largest lake terminal of the Baltimore and Ohio. In good times 300 men are kept busy making repairs to and rebuilding steel cars in the shops located on 21st-st, and another 100 men at the round house, 35th-st and Vine-av, where locomotives are repaired

At the coal dock, opposite 16th-st, and at the ore dock on N. Broadway, from 60 to 75 men are kept busy in normal shipping years. The monster ore bridge, from which ore is transferred from the ships to the stock pile and thence loaded on cars for shipment inland, is 400 feet long. It was destroyed in the tornado of June, 1924, and had to be rebuilt.

Serviced Steel Mills

Prior to the depression years an average of from 500,000 to 750,000 tons of ore were received at this dock yearly, and most of it was carried by their trains to the Mahoning valley steel mills.

The coal machine has a capacity of unloading 30 cars per hour. During the average season it dumps into boats between 50,000 and 55,000 cars, or from 3,000,000 to 3,500,000 tons.

Between 18th-st and the Nickel Plate railroad are located the storage tracks where cars of coal are

kept to serve the machine. A view of this yard at times reveals a veritable sea of coal. The yard has a capacity of 2,500 cars.

Shops Hire 475 Men

In normal times the car shops, round house and docks account for approximately 475 men. In addition, between 300 and 400 are employed as engineers, firemen, conductors, clerks and section hands.

It was over the B. and O. that the first "iron horse" came to Lorain in August, 1872. This event marked a general awakening in what was then little more than a small fishing village.

It must be remembered that at the time the old C. L. and W. was built, the settlement at the mouth of Black river was known as Charleston. It was two years later, on April 6, 1874, that the village of Lorain was incorporated.

Charleston flourished during the next few decades. Wooden boats were being built here and the shipbuilding industry was spreading the fame of the village over the Great Lakes.

Then came an event which was a decided blow to the little village. The Cleveland and Toledo railroad was constructed in 1850, thru Elyria, missing the village by about seven miles. This had a depressing effect on Charleston. Business that formerly came to it went to the county seat. Many of the farmers who had previously carried their products over the plank road to the wharves at Charleston, found it more convenient to haul it to the new freight depot in Elyria

Gave Village Big Boost

Thus it was that the building of the C. L. and W. into Charleston caused the great awakening and the village began to go forward by leaps and bounds. The railroad created a direct line from Lake Erie to the Ohio river, making Lorain, as Charleston soon came to be called, as the most advantageous point of trans-shipment of ore and coal.

Three years after the first locomotive entered Lorain, the railroad built the first ore docks here and they began functioning in 1875.

The first method of unloading ore at this dock was by means of “whips,” a form of rigging put up on the spars of the boat. The buckets were made of half-barrels and all went down and came up at the same time. Until 1880 the ore had been hoisted by horse power. Then a hoisting engine was installed and the work was done by steam, by means of a trestle, extending from the edge of the dock to a distance of about 75 feet over the water. Three hundred tons per day was considered a good day’s work for 16 men.

Purchase New Cranes

In 1884 the C. L. and W. purchased some new machinery for unloading ore. These Erie cranes, as they were called, were not self-propellers but they had to be moved with pinch bars. There were three of these cranes whose combined capacity was 1,200 tons a day.

The next year another new machine, called the “jumbo” was installed, and then in 1886 came the development of the revolving derricks of which there were seven, and which could be used not only to load ore into cars but also to load coal into boats. Still, however, the coal had to be shoveled by hand, and 1,500 tons were considered a good day’s work for 60 laborers.

In those days it was necessary to place more ore in storage for winter shipments, so, when navigation closed, the railroad contracted with the Brown Hoisting Machine Co. for a set of six machines to unload the ore, either in storage or cars. It was still shoveled by hand into buckets, and handled back on long trolleys or dumped into cars. These machines were later rebuilt so that ore could be handled automatically with one-ton “clam-shell” buckets, dispensing with the manual labor of shoveling.

Modern Machinery Used

In 1910, however, these machines were torn down to make way for the modern machinery which was installed the next year. There are now three electrically driven unloaders, with a capacity of 1,000 tons per hour, loading cars with the ore and placing a large amount of it in storage piles. The ore bridge used in transferring the ore to the storage piles has a capacity of 500 tons per hour.

The present dump, known as No. 2, has a capacity of handling 30 cars of coal per hour and has handled as many as 700 cars in 24 hours. It is a McMyler dumper and was built by William Taylor of the McMyler Interstate Manufacturing Co. Tyler later became foreman of the coal and ore docks, a position he held for many years until his death a few months ago.

It was in 1899 that the C. L. and W. became a part of the B. and O. railroad, and is now operating in its 29th year under that management. Lorain is a part of the Akron division and the store house for the division is located here. The division includes New Castle, Pa., Cleveland, Akron, Canton, Massillon, Warren and Painesville.

The B. and O. now has a total of 119 miles of trackage in Lorain. This includes 12 miles of main line, 80 miles of “stub” track, 21 miles in the classification yards and six miles in the receiving yards.

The original round house, which was located at 21st-st, was burned in 1904. The fire destroyed the planing mill, the shop, where passenger coaches were built, and the paint shop.

New Round House Built

After the fire a modern round house was built at 35th-st and Vine-av. Modern facilities were installed and a receiving yard was built where all trains arriving in Lorain are first pulled. This yard consists of seven tracks with a capacity of 85 mixed cars. Making of passenger coaches was discontinued in Lorain after the fire.

18 EMPLOYED BY LORAIN PRINTING Firm Established Here 24 Years Ago

The Lorain Printing Co., located at 221 6th-st is one of the most active firms in the city.

One of the principal recent achievements of the company was the printing of the Hi-Standard, Lorain high school yearbook.

The publication was carried out in two-color printing and was a model of neatness and

outstanding for its clever layout and admirable use of margins.

E. G. Koethe is president and Urban Koethe is secretary of the concern which was founded in 1903.

The Lorain Printing Company has been located at its present address for the past 24 years and handles practically all types of job printing.

Eighteen people are normally employed by the firm which occupies a building approximately 125 by 60 feet in size. Tentative plans for expansion have been outlined and are to be carried out next fall.

TELLS OF CREDIT IN EARLY YEARS Frederick 'Goes Back' to Half Century Ago

Pessimistic persons who believe the modern credit system was the cause of the depression and that the county is going to the dogs unless merchants stop extending credit will be interested to know that 50 years back our parents and grandparents were buying on the installment plan.

Henry C. Frederick, who started in business as a harness maker and blacksmith here 51 years ago, recalls the time when he did a big credit business. People bought shiny new buggies and fancy harnesses with a few dollars down and pay-as-you-can the same as they buy high priced motor cars and expensive automobile accessories today.

"Every young man thought he had to have a horse and buggy in the early days but the young fellows rarely ever made the deal as they do today," he says. "In the early times, father bought the outfit, paid for it on the credit plan and the son worked for the father to repay him."

Frederick remembers how in the springtime he waded in mud knee-deep to get to his place of business. "If there was any place on earth muddier than Broadway in the spring of the year, I don't know where it would be," he says,

in commenting on the way pedestrians got about in those early days.

WICKENS MEMORIAL ONE OF THE OLDEST OF BUSINESS CONCERNS

Established 75 years ago, the Wickens Memorial ranks as one of Lorain's oldest business concerns.

George Wickens owns and operates the Wickens Memorial which was established by his uncle and later carried on by his father the late George Wickens, Sr., former mayor of Lorain.

For the past 20 years the Wickens Memorial has been in its presentation at 221 5th-st. During his years of operation, the Wickens Memorial has kept pace with improvements in service and is modern in every respect. Funeral car, ambulance, and invalid coach service, as well as sedans for funeral purposes are included in the equipment.

LORAIN PLANT OF O. P. S. SUPPLIES OTHER OHIO TOWNS History Goes Back to '91; Growth Keeps Pace With City

More than 120,000 tons of coal are burned, and nearly 40,000,000,000 gallons of water are pumped annually at the Edgewater power plant of the Lorain division of the Ohio Public Service Co., in the manufacture of electricity.

This is more coal than is used each year to keep Lorain homes heated. Many times as much water is pumped than is consumed for drinking and all other domestic purposes in the city.

In normal times the plant generates approximately 15,600,000 kilowatt hours of electricity annually.

It has a capacity of 40,000 horse power, instantaneous demand, and is tied in with other equally large plants by means of transmission lines which insure constant electric service.

Utility Started In 1891

This, however, is not required alone to furnish Lorain homes, stores and factories with power and light. In fact, only 25 percent of this is needed for that purpose. The other three-fourths goes elsewhere in the Ohio Public Service Co. system which serves 75,000 customers in almost a hundred Ohio cities, villages and townships.

The growth of the Ohio Public Service Co. in Lorain reflects, probably more than any other city institution the progress of the city toward a modern metropolitan community.

The inception of the electric light and power dates back to Sept. 15, 1891. On that date, city ordinance No. 185 was passed, granting to Eugene Sites and his assigns and heirs, a franchise to operate and maintain a plant and distribution system for the sale of electricity to the residents and municipality of Lorain. This marked the beginning of Lorain's electrical era.

In 1900 the Citizens Gas and Electric Co. took over the property of the Lorain Electric Light and Power Co. Then in 1916 the electric property was purchased from the Citizens Gas and Electric Co. by the Lorain-co Electric Co. a Henry L. Doherty organization. This latter company was merged into the Ohio Public Service Co., the present operating company, early in 1921.

11,000 Customers Here

Today with a population of approximately 46,000, the number of users has been increased to more than 11,000.

Normally 160 men and women are furnished employment in Lorain by the Ohio Public Service Co.

Seven years ago the company built a \$100,000 office building at Broadway and 8th-st.

The growth of the O. P. S. here is of significance to the people of Lorain, because the increased output over a period of years is a barometer of the business growth of the community which it serves. The greater the demand for electrical

current, the greater the business of the community.

An instance of how the progress of Lorain toward a metropolitan community is reflected in the electric utility, is the modern whiteway system of lighting on Broadway and portions of W. Erie-av, E. 28th-st and Pearl-av.

Home Use Increases

Another instance is the improved electric signs and windows, electrical displays which have made their appearance on Broadway and require more current than the old _____ ones.

Each increased demand for electric current, in the home, factory and store is instantly recorded on the charts of the O. P. S.

The average domestic customer in Lorain in 1916 used 310 kilowatt hours. During the next seven years, by 1923, the average had increased only 25 to 335. The next four saw a big jump and by 1927 it had increased to 459 kilowatt hours. In 1928 it was 490. At the present time it is nearly 600.

The Lorain division of the O. P. S. is but one of a number of properties operated by the company of which T. O. Kennedy is vice president and general manager and which has offices in Cleveland.

In addition to Lorain and Elyria, O. P. S. properties are located at Alliance, Ashland, Sandusky, Mansfield, Massillon, Port Clinton, Warren and Wooster.

At the head of the Lorain division is E. J. Burger as vice president and division manager. Up until Nov. 1, 1924, the Lorain property was a part of the Elyria division. On that date the growth had made it necessary to divide the two, and A. H. Heitzler came to Lorain as manager. He was succeeded about four years ago by Burger.

Four Departments

There are actually four departments of the Lorain division functioning under the direction of Burger. They are the departments of

production, distribution, marketing and accounting.

Electricity is generated at 6,600 volts at the Edgewater plant and is stepped up first to 23,000 volts to be carried about the city, and then up to 132,000 volts as it joins the high tension lines which are a part of the interconnecting power systems of the Midwest.

**BANKING IN LORAIN STARTED BY
ARRIVAL OF BRASS FACTORY
Daniels First Financier to Come to City
Establishment of Steel Mills Resulted in Real
Growth**

Prior to the coming to Lorain in 1880 of the Joel Hayden Brass Co., the city's first real industry, there was little need for banking facilities here.

Six years before, in 1874, Lorain had been incorporated as a sleepy little village of less than 1,500 population. Business was carried on on a small scale and a cash basis.

A few of the better-to-do residents had bank accounts in Elyria, the county seat, while the rest managed to get along very nicely without banking facilities. Most of the business men had their private safes and strong boxes in which they kept their money and paid for everything in cash. The times were a far cry from the big credit business of today.

Daniels Pioneer

Lorain's pioneer banker was T. F. Daniels who came here from Oberlin in the late '70's. He rented the front room of a home located on the site of the present Cleveland Trust Co. building. There, with the most meager equipment, he set up a private bank which he gave the name Bank of Lorain.

For several years he managed to eke an existence out of his tiny bank as he gradually educated the populace of the village to the advantages of a financial institution.

Then in 1880 came the Brass Works from Haydenville, Mass., which was to employ 400 in

a pretentious factory which covered two entire city blocks between Broadway and Elyria-av between 18th and 19th-sts. The industry brought a business boom and an awakening to the village which was reflected in the banking business.

Within a year after the coming of the Brass Works, Daniels procured a federal charter and organized Lorain's first National bank. This lasted for about 10 years, and then the national charter was given up and the bank reorganized under a state charter, taking the name of the Citizen's Savings bank. Both of these banks were located at Broadway and 6th-st, the site of McAn's Shoe store today.

Braun's Start

It was in 1885, while the institution was still operating under a national charter, that a young man who was later to become one of the best known bankers in the city began his career. That man was E. A. Braun, present mayor of Lorain. Braun began as a teller in that bank at the age of 18, the day following his graduation from Lorain high school. During his 45 years in the banking business Braun was to organize two other banks in the city.

The next bank to be organized in Lorain was The Lorain Saving and Banking Co. in 1888. Several of Lorain's most outstanding men of history were among the founders. E. M. Pierce as president and James B. Hoge, one of the men who helped to build the city's first street car line and organized the first telephone and gas companies, was the cashier. On the board of directors was B. G. Nichols, now president of the Lorain Banking Co.

It was the Lorain Savings and Banking Co. which was bought out in May, 1905. It was located on the present site of the Cleveland Trust Co., but the original building was destroyed in the tornado of June 28, 1924. It was after the storm that the present fine structure was erected.

**CITY 'BLACK MARIA' DATES BACK TO
'16
Municipality Waited for Years to Buy
'Wagon'**

Almost as essential to a city as a jail is the patrol wagon, sometimes called "black maria" or "paddy wagon."

Lorain, however, was a little different. It was not until 1916, 26 years after the village became a city, that the police department could boast of owning its own equipment.

In the early days, the officers called a horse drawn cab and later a taxi to take their prisoners to jail. In 1916 the city bought its first motor patrol.

In 1923, the hauling of prisoners was first let out on contract to A. J. Mackerty. Mackerty is now a member of the police force, assigned to motorcycle duty.

He held the contract of almost two years, and was succeeded by Elmore Bracket, deceased. Bracket held it continuously from 1924 until two years ago when Paul Stanina acquired it.

The present "paddy wagon" is a modern enclosed car with seats running lengthwise. It is housed in a garage near (the) police station and a driver is on call 24 hours a day.

ANOTHER CHAPTER BEING WRITTEN ON HISTORY OF L. S. E. Receiver Now Directs Company That Boasts Colorful Career

Another chapter in the history of the Lake Shore Electric Co., the lone survivor of the network of interurban lines which once served northern Ohio, is now being written.

The chapter began with the appointment of a receiver for the company and its subsidiaries, which includes the Lorain Street Railway Co., on Jan. 30, 1933, more than 17 months ago.

The receiver is F. W. Coen president of the company, who has been associated with the organization almost from the beginning.

It was in 1897, about three years after the building of the steel plant in Lorain by Tom L.

Johnson, that Lorain and Cleveland were first connected by an electric line. That was the beginning of the Lake Shore Electric railroad.

Coen First Secretary

At the head of the company, known as the Lorain and Cleveland railroad, was Boruch Mahler, a wealthy Clevelander, long since dead. F. W. Coen, of Sandusky, who has been a prominent figure in the company's history from the beginning, was secretary.

A prominent Lorain man who had a part in the construction was the late James B. Hoge, who was also one of the founders of the Lorain Telephone Co. The first cars ran in October of 1897.

The next big development in the Lake Shore Electric company's history came in 1901 when the Sandusky and Interurban railroad was built into Lorain, and for the first time Cleveland and Toledo was connected by an electric line.

Expanded Again in 1901

Late in the same year, 1901, the Lake Shore Electric Co. purchased the Toledo, Fremont and Norwalk line and cars branched off at Ceylon-jct, one branch going thru Sandusky and the other thru Norwalk on their way from Cleveland en route to Fremont and Detroit.

In later years the system was extended to Detroit although the Lake Shore Electric never owned the line from Toledo to Detroit. The line between Toledo and Detroit was only recently abandoned. Service was also given to Lima.

The Lorain Street Railway Co., was started early in 1896 a year before the line between Lorain and Cleveland was built. This company was started and operated for a while by Lorain capital. Later on, Johnson bought out the local interests and expanded the system to Elyria.

Purchased by L. S. E.

In 1909 the Lorain Street Railway Co. was purchased by the Lake Shore Electric Co., which still owns the system although operated by a subsidiary company.

A few years ago Coen resigned as vice president and general manager of the L. S. E. and for awhile was not connected with the company.

**NO FUN IN '80'S? GIRLHOOD CHUMS
RECALL 'GAY TIMES'
Picnics, Dances, Sleigh Rides Figured in
Social Life**

By RHEA SOPER EDDY

Because there were no movie theatres, no automobiles and because card games were practically unknown in younger people in the 70's and 80's, modern young men and women are wondering what youth of the early days did for recreation.

Many believe that life was very monotonous for the young sons and daughters of the early settlers and that working in the fields, weaving yarns, knitting, sewing quilt blocks and cooking were about the only things they did.

Four Lorain women, who were girlhood companions, can recall incidents in the city's early social life that would make today's young people change their ideas.

These women are Mrs. Eva E. Hills, 222 5th-st, daughter of Capt. and Mrs. Henry Wallace, Mrs. Lowell H. Eddy, 445 9th-st, daughter of Mr. and Mrs. James Connolly, the latter a lake captain for many years and keeper of the lighthouse here for more than a quarter of a century; Mrs. Fanny McAllister, 404 Oberlin-av, daughter of Mr. and Mrs. Zachariah Robinson and Miss Louisa Baumgart, 405 4th-st, daughter of Mr. and Mrs. John Baumgart.

All four women can give interesting accounts of picnics held in the summer at Reid's grove where the Baltimore and Ohio ore docks are now located and of sleigh rides in the winter time when they went to country homes for oyster suppers.

Then there were dances. The waltz, the polka, the Crooked S. and the Irish washwoman were the dances of the day.

The four friends remember many church outings attended by them at Randall's grove, the picknickers going in a hay wagon as far as the E. Erie bridge from where they went across the river on the ferry. Randall's was a popular lake resort in those early days and was located on the east shore about half way between Broadway and Root-rd.

**COLGAN SCORES IN U. S. CONTESTS
Auto Dealer Develops Many Ideas**

National recognition has come to the Colgan Motor Sales Co., 1803 Broadway, for the achievements of the firm in recent years.

In two different national sales-idea contests sponsored by automobile manufacturers, the Colgan Motor Sales Co. was winner.

Studebaker has also awarded the firm certificates of merit on three different occasions for leadership in the Cleveland territory for the largest percentage of Group-A business.

James Colgan founded the company in 1922 and has been at its head for 12 years. Ten years ago the firm moved from its former location at 1797 Broadway to the present site.

Four standard makes of automobiles, the Packard, LaSalle, Cadillac, and Studebaker, are handled by the concern.

Colgan Motors occupy a modern and spacious building which has 8,500 feet of floor space. Fourteen people are employed by the firm which does extensive servicing of trucks and automobiles. Two service cars are part of the equipment.

Salesmen employed by the Colgan Co. include John Thesing, L. J. Becker, D. Ryan, Arthur Kaiser, and Dale Miller. Phil Colgan is service manager for the firm.

COMPLETE TIRE SERVICE OFFERED

The American Tire Co., 1012 Broadway offers complete tire service.

Besides the sale of new tires the store does tire rebuilding and tire repairs.

A. W. Bloom and son are the owners of the American Tire Co. They have been in business at 1012 Broadway for the last two years.

FIRST COUNCIL KEPT BUSY WITH ROADS, SIDEWALKS 2-Inch Oak Planks Used for Village Walks back in 1874

The first recorded action of the Lorain village council a short time after it became a village in 1874 and the name Charleston dropped, occurred on October 2, 1874.

The only business transacted at this meeting was the naming of C. S Vorwerk as clerk. This meeting, and many other sessions are recorded in musty volumes of age old paper, and written with pen and ink.

The first council consisted of seven members. They were James Porter, E. T. Peck, E. Gilmore, Thomas Gawn, John Stang, F. W. Edison and Adolph Braun. The mayor was Conrad Reid, and he presided at the meetings.

‘Oak Plank’ Sidewalks

The city dads in those days lost little in time in enacting legislation for many improvements. They were mostly for street grading and widening, and the construction of wooden sidewalks.

At the second meeting of the council on Oct. 13, 1874, action was taken for the grading of Broadway, which is now Broadway.

The sidewalks were built of two-inch oak planks and it is recorded that the village paid \$22 per 1,000 for planks of this type.

No mention was made of where the village council met, altho \$75 a year was paid for rental. The meeting place was owned by H. C. Laundon.

Officials were not overburdened in carry home their wages. For instance, the street commissioner was paid 50 cents a day.

The marshal depended to a great extent on his pay on collections made of impounding animals that ran at large.

‘Animal Catcher,’ Too

Legislation was passed that added “animal catcher” to the other duties of the marshal. He was paid 75 cents for each horse he caught, goats and sheep paid 50 cents, dogs 25 cents and geese came last with 15 cents.

A place was provided to impound the animals and geese, and if they were not claimed within five days the marshal sold them at auction sale. For each animal sold, there was another price sale. Fifty cents was paid for each horse or cow sold, 25 cents for goats, pigs and sheep, and 10 cents for geese.

Anyone caught breaking into the pound to get an animal was fined, depending on the size of the animal.

The clerk of the village received \$70 a year. It was not stated whether the mayor or councilmen received wages.

It was unlawful in those days to shoot a gun on Sunday. Places where beer was sold were required to close at 10 p. m. and the fine for intoxicated persons was \$20 or 20 days in the lock-up.

‘Box Car’ First Jail

Incidentally, the jail or lock-up was a box car, and it was not until 1878 that a jail was built.

The contractor was Hiram Hecock and he did the stone work for \$300. As the village grew, it was decided to build a town hall, and \$400 was paid for a lot on which the old school house stood.

A. R. Fitzgerald, one of the early justices, collected \$116 in one month for fines.

All council activities and minutes were written with pen and ink until 1900, when typewriters came into use.

OHIO FUEL GAS SERVES 10,000 IN CITY OF LORAIN

First Lines brought Into Community Nearly 40 Years Ago

Thru an underground network of more than 100 miles of pipe lines, the Ohio Fuel Gas Co. distributes annually, in normal times about 650,000,000 cubic feet of gas to 10,_____.

Lorain's natural gas era began only a little more than a quarter of a century ago when the Citizens Gas and Electric Co. built pipe lines into the city in 1902.

Previous to that date, from 1895, a period of seven years, the only piped fuel used here was artificial gas which was manufactured in a plant located in the building on 21st-st near the Baltimore and Ohio tracks, which is now used as a garage by the Ohio Public Service Co.

Started in 1895

Lorain's first gas ordinance was passed by city council on Feb. 14, 1895, while the late George Wickens was mayor.

The founders of this first company which was known as the Wright and Whistler Gas Co., were George W. Wright, C. W. Whistler, P. E. Shieler and E. S. Templeton.

After operating four years, the Wright and Whistler Co. passed out of existence after a rather unsuccessful career. The Lorain Gas Co. then came into existence on Oct. 11, 1899, as a result of the merger of the Wright and Whistler with the Lake Erie Electric Co., which up until that time had been rival lighting corporations.

Series of Mergers

Thus two Lorain utilities were brought under one management. The Lorain Gas Co. lasted

only a year. It was bought out in 1900 by The Citizens Gas and Electric Co. The officers of this new company were James B. Hoge, president; Pierre S. DuPont, vice president; William A. Donaldson; secretary and treasurer; C. M. Hart, assistant secretary and treasurer, and Albert E. Hay, general manager.

The joint management of the city's gas and electric utilities continued until 1916 when the Lorain-co Electric Co., a Henry L. Doherty organization, purchased the electric property from the Citizens Gas and Electric Co. The Lorain-co Electric Co., in turn, was merged into the Ohio Public Service Co. in 1921.

By 1903, the number of customers of the gas company had been increased to 1,000, with the advent of the natural gas. Approximately 18 miles of mains were used in the distribution.

The Logan Gas Co. made its appearance here in 1920 when it took over the Citizens Co. As a result of a merger of 14 companies in 1928, the Logan Gas Co. became a subsidiary of the Columbia Gas and Electric Co., the largest organization of its kind in the world.

Part of Huge System

The Columbia system, with headquarters in New York City, operates in seven states, Ohio, Indiana, Pennsylvania, W. Virginia, Kentucky, Delaware and New York. It serves 1,000 cities.

In June 1929, the Logan Gas Co. was turned over to the Ohio Fuel Gas Co., another subsidiary of the Columbia Gas and Electric Corp. Headquarters are in Columbus.

Ohio is divided into 13 districts. Elyria is the headquarters for the third district which comprises the six counties of Lorain, Erie, Huron, Medina, Holmes and Cuyahoga. I. A. Ludwig, former Lorain office manager, is superintendent.

Incidentally, Ludwig was born in Titusville, Pa. which was the first city in the United States to be piped for natural gas for domestic purposes.

Enough gas is now produced in Lorain-co to more than supply needs of Lorain-co, but some gas from West Virginia and other parts of Ohio comes into the county, while part of the Lorain-co gas goes to other parts of the Ohio Fuel System.

The manager of the Lorain office is A. J. Richards who came here about two years ago, succeeding L. D. Hedges

In normal times the company employs about 60 men during the summer months. In the winter, however, the number usually drops to a dozen.

When artificial gas was manufactured in Lorain, many people had prepay meters in which it was necessary to drop a quarter to get service. Occasionally, some of these old quarter meters are still found here, although long ago disconnected.

The office of the Ohio Fuel Gas Co. in Lorain is located at 1053 Broadway.

GREENHOUSE OPENED HERE 40 YEARS AGO

Oberlin-av Greenhouse is one of the oldest establishments of its kind in Lorain.

Nearly 40 years ago the firm was organized and located at its present site at 1038 Oberlin-av.

During its years of operation, the Oberlin-av Greenhouse has acquired a reputation for the excellence of its flowers, plants and shrubbery.

Mr. and Mrs. James Sova now operate the firm, which has approximately 25,000 feet of space under glass.

One of the principal recent developments of the firm has been in landscaping. Numerous new homes have had their attractive settings planted by the Oberlin-av greenhouse which has also done over the landscaping of others.

Planting of bent lawn has been another extension of the service given by the firm.

The Oberlin-av Greenhouse supplies cut flowers, potted plants, funeral designs, wedding bouquets, shrubbery, and seedlings. Constant replenishment of stock is made to insure having the latest varieties of plants and flowers, according to Sova.

ONLY 1,197 NAMES LISTED IN 1891 CITY DIRECTORY Old Volume, Containing 22 Pages, in Possession of Hatt; Lists Merchants, Officials

Fire Chief David Hatt owns one of the first city directories. It was published in 1891, and tho the publisher's name was not given, a notice on the first page stated that the compilation of the book entailed "careful, conscientious and painstaking work."

By actual count, there are 1,197 names listed on 22 pages, some of which carry advertisements.

The book also boasted a business directory, a list of streets and a list of the county, city and school officials.

Judge W. B. Thompson was mayor at the time; T. F. Daniels, treasurer; John Stack, clerk, and F. C. Norcross; chief engineer.

E. A. Braun, the present mayor, was a councilman, also H. J. Barrows, P. M. Ferguson, M. J. Henninger, E. E. Hopkins and J. M. Van Tilburg.

Among Advertisers

Some of the advertisements were those of T. R. Bowen, tailor; Geneva Clay, millinery at 121 Broadway; Tessa M. Lewis, millinery at 8 Duane-st near Broadway; F. A. Parks, livery stable and undertaking; C. E. Meyers, restaurant, called the "Delmonico of Lorain;" Sang Lee, laundry at 10 W. Erie-av; N. C. Alten, hardware; F. P. Bins, grocer.

In making up the directory, the publisher stated that the canvasser "wrestled with a babel of tongues and brogues, French, German, Italian, Bohemian, Russian, Finn, Greek, Slav, Hebrew, Irish and English, all indistinctly spoken."

MARKS 14TH YEAR
Rapid Expansion Made by Kilpatrick Firm

The Kilpatrick Auto Electric Co., one of the pioneer business establishments in the city in its field, is marking its 14th year in business, according to Jim Kilpatrick, owner.

Kilpatrick started selling Electrical supplies for automobiles in 1919, until his business has so increased that he uses a building with 2,000 square feet of floor space now.

In addition to selling batteries, Kilpatrick also handles radios, speedometers, windshield wipers, carburetors, fuel pumps, magnetos, starters and generators. He also does automobile service and battery recharging.

MATHEWS HEADS FUNERAL HOME
Eight Employed in South Lorain
Establishment

Mathews Funeral Home, Inc., at 1783 E. 31st-st, is distinctive for its attractive and modern building and the excellent taste in which the interior is decorated.

Three of Lorain's pioneer residents and prominent business men are associated with William Mathews in the firm which is located almost directly in the center of the South Lorain district.

Cornelius and Adolph Kohlmeyer, realtors and sons of one of the city's early settlers, and Joseph Svete, who operates a steamship agency and insurance firm are interested in the corporation.

"One of our main objectives is to provide a personal and home atmosphere for services held here. We have a modern pipe organ which contributes to this end," declared Mathews.

Eight people are employed at the Mathews home which has five sedans for funeral purposes in addition to a hearse and ambulance.

Members of the organization speak various foreign languages making it easier for nationality groups of the city.

Mathews graduated in 1929 from the Columbus Embalming School and came here to establish the firm in 1932. His wife assists in conducting the Funeral home and ambulance service is available at all hours.

RIDGE HILL KNOWN AS BEAUTY SPOT
Lakes, Rustic Bridge Add to Attractiveness

Located in a natural setting at Oberlin-av and Ridge-rd, three miles south of Lorain, Ridge hill Memorial park has the reputation of being one of the most beautiful burying grounds in the state.

A chain of three lakes, connected by rustic bridges and fed by a natural spring as well as from drainage of the 96 acres which comprise the grounds, add much to the beauty of place.

Ridge Hill Memorial park was incorporated in 1928 when the Straw farm was purchased by a group of men headed by Charles F. Yeager, of Akron, an experienced cemetery builder.

During these six years several hundred thousand dollars have been spent in digging out the lake, building driveways, leveling off the ground, constructing rock gardens, laying drain tile and planting flowers, trees and shrubs and doing many other things which make the park today a show place of the county.

Ridge Hill Memorial park serves the three cities of Lorain, Elyria and Amherst. It is a non-sectarian cemetery. The Masonic and Eagles lodges have their own sections in the park.

More than 200 are now buried in the cemetery. Ornamental bronze markers, set flush with the turf so that they will leave the beauty of the landscape unmarred, alone serve to identify the graves.

Yeager is president and general manager of the Ridge Hill Memorial park. The other trustees are

B. G. Nichols, Chloe S. Yeager, Effie B. Hecock, Dr. J. W. Ross, Thomas N. Cook, M. J. Fiery III, Willard E. Taft, Catherine E. Frank, C. P. Dodge and Bertha Bacon.

THREE BROTHERS RUN HOME DAIRY Founder and Sons in Business in City for 29 Years

For 29 years, Frank, Joe and Mike Lopatkovich, owners of the Home Dairy Co., 210 E. 34th-st, have been serving the public of Lorain with milk, cream and other dairy products.

Established in 1905 by John Lopatkovich, who has since died, at the site of the present location, the business has been continually active.

Dairy equipment has kept pace with the times and at the present boasts of automatic pasteurizing, bottle filler and bottle washing machinery. The dairy also has its own refrigeration system.

The dairy building covers 2,000 square feet of floor space and 12 men are employed at the plant. Three trucks are used for deliveries.

NEW PASTURIZING SYSTEM USED BY SHEFFIELD DAIRY

The Sheffield Dairy Co., 2853 Vine-av, set the pace in Lorain for improvement in milk service and also was the first to use two new pasteurizing systems.

The dairy was the first in the city to filter milk before pasteurizing, and was the first in the county to pasteurize the milk by the Holding system.

The dairy first started business in 1920, and has since expanded several times to meet the increased volume in business. At present 12 men are employed, two trucks and two horse drawn carts are in service.

Charles D. Davis and C. Gentes, owners of the company, are veteran dairy men. Davis previous

to consolidation had a dairy at 28th-st, and Seneca-av while Gentes was established at Pearl-av, and 29th-st.

THOMPSON TREASURES HIS ELEGY OF TOM L. JOHNSON County Judge Still Has Rough Draft on Which He Wrote Resolution of Sorrow

In addition to the steel plant and the street railway in Lorain which still stand for many years as concrete evidence of the courage of Tom L. Johnson there is another memorial to him that will stand until dust comes.

It is the eulogy that is spread upon the records of city council – a eulogy given in his memory when his death shocked Lorain in 1911.

It is a record that tells of a friendship between the noted steel leader and Judge W. B. Thompson, one of Lorain's best known citizens and judge of the common pleas court at Elyria. It was Judge Thompson, then an attorney in practice, who wrote the eulogy which council adopted and ordered spread upon its minutes.

Recognized Leader

Judge Thompson recognized the great leader as the principal factor in bringing Lorain up from a tiny village to the great industrial center where coal and iron meet. It was in honor of the many negotiations Johnson had with Judge Thompson when the latter served as mayor that he wrote the elegy of the steel leader.

Following is an excerpt from the epitaph as Judge Thompson wrote it soon after Johnson's death and as it stands today in one of the dusty records of the city – the city that Johnson dreamed:

“We have learned with genuine sorrow and regret of the demise of Lorain's greatest and most substantial benefactor, Hon. Tom L. Johnson. We remember and recall with pleasure the days of the winter and spring of 1894 while this city and county at large were in the throes of a panic, and with what fond anticipations of the

future we first heard of his coming with the Johnson Steel Co. to this city.”

“The Tom L. Johnson smile was one of his most valuable assets and never deserted him.”

“Therefore, be it resolved that we adopt the foregoing as our tribute of respect to the memory of the Hon. Tom L. Johnson and be it resolved, further, that a copy be furnished local papers and be spread on the records of the council of the city of Lorain, and on the records of the board of commissioners.”

The rough draft of the resolution, pencil marked and worn with age, as Judge Thompson originally drew it is one of the judge’s most valued possessions.

**LORAIN SHIPYARDS RANKED AS
LARGEST ON GREAT LAKES
35 Years Here Big Factor in City’s Growth
800 Steel Boats Have Been Produced in Local
Yards**

The largest shipyards on the Great Lakes.

That is the distinction which the Lorain yards of the American Shipbuilding Co., enjoys.

The Lorain yard is a branch of the parent institution of Cleveland. It was founded here in 1898. But long before that Lorain had been a shipbuilding center, construction of hundreds of wooden vessels that plied the lakes in the earlier days.

During the 35 years in existence of the present concern more than 800 steel boats were built and launched at the Lorain plant, including many of the largest freighters and passenger boats. One of the more recent was the Carl B. Bradley, the largest boat now in use on the lakes.

First Steel Boat

It was April 13, 1898, that the first steel boat was launched. The vessel was the Superior City, and it was christened by Miss Inez Pierce, now Mrs. Harry Shaw.

The Superior City was 450 feet in length, and had a capacity of 7,000 tons. Today nearly all of the boats built are 600 feet in length or more, and have capacities of 12,000 tons or greater.

In addition to the new vessels constructed, a large number have been converted, and hundreds have come here to undergo repairs. In good times the yards furnish employment of from 1,200 to 1,400.

During the depression era, of course, when shipping was at its lowest ebb since the advent of modern, steel vessels, the yards were almost at a standstill.

500 Now on Job

Business in the present year, however, has picked up and between 500 and 600 men have returned to work at the yard. Conversion of freighters into self-unloaders has been an important factor in keeping the yard at work.

When first established the yards covered approximately 43 acres and tho this area has not been increased, the plant itself has grown and improved a hundred fold. Labor and time-saving devices have replaced the old hand methods of doing work, modern speed tools, electric and steam power, mechanical hoists and cranes are part of its system.

Most Lorainites will have little difficulty in recalling that bit of history in the month following June 28, 1924. The tornado which swept thru Lorain on that date, causing damage of 30 or more millions of dollars spent the hottest wrath on the American Shipbuilding Co. yards. When the storm had cleared away, the plant lay in the midst of wreckage and debris – a loss of between \$500,000 and \$1,000,000. Steam lines and electric transmission lines were torn down, the 250-foot stack toppled over, cranes demolished, and roofs and walls torn away. There was not a building in the plant which did not suffer from the storm in some manner.

Speedy Rebuilding

The American Shipbuilding Co. again showed its confidence in Lorain by rebuilding and

beginning anew, a bigger and better organization.

Still another important part in the history of this great industrial institution is that which it played during the world war.

Congress had declared war – the fife and drum were music in the streets of almost every American city – there was demand for men, ammunition, food, supplies – factories hummed during the night – and production was speeded to top-notch. The government needed boats. It needed them immediately and built to stand the strain of war. The Lorain shipyards went into operation full blast, and in the two years of the war the company turned out 51 vessels from the Lorain yards.

Incidental to this war-time production was the development of a large section of Lorain. That part, east of the river and now known as the “reservation,” was built by the government to house the additional workers needed in Lorain.

The detail of the construction of a large lake vessel, from laying the keel to launching, is one difficult to the man not mechanically trained. Tho no materials are made at the Lorain yards, the entire fabrication of the vessel is carried on there. This is in addition to the large amount of repair work which is carried on in the company’s dry-docks. During the winter season freighters are in dock for repairs and this contributes a large part of the concern’s business.

Building a Modern Vessel

Work on the boat is started with the laying of the keel, from which the skeleton is extended upward to form the hull, the steel plates riveted on and the superstructure, power units and electrical equipment installed. The construction is carried on from a cradle-like structure which holds the vessel. When complete, it is slid down into the water.

Cutting, fitting and punching the plate and girders used in the building of the boat is all done at the local yards. When the vessel leaves the Lorain yard it is finished.

In the past 10 years the American Shipbuilding Co. has turned out some of the largest vessels on the lakes. The Colby, built in 1927 and having a gross tonnage of 9,467, is the largest freighter on the Great Lakes. The Henry Ford II, T. W. Robinson, Philip D. Block, Greater Detroit and Greater Buffalo are among the large vessels which are Lorain products.

Offices in Cleveland

The usual length of construction time required is from 10 to 12 weeks from laying of the keel to launching, and from eight to 10 weeks from the launching date until the boat is ready to leave the slip.

Offices and headquarters of the American Shipbuilding Co. are in Cleveland. The Lorain yard is in charge of Joseph Conley, superintendent, who served as mayor of Lorain in 1932-33.

1876 ‘CITY DADS’ HAD STRICT IDEAS ON BATHING GARB

Decreed Stockings, Long Skirts – Between 6 a. m. and 8:30 p. m.

It made no difference to the city council more than 50 years ago, that bathing suits were cumbersome affairs, and the wearer was in danger of drowning when the yards of cloth became water soaked.

In those days it was quite a job to dress up for a beach party, with skirts for the women that fell below their knees, stockings, and in most cases, sandals a necessary part of the makeup. Some kind of shirt was worn with long sleeves.

However in 1876, two years after Lorain became a village, the city “dads” decided these outfits must be worn, and not “birthday” suits. A bill was passed making it an offense to bathe in Black river without a suit, between the hours of 6 a. m. and 8:30 p.m. The lid perhaps was off before and after those hours.

‘Wild’ Animal Chaser

The ordinance failed to state whether this regulation pertained to bathing in the lake.

While the marshal was not keeping his eyes on the bathers, he had another job according to another measure passed in the same year.

It had to do with the horses, dogs, pigs, cows and geese running wild. The marshal had authority to impound any such animals caught running wild. The owner of any animal held by the law could redeem it by paying a fee. The size of the fee depended on the size of the animal.

In 1888, when A. H. Babcock was mayor, gay blades in those days were prohibited from driving a horse on the streets or sidewalks at a speed greater than six miles an hour.

UNIVERSAL OFFERS UNUSUAL SERVICE Plant "Restores" Hats in Cleaning Them, Claim

Universal Cleaner's lay claim to having the only service of its kind offered by any Lorain-co firm.

Hats which are cleaned and blocked by the Universal system are restored by methods used at the factory which insure the most efficient jobs possible, says the management.

Another service special with the Universal Cleaner's is the renovation of window shades. This feature was established and perfected this year.

Paul Kleefeld established the firm in 1920 and has been its head for the past 14 year. The original location of Universal Cleaner's was in the rear of 611 Broadway. Downtown offices of the concern are now located at 517 Broadway.

More than 2,500 square feet of floor space is occupied by the Universal Cleaner's in the two buildings where the offices and plant are located. Ten persons are employed by the firm.

EPIDEMIC LED TO ESTABLISHMENT OF WATER WORKS Lorain's Was First That Carried Bacterial Guarantee

An epidemic of typhoid fever which raged through the village of Lorain in 1893 and sent the death rate up to the high mark of nearly two for every thousand population led to the establishment here in 1896 of the first filtration plant in the world that carried a bacterial guarantee.

This guarantee was that at least 97 per cent of all bacteria would be removed from lake water filtered thru the system.

In actual practice, the percentage has been even higher than this guarantee. As a result, for nearly 33 years Lorain's drinking water has been as pure as any to be found anywhere in the world.

Wooden Water Mains

Lorain's water works system doesn't date from the establishment of the filtration plant.

Distribution of water thru pipelines was started five years before in 1891. It was a rather crude system, however. The water was pumped almost direct from the lake to the consumer without going thru any purification process.

The first water mains laid under the city streets were wooden. The last of these wooden pipes have been removed just in recent years.

It was a common thing in those early days for tadpoles, tiny fish and other foreign substance to come out thru the faucets in the homes.

Hauled "Well Water"

The system was none too satisfactory and many residents preferred to get their drinking water from wells to which they had been accustomed from the still earlier days. And the custom of hauling well water in barrels on "water wagons" and in the winter on sleds still prevailed.

Of course, drinking raw water from the lakes was not as dangerous a proposition as it would be today. There was no dumping of sewage into the lake at first. Pollution by industries disposing of waste materials in water was also unheard of in Lorain at that time. The waterworks system was established at least three years before the

original Johnson Co., forerunner of the National Tube Co., came here.

But scarcely had the waterworks system been established than the city began discussing the need and importance of sanitation. Then in 1893, \$55,000 of municipal bonds were voted and sold to finance the first sewerage system, which included sewers on First-st, Penfield-av, and Third-st. The sewage was dumped in Black river.

Epidemic in 1873

There had been periodical outbreaks of typhoid in Lorain even before 1893. But with the completion of the first sewage system the city came face to face with a big problem. The sewage from the new laid disposal lines found its way into the intake pipe of the water system. With no means of purifying this water, the typhoid epidemic naturally ensued.

In 1896, three men, H. J. Barrows, Walter Whitehouse and Matthew Lampman, were elected to the board of trustees of the waterworks on a platform pledged to install a filtration and water purification system for Lorain.

On May 6, of that year, city council awarded the contract of the installation of the filtration system to the O. H. Jewell Filter Co., of Chicago. C. Arthur Brown, who is still a resident of Lorain and is now chief engineer of the bureau of water purification for the American Steel and Wire Co., was the engineer in charge of the installation.

Interested Russian Czar.

Attention of experts from all parts of the United States and Europe was drawn to Lorain by the success of this method of purifying the water supply. Tests revealed that the water was 98 per cent pure.

The Czar of Russia even became interested and sent a special commission here for the purpose of investigating the plant with a view of installing a similar system in what was then known as St. Petersburg and later Petrograd.

There were several other filtration plants in operation in the country when the Lorain plant was installed, but this one was the first to bear the bacterial removal guarantee.

The fame of the Lorain waterworks spread and became the subject of many magazines and periodical articles. One eminent bacteriologist, Dr. A. J. Baumhart, said, "Lorain beats nature for pure water."

At first many in Lorain were skeptical of the newly-installed system which was supposed to produce such pure water. But gradually faith was instilled and the waterworks became one of the show places in Lorain.

Enlarged in 1907

The original plant was sufficient to take care of the city's needs for only seven years. In 1903 it was rebuilt and enlarged, again in 1907 and again in 1924.

The original capacity of the plant was 3,000,000 gallons of water daily. In 1907 this capacity had been increased to 6,000,000 gallons. Today the capacity is 14,000,000, or twice as much as in 1907.

The cost of the first waterworks was \$53,000. Installation of the filtration plant cost \$33,000 more. Today the valuation of the waterworks is \$1,500,000, or more than 17 times the combined cost of the original plant and filtration system.

The waterworks plant is the only Lorain utility that is municipally owned and operated. It is self-supporting. Not a penny of tax money is appropriated for the system.

9,200 Consumers

In 1928, a normal year, the total income of the waterworks was \$222,946.96 of which \$204,428.04 was from water rents paid by the approximately 9,200 customers.

These figures can be contrasted with those of 1901 when the income was \$44,563.66 of which \$37,415.06 was from water rents paid by 4,300 customers.

The waterworks pumped a total of 1,722,915,000 gallons during 1928. Of this total pumpage, 33,477,000 gallons were used washing out the filter beds and went back into the lake without ever reaching the consumers. The average amount pumped daily was 4,707,000.

It is interesting to note that 302 gallons of water were pumped for each pound of coal used at the plant. The coal consumption of the year was but 3,334 tons.

The per capita consumption, on the basis of 45,000 population, was in excess of 37,555 gallons of water last year.

Not all of the water used in Lorain is pumped by the city waterworks. Both the National Tube Co. and the Ohio Public Service Co. have their private water systems for all water except for drinking purposes. Each one of these organizations pumps more raw water than the city waterworks. But neither has to filter its supplies.

4-Foot Intake Pipe

The Ohio Public Service Co. pumps approximately 20 times as much water as was used for drinking and all other domestic and commercial uses in Lorain.

The intake of the Municipal waterworks is located out in the lake in 30 feet of water, 3,000 feet from the shore. This is a little beyond the breakwater. The intake pipe is four feet in diameter and is carefully screened to keep out large fish and other foreign substance.

The raw water reaches the pumping station located on 1st-st at Oberlin-av, thru the four-foot pipe and is there filtered and treated.

A network of more than 85 miles of water mains carry the water to Lorain homes. Most of this water is forced into the mains by two steam-driven pumps. Recently electric emergency pumps were installed to relieve the steam pumps whenever necessary.

The mains vary in size from 24 inches to four inches. The last four-inch main was laid in 1927. Nothing less than six-inch mains are now being laid. A couple of years ago a 24-inch main was laid out to South Lorain, via Reid av.

Veteran Employees

The legal head of the waterworks department is the service director. The present director is A. M. Pollock.

The chief clerk and cashier of the waterworks is T. W. Morgan who succeeded H. H. Neptune to the position early in 1928. Morgan's office is located in the city hall where all water bills are paid. He has in his department two bookkeepers and a stenographer.

C. A. Pauly is chief engineer in charge of the pumping station. He has 18 men in the department, with the force working three eight-hour shifts.

Thomas Thristram is the city chemist and superintendent of filtration.

MONCRIEF AGENCY

Rogers Furnace Co. in Business 12 Years

A complete line of Moncrief furnaces is carried and expert workmanship is given by the Rogers Bros. Heating Co., 243 E. Erie-av.

H. L. and D. E. Rogers established the agency in Lorain in 1922 and have been in the furnace business since. During normal times they employ 10 persons.

In 1928, the Rogers Bros., took over the Broadway headquarters of the Moncrief Furnace Co. and have used it as a Broadway agency since.

KROGERS OPERATE 4 LORAIN STORES Firm, Established in 1882, Has Grown Rapidly

One of the principal links in Lorain's domestic commissary system is the Kroger Grocery and Baking Co. which has four stores in Lorain.

Established in Cincinnati in 1882, the Kroger Co. has steadily extended its interests until the firm now has more than 1,700 employees in its Cleveland branch alone.

Kroger's specialize in two products, Kroger cakes and bread, and County Club brand of canned goods. Kroger stores also stock complete lines of meats, produce and staple groceries.

Lorain's four Kroger stores are located at 2701 Broadway, 824 E. Erie-av; 912 9th-st, and 3063 Pearl-av. Each has established itself as the shopping center of the neighborhood. Numerous other Kroger stores are located in various sections of Lorain-co.

District headquarters of the company are located at 5700 Truscon-av, Cleveland. Present officers of the firm include Albert Morrill, president; Col. C. O. Sherrill, vice-president in charge of public relations, and W. E. Carter, Cleveland branch manager.

LORAIN STREET RAILWAY STARTED AS 'HORSE LINE'

Began on Broadway Half Century Ago; Now Has 30 Cars Here

The Lorain Street Railroad Co., which employs nearly 100 men and operates about 30 cars had its inception in a horse car line which ran on muddy Broadway nearly half a century ago.

It was originally started in 1887 by Lorain capital. The founders are now all dead. They were F. B. Vernam, I. D. Lawler, T. R. Bowen, Walter Root, Capt. Thomas Wilford, Capt. Robert Cowley, H. F. Barrow and John B. Tunte. Two of these, Lawler and Tunte, lost their lives in the Naptha launch, "Leo," disaster in 1889 two years after the founding of the line.

Followed Railroad

Those first tracks were but a mile and a quarter in length, reaching from the loop at Broadway

and West Erie-av to 21st-st, ending in front of what is now St. Joseph's hospital. It was just 15 years after the first passenger train entered Lorain over the old C. L. and W. railroad, that the horse car made its appearance.

Lorain was then but a small village of about 5,000 population. The Brass Works, located at about Broadway and 19th-st, was the city's leading industry, aside from fishing. The horse car line carried daily to and from this plant, a large portion of the 400 employees. This plant was located in what was then the extreme southern part of the city, and South Lorain was nothing but a swamp and forest, yet to be developed.

Company Had Four Cars

Broadway was then unpaved. At times the street became so muddy that vehicles could make progress only by using the tracks of the street car line as a roadway.

Two open cars were operated in the summer months, while in the winter these gave way to two enclosed cars.

After Lawler's death in the boat disaster in 1889, George Clark, retired jeweler, became financially interested in the company, and for several years served as treasurer.

There was never a week throughout its existence that the line was on a paying basis, according to Clark who is the only surviving official of that original company.

Horse cars were used for seven years until the Johnson Steel Co., forerunner of the National Tube Co., was founded here in 1894. In that year, the famous Tom L. Johnson assumed control of the line. Financially interested with him in the Sheffield Land Co., whose capital it was that made the purchase, were Pierre L. DuPont, W. A. Donaldson, A. J. Moxham and J. H. Coffinberry.

When the line was sold it was being operated by a receiver, F. C. Norcross, who had been named in 1893. Previously, Vernam had been

superintendent and manager, Bowen was the president.

Johnson Extended Line

Johnson's first move was to tear-up the old horse car line and replace it with an electric system. The line was also extended out to Tenth Avenue as 28th-st was then called, to accommodate steel workers. Simultaneously, the line connecting Lorain and Elyria was built.

The line to Elyria was for the convenience of Johnson Co. employees who choose to live in the county seat town. On the side of these Lorain-Elyria cars was painted a pair of hands clasped in a friendly grip. It was designed to be emblematic of the friendship which Johnson wished to exist between these two neighbor cities between which he had located his giant steel plant.

In building this line to Elyria, as well as in extending the line from 21st-st to the site of the steel mill on what is now 28th-st., it was necessary to clear away many trees and much undergrowth. Between clearing the car line right-of-way and the land on which the steel plant itself was built, sawmills did a rushing business in those days which played so important a part in Lorain's history. The whole district was nothing but swamp and woods before Johnson's coming.

Own Right-of-Way

When it was definitely decided to locate the Johnson Co. here, the Sheffield Land Co., came into existence and bought up all of the land in the vicinity of the site. Also, being owners of the Lorain Street Railroad Co., after the purchase of 1894, the Sheffield Land Co. deeded to the Lorain Street Railroad Co. all of the streets in South Lorain, needed for prospective right-of-ways.

All of the streets proper, with the exception of the actually right-of-ways, were later given back to the city, but the portion of the thorofares east of the 28th-st subway, on which the tracks of the Lorain Street Railroad Co. has rails, still is owned by the railway company. In the other

parts of the city, the company merely leases the right-of-way from the city.

It was not until about 1917 that street cars going to south Lorain went through the 28th-st subway. The subway was built in 1914-15, but it was two years later before the car lines were changed. Previous to that time the company had a private right-of-way which extended from the end of Dexter-st (now known as 21st-st) to a point on 28th-st at the point where the Thew Shovel Co. is located.

Three-Cent Car Fare

In 1902, Johnson adopted his famous three-cent fare rate both in Lorain and Cleveland. He divided the Lorain Street Railroad system into three zones. The district with-in the corporate limits of Lorain as one zone. The city of Elyria was another zone, and the rural district between the third zone. The new charge was three cents for each zone, making the total fare to Elyria nine cents. The old fare had been five cents anywhere on the line.

The three-cent fare continued in effect for seven years until the system was sold to the Lake Shore Electric Co. in 1909. The fare then reverted back to five cents.

Johnson continued in an advisory capacity with the Lorain Street Railroad Co. until 1907, just two years before it was sold out to the Lake Shore Electric Co.

When the original tracks were laid for that horse car line between the loop and the Brass Works in 1887, there were no interurban lines into Lorain. The old C. L. and W., which later became the Baltimore and Ohio railroad, had been built into Lorain in 1872, and was followed by the Nickel Plate in the fall of 1881. And there you have the picture of Lorain's transportation set up.

Lake Shore Built in 1897

When Tom L. Johnson took over the dinky street railway in 1894, the city was still without an interurban line. He, however, constructed the line to Elyria in that year, but it was nothing more than a part of the Lorain street railway system.

But three years later, in 1897, Lorain and Cleveland became connected by an electric line constructed by James B. Hoge, who was one of the founders of the telephone company, and Barney Mahler. It was called the Lorain and Cleveland railway. It marked the beginning of the Lake Shore Electric line of today.

Then in 1901, the Sandusky and Interurban railway was extended into Lorain. Thus, for the first time, Cleveland and Toledo were connected by interurban. That same year, both the Lorain and Cleveland line, the Sandusky and Interurban Co. and the Toledo, Fremont and Norwalk, were purchased by the Lake Shore Electric Co.

When this deal was consummated, the Lake Shore Electric Co began operating street cars on Erie-av. Both east and west.

Five years later, in 1906, the Cleveland and Southwestern Co., known as the Green Line, invaded the city with the construction of a line which began on 21st-ast at Reid-av and extended to Broadway, thence to the loop and out W. Erie av to Oberlin-av.

Lake Shore In Control

This was the beginning of the belt line of today. This line was purchased from the Green Line in 1923, and by the extension of the 21st-st line to Oberlin-av, the line made a complete loop.

When the Lake Shore Electric Co. bought out the Lorain Street Railroad Co in 1909, it acquired the Broadway line, E. 28th-st line and the Yellow line to Elyria to which were added the East and West Erie-av lines. Later the Colorado line was built to take care of the Cromwell steel plant employees.

Today the Lorain Street Railroad Co., which is a subsidiary of the Lake Shore Electric Co., controls the entire Lorain street car system, as well as two buses on Erie-av, and operates the only street car system between Lorain and Elyria.

100 On Payroll

The valuation of the system is approximately a million dollars. There are approximately 100

employees, and the annual payroll is in the neighborhood of \$175,000.

The car barns are located on 28th-st at Seneca-av. The buildings include local offices, barns, repair shop, and a substation. The barns are large enough to house 20 cars at once.

A foreman, four pit men, an electrician and four car cleaners are employed in the shops here during the day time, and an inspector and two helpers at night. A foreman and 10 men are employed in the track department, and a foreman, three linemen, one ground man, and a truck driver in the line department.

Superintendent of the Lorain Street Railroad Co. is John W. Helm who has been in charge here nearly eight years.

The Lake Shore Electric Co., is one of the few interurban companies still in existence in this part of the country. It was been operating under receivership for nearly a year and a half.

MODERN LORAIN AND NKP RAILROAD 'BORN' TOGETHER

Arrived in City Year After Brass Works' Debut; Nickel Plate Name Becomes Famous

Construction of Lorain's second railroad, the New York, Chicago and St. Louis, now better known as the Nickel Plate, was started in the fall of 1881, at the height of the community's first real awakening.

Just the year before the Hayden Brass Works, the city's first industry, had moved here from Haydenville, Mass., and nine years before the Cleveland, Lorain, and Wheeling, which was later to become a part of the Baltimore and Ohio railroad, had provided the city with its first rail facilities.

Lorain, in 1881, had a population of only 2,000 or 3,000, but was beginning to grow quite rapidly with the coming of the brass works, and the thought of a second railroad brought visions of a "bigger and better" city and things began to boom.

Started in 1881

The Nickel Plate really had its beginning in February, 1881, when a group of financiers, headed by George I. Seney, president of the Metropolitan bank of New York, met and formed what was then known as the Seney Syndicate.

The previous year, a survey had been made from Ft. Wayne, Ind., to St. Louis to connect with the Lake Erie and Western Railroad. The Seney Syndicate purchased this survey and made two others, one from Chicago to Fort Wayne, and the other from Ft. Wayne to Cleveland, intended as the eastern terminus.

Early in April, 1881, Maj. Henry L. Merrill, an experienced railroad builder, established headquarters in Cleveland and began construction of the right-of-way. It was in the fall that the work reached Lorain.

Only Two Trains

The road was practically finished in September, 1882, but it was Oct. 22, 1882, that the first train passed thru Lorain on the new road.

When the road first opened there were two trains, each way, daily, thru Lorain. One ran between Buffalo and Bellevue, and the other between Cleveland and Chicago. They travelled at a speed of 25 to 30 miles an hour, and the equipment was open platform coaches.

There trains were run on "Columbus time," which was 20 minutes earlier than Chicago time, five minutes later than Cleveland time and 16 minutes later than Buffalo time.

The first agent at Lorain was E. M. Pierce, one of the outstanding figures in Lorain during the period in which he lived. In Cleveland there is still one man with the Nickel Plate who was employed when the road was built thru Lorain. He is F. G. Anthony.

Today the Nickel Plate operates four trains daily, each way, thru Lorain. The average speed is 50 to 60 miles and the equipment is the latest type. Only recently the company installed air-conditioned sleeping, lounge and dinner cars,

and will shortly have air-conditioned coaches in service. J. G. Mayberry is the Lorain agent.

Credit Newspaper

It is interesting to note that officials of the New York, Chicago and St. Louis railroad today credit a newspaper in a neighboring city of Lorain with originating the nickname "Nickel Plate," now used by the company as a trade mark.

The paper is the Norwalk Chronicle, which in its issue of April 14, 1881, in discussing the rivalry of the cities of Norwalk, Bellevue and New London in their efforts to induce the projectors to construct the line thru one of their cities, referred to the institution as the "Nickel Plate road." The term was intended as expressive of the bright and substantial attributes of the enterprise. The nickname has stuck thru the years.

THREE PLANTS BRING LORAIN TO FOREFRONT

Goodall, Weitz, Printz Companies Produce Clothing Here

Lorain in the past few years has taken its place as an important clothing manufacturing center and gives promise of still greater development in this industry.

To Richman Bros., national producers of men's suits and overcoats, goes the credit for introducing garment-making in Lorain. For many years, until the depression cut down operations, Richman Bros. operated a branch plant here which furnished work to nearly 500.

It is also significant that it was thru the efforts of Richman Bros., that the city's newest clothing works was brought to Lorain.

400 on Payroll

This concern is the Goodall Co., the largest manufacturers of Palm Beach cloth in the world. Altho this company began operations only on Jan. 2 of this year, in the old quarters of Richman Bros., it already is the largest garment works in the city. Upwards of 400 are already

employed, with the number steadily increasing, and the payroll promises to reach nearly half a million dollars yearly.

There are two other clothing plants in the city. One of these is the Printz-Biederman Co., of Cleveland, and the other is the S. Weitz Clothing Co.

The Lorain Garment Co. is located in a modern plant, especially erected for them at 125 E. 20th-st, in 1927, the year the plant came to Lorain. From only a handful of workers it has grown to approximately 100, with an annual payroll of more than \$75,000.

Make 800 Coats Weekly

Women's and girls' coats are manufactured by the Lorain Garment Co., and when at capacity about 800 garments are made weekly. Since the factory was opened more than 155,000 coats have been made and shipped to all parts of the country.

Joseph D. Wasserman is manager of the Lorain plant. The parent concern, the Printz-Biederman Co. marked its 40th anniversary last year. Alexander Printz, Cleveland, is president of the company. Coats manufactured are in every price class, ranging from \$12.50 up.

The S. Weitz Clothing Co., which manufactures men's overcoats and topcoats, started operation in Lorain in July, 1931. When it first started there were seven employees. The concern now gives steady employment to more than 175, and has an annual payroll of about \$175,000.

At first the Weitz Co. turned out about 200 coats a week. Now the output is about 1,500 coats weekly. Since operations were started here, more than 150,000 coats have been made here. They are shipped to all parts of the country.

Addition Planned

The Weitz Co. is located in a modern factory building on Pearl-av, built for them by the Kohlmeyer Bros. The company has plans to build an addition to the plant.

The Weitz Co. is a branch of the S. Weitz Co. of Cleveland, which has been in business more than 25 years. Maurice Zelden is the Lorain manager. He has been here nearly three years.

When Elmer Ward, then general manger, now president of the Goodall Co., decided to open a factory in Lorain, he found a modern plant waiting for him. It was the building which had been idle for several years when Richman Bros. curtailed operations. It is located on Broadway near 12th-st.

Within six months' time the Goodall people have trained and put to work approximately 400 young women, and have plans to add still others. Men's and boys' suits are made from Palm Beach cloth.

Harry Kubes, formerly superintendent of the Lorain plant of Richman Bros., is building superintendent and manager of the coat and vest department. J. N. Claire is manager of the pants department.

WORLD MOVES ON BEARINGS MADE IN LORAIN FACTORY Rapid Expansion Marks History of Crucible Steel Co.

Metal bearings made in the Lorain plant of the American Crucible Products Co., are shipped to many parts of the world. And wherever they go they bear the tiny legend, "Made in Lorain, O."

The American Crucible Products Co., with plant and offices situated in the premises formerly occupied by the Hoffman Heater Co., Oberlin-av and Nickel Plate railroad tracks, ranks among the foremost of the country's bearing plants.

It is one of the city's younger industries, having located here in August of 1926, following the departure of the Hoffman Heater plant of Louisville, Ky.

Started in Elyria

The concern was originally organized in Elyria early 1919, and in September of that year incorporated under its present name. It began a

successful business which its officials report has steadily increased.

After coming to Lorain, moving its entire plant and equipment from Elyria to Lorain without losing a single hour of production time, it launched into a greater business than ever before.

Tho the history of the American Crucible Products Co., may not be as lengthy as that of other of the city's industries, it is as highly fascinating, and as each year passes, its officials believe it will become a still more important part of Lorain's industrial story.

The present plant, comprising 40,000 square feet of floor space, is of modern construction and plan. The building is of red tapestry brick, steel and concrete construction, the various plants located to give greatest efficiency of transfer of raw materials from one process to the next. Daylight-giving arrangement of machinery, safety and hygiene are factors of paramount consideration in the lay-out of the plant. Each employee is assigned his private locker and shower baths are provided for the workers.

The production system includes the foundry, machine shop, pattern shop, core shop, melting room, receiving and shipping rooms, in addition to the general offices.

The company normally furnishes employment to about 75, including salesmen, with an annual payroll of more than \$100,000.

To go into the details of the manufacture of metal bearings such as those produced by the American Crucible Products Co., would entail a lengthy account. The average person does not know the vast extent to which bearings are used, officials of the company say. They may range in weight from an infinitesimal part of an ounce to those weighting tons. They may be smaller than the tiny jewel in a watch or so large that one cannot be loaded on an ordinary freight car. Their shapes and characteristics may be as myriad as the stars.

The American Crucible Products Co. produces bearings of the bronze, brass and babbitt types, specializing in transportation bearings. This embraces a broad field – automotive, aereo, real and traction bearings being included.

John G. Dorn, of Sandusky, is president of the American Crucible Products Co., with E. M. Wickens, vice president; and G. L. Smith, secretary-treasurer. These three men together with J. Richard Dorn and Randolph J. Dorn comprising the board of directors.

WAGON WHEELS HIS THEME SONG Frederick Has Sold Many of Them in Career in Lorain

"Wagon Wheels" can easily be the theme song of Henry Frederick, 9th-st, who, if Lorain-co history reports are correct, has sold more wagons and equipment than any other man in Lorain.

Frederick, now in his 70th year, is classed in an old atlas written about 35 years ago, as a "scientific horseshoer." That was when his place of business was located at 262 Broadway where he sold all manner of equipment for horses and buggies and was regarded as an expert in his line. As histories relate, his clientele came from all parts of the county.

Frederick is a native of Amherst where he received an early education.

SECOND CANALOS DEALS IN TOBACCO Present Wholesaler Son of Veteran Retailer

For nearly 60 years the late C. Canalos was in the retail cigar and tobacco business in Lorain.

Today his son, George Canalos, is the best known wholesale tobacco distributor in the city. He handles cigars, cigarettes, candies, smoking pipes, chewing gum and other articles. His territory includes all of Lorain-co.

The younger Canalos began business 18 years ago, in 1916, at 314 Broadway. His business steadily increased and he sought larger quarters. Today the office and warehouse is located at 711 5th-st. There are 1,500 square feet of floor space. In normal times he employs six persons and keeps two trucks busy.

**SCHWARTZ HOME HEAD
EXPERIENCED
Service Well Known, Tho Parlors Are New**

Altho it is one of the newest established undertaking parlors in the city, the George Schwartz Funeral home service is not new to the public.

George Schwartz, who operates the funeral home has had many years of undertaking experience, and has been connected with some of the older funeral homes in the city, before he went into business himself. When he opened his funeral parlors, he had them equipped thru-out with the most modern conveniences.

Three Buick cars are always at the disposal of the public, including the big 113 horse-power invalid carriage.

The ambulance is equipped with the latest types of emergency kits.

George Schwartz is a life-long resident of Lorain. He was born and raised here and was educated in Lorain schools.

**IGNITION FIRM READY TO MEET ANY
EMERGENCY**

Specialization has been the key to the complex modern industrial setup and this plan has been put into effect by the Lorain Ignition Co.

This concern concentrates its efforts on a special field in which it is equipped to cope with any emergency.

Ignition trouble, carburetor adjustments, lighting, starter, and head lights are given attention by the Lorain Ignition Co. They also

repair pumps and carry new parts for all devices which the firm services.

James Simpson established the company in 1921 at 122 10th-st and was later joined by James B. Witter. The two are still associates and conduct their business at 2034 Elyria-av.

First-rate service is insured by the fact that the Lorain Ignition Co. is the delegated representative and repairmen for several established lines of auto accessories.

One of the new fields into which the firm is now entering is that of automobile radios. The concern is acting as agent for several radio manufacturers and is also servicing radios.

“It is our intention to steadily expand the scope of our activities warrant,” said Witter.

**COOKE RECREATION PARLORS HOME
OF BOWLING LEAGUES**

The home of all of Lorain’s bowling leagues is Cooke’s Recreation Parlors, Inc., located in the basement of the Broadway-bldg.

Started in 1925 by Samuel Cooke, manager, the recreation parlor has developed into one of the finest recreation centers in northeastern Ohio.

Covering 16,000 feet of floor space, the parlor is equipped with 10 bowling alleys, four billiard and six pocket billiard tables.

It is also provided with a private dining and meeting room and up-to-date locker service.

Special bowling instructions are given free to both women and men bowlers.

**AIDS EXPANSION
Lorain Real Estate Co. in Business Since 1913**

One of the business firms instrumental in the expansion and development of Lorain is the Lorain Real Estate Co., located at 634 Broadway.

M. F. Peer and William J. Peer, brothers, operate the firm. Their realty business was established in 1913 at its present location.

The Lorain Real Estate Co. deals in property of all kinds and handles both sales and rentals. The company has been particularly active in transactions involving residential property and farms.

Insurance is also handled by the company which serves as Lorain representative for the Mutual Life Insurance Co., of New York; North American Accident Insurance Co., and Lincoln Fire Insurance Co.

Four people are employed by the Lorain Real Estate Co.

**THEW PRODUCTS KNOWN THRUOUT
MOST OF THE WORLD
Shovels Carry Name of Lorain to All Parts of
Sphere**

Established here 35 years ago, the Thew Shovel Co. is one of the best known of Lorain's industries, employing in normal times from 500 to 600.

Its product, a mechanical giant which plays a large part in the world's work, knows no language.

In Australia, England, France, Spain, Italy, Cuba, Chile, Peru, New Zealand, Mexico, Japan, Canada, Tasmania – on every continent on the globe – you will find this almost human device tearing its way into the resisting earth.

Carries Name Everywhere

In underground and strip mines, in quarries, clay pits, fertilizer plants and in all kinds of construction work you will find it digging and loading materials of all kinds – doing the work of many men with mechanical precision as it attracts crowds to watch it perform.

And wherever it goes it carries the name of Lorain and its inventor – Capt. Richard Thew.

The Thew Shovel Co. was incorporated July 7, 1899. That year just a handful of men turned out 14 shovels that were made to order. This was in marked contrast with the peak reached a few years ago when 400 shovels were built in one year at the plant on 28th-st, and employment was furnished to 550, with an annual payroll of \$650,000.

At the head of the company is F. A. Smythe who has served continuously for the 35 years of the company's existence as president. Capt. Thew served as vice president until he retired in 1920. C. B. Smythe, son of the president, and another son, A. W. Smythe, is general manager.

The automatic shovel designed by Capt. Thew was the first successful commercial shovel, and it revolutionized excavation work. More than that it led to the building of the modern ore bridges which today unload the largest freighters in a few hours' time. Capt. Thew's invention made his name famous over the world.

Died a Millionaire

It is interesting to note in this connection that the invention came when Capt. Thew was 50 years of age and a poor man. It brought him great wealth and when he died in 1922 at the age of 75 he was reported to be a millionaire.

One of the most astonishing things about Capt. Thew's invention was that the original machine was used for almost 20 years before it was scrapped some years ago.

At the time he devised the shovel Capt. Thew was a lake captain on an ore-carrying vessel. The shovel, however, was not his first invention. He devised many improvements for ore-handling aboard his ship.

Capt. Thew had the idea clearly in mind, but he had not had all the mechanical training to bring his "dream" into being. So he enlisted the aid of H. H. Harris, already experienced in shovel design.

The first model was built by the Variety Iron Works of Cleveland, and it proved a great success.

With his characteristic energy, Capt. Thew came to Lorain and opened negotiations with industrial men for the organization of a manufacturing company. As a result the Thew Automatic Shovel Co. was organized and the original plant built on the present site in 1899.

Home Offices Here

That was the beginning of the concern, which is now one of the few of the industries which has its home offices located in Lorain.

The first board of directors which remained intact for many years, was comprised of F. A. Smythe, Thew, Mathew Andrews, Silas Hitchcock, E. M. Pierce and W. A. Donaldson.

In 1920 when Capt. Thew and others who had lost active interest, sold out their holdings, a new corporation composed of the remaining officers and stockholders was organized and have carried on at The Thew Shovel Co., changing from the original name of Thew Automatic Shovel Co.

Today the Lorain plant is one of the largest exclusive producers of the mechanical shovels in the world.

The Thew Shovel output has been supplemented by machines operated by gasoline, Diesel, or electric motors. The Thew Co. was the first to develop the gasoline shovel. Building of steam shovels has been completely abandoned.

Affiliated Firms

Shovels, cranes, backdiggers and drag lines are all produced at the plant here. The shovels range in size from half a cubic yard to a yard and a half size bucket, while the largest locomotive crane has a lifting power of 20 tons.

One of the biggest developments in recent years has been the caterpillar truck mounted type of machine which bears the name "Lorain."

Two other industries are affiliated with the Thew Co. in the manufacture of the mechanical shovels. One is the Lorain Castings Co., located near the main plant. Its products go into the manufacture of the shovels. The other plant is the Universal Crane Co., which is located off W.

River-st in Elyria. These two concerns have the same directors and officers as the Thew.

It has been 11 years since the death of Capt. Thew, but his "brainchild" lives on and is destined for still greater growth.

LORAIN COMPANY PIONEER IN LAKE RADIO SYSTEM

Recently Inaugurated Ship-to-Shore Setup That Has Splendid Future

Pioneers in telephone-radio communication on the Great Lakes is the distinction of the Lorain-co Radio Corp., an affiliated corporation of the Lorain Telephone Co.

After months of experimentation and preparations, the company this summer inaugurated the ship-to-shore service following the obtaining of a Federal Radio commission permit last fall.

It is a coincidence that the inauguration of this new kind of service comes the very year that Lorain is celebrating the first 100 years of progress of the community.

Highly Satisfactory

Altho only two boats have thus far been equipped with the telephone-radio hook-up, the next 12 months is expected to bring a general out fitting of both passenger boats and freighters. Radio engineers, telephone men and vessel owners generally have pronounced the system as highly satisfactory.

The first boat equipped was the freighter William C. Atwater, flagship of the Wilson Transit Co., which completed a successful test on the equipment in June.

Work of installing the equipment in the passenger boat, Greater Buffalo, is now underway.

The shore station thru which all telephone-radio conversations between boats and between boats and land must pass, is located two miles west of

Lorain on Meister-rd, about a quarter of a mile from the lake.

The station, a one-story wooden structure 16 feet by 30 feet, is located out in a field, the aerial in back is 81 feet high.

Call Number WMES

The call number of the shore station is WMES. It transmits on a short wave over a frequency of 2550 kilocycles and has 500-watt power. The value of the equipment in the shore station alone is estimated at \$20,000.

The system is as simple to operate as any telephone. A person on board (a) boat who desires to make a call to someone on land, takes down the receiver and dials for a connection with the shore station which is made by radio. The shore station in turns make a long-distance connection over the regular long-distance lines and the conversation proceeds. The cost of the call is 75 cents from ship to land, plus the usual land rate, for three minutes of conversation.

Three Engineers

All of the equipment used was designed and built by the three radio engineers of the company – Robert Fox, B. P. Boswau and E. I. Deighan.

The Lorain-co Radio Corp. first came into existence in 1928 when it was organized to operate a wired radio system and at one time served more than 500 customers in Lorain and vicinity. This service was discontinued in April of this year. Approximately \$45,000 in stock is outstanding, according to H. E. Hageman, treasurer.

MOVERS 37 YEARS

Basore Also Operates Taxi Business

For 37 years the Basore Transfer Co. has given Lorainites prompt and high grade service in operating a transfer, taxicabs and short and long distance moving vehicles.

The company is the oldest establishment of its kind in the city and was first started in 1897. It

has grown from a horse and wagon concern to its present size of a large moving van, four trucks and a taxi.

HART'S FURNISHES UNIQUE SERVICE Diamonds Are Registered With U. S. as Perfect

The Hart Jewelry Co., located at 613 Broadway, offers its customers a unique service.

Any diamond bought in the store is registered with the government as a certified perfect stone. This guarantee insures the buyer against possible flaws and gives him the fullest protection.

The Hart Jewelry Co. was established at its present location in 1928 by Sam Levy, president of the firm which has stores in several cities. Nate Wittow is manager of the Lorain store.

A complete line of jewelry, watches, and diamonds are carried by the firm which also offers complete optical service under direction of a registered optician.

One of the features of the Hart service is the budget payment plan of the company which makes it possible to buy nationally known brands of watches and jewelry on the installment plan.

FATHER AND SON OPERATE LORAIN FUNERAL HOME

Lorain's only funeral home operated by a father and son is that of J. J. Gluvna and Son Funeral Home.

J. J. Gluvna, Sr., former councilman, established the firm in 1914 at its present address at 2356 Elyria-av. The building was constructed for the purpose of providing appropriate quarters for funeral services and is ideally designed for its function.

Last year the son, J. J. Gluvna, Jr., joined with his father in the enterprise and the two have been working as partners since that time.

The Gluvna Funeral home has approximately 1,200 feet of floor space, fully motorized equipment including and _____ passenger cars, part of the Gluvna service.

The lower floor of the building serves as accommodations for the funeral services while the Gluvna family occupies the upper rooms.

J. J. Gluvna, Sr., is a graduate of the Cleveland Embalming School while his son received his training at the Cleveland College of Embalming.

ADVERTISEMENTS, PHOTOS, &c.

VISIT LORAIN COUNTY'S ONLY LICENSED
NIGHT CLUB
SERVING LIQUOR - WINES - BEER
COCKTAILS - HIGHBALLS
TONIGHT! And All Week
BIG FLOOR SHOW
FEATURING:
**RITA &
REMUS**
Famous Dancers
ELAINE CHAMBERS
Mistress of Ceremonies
Jigger Barnes
Lorain's Favorite Tenor
AND OTHER HIGH-CLASS ENTERTAINMENT
SOMETHING DOING EVERY MINUTE
DINE AND DANCE TO
400 BRIDGE CLUB ORCHESTRA
Full Course Dinner \$1.00
No Cover Charge at Any Time!
400 BRIDGE CLUB
3700 OBERLIN AVE. PHONE 6879


CONGRATULATIONS, LORAIN!
*You Are Cordially Invited
To Use Our Club Rooms
DURING CENTENNIAL WEEK*
STEEL CITY POST, NO. 504
AMERICAN LEGION
200 1-2 NINTH STREET

DANCING
EVERY SATURDAY
Andorka's Hall
GENE ROBINSON'S Band
Admission 12c

*Lorain's a City of a Hundred Birthdays,
But We're the House of a Million
Parts*

ARNOLD'S Auto Wrecking Co.

REAR 1550 BROADWAY

●
**Used Parts for All Makes of
Automobiles At Cut Rate Prices**

*We Save You From
50% to 100%*

●
BROADWAY—PHONE 61-457
CAROLINE AVE.—PHONE 63-991

POTTERY

**LAMPS, NOVELTIES, GARDENWARE
AND WITCH BALLS**

Stop and see our extensive yard display
of the finest collection in Northern Ohio.
Visitors Welcome

ASSOCIATED POTTERIES

545 E. ERIE AVE.

H. W. YEARLEY, Gen. Mgr.

—ALL DAY SPECIAL—

SUNDAY, JULY 15th

CHICKEN and BISCUIT DINNER

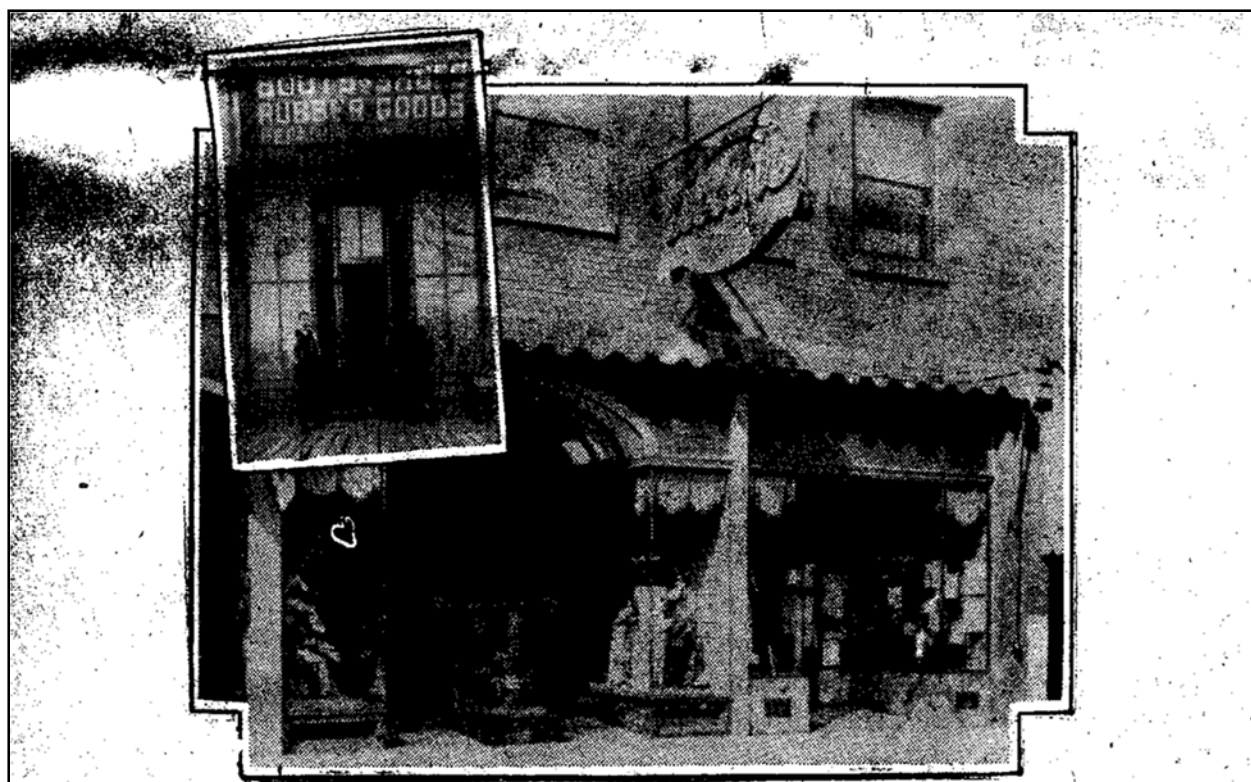
COMPLETE WITH ALL THE TRIMMINGS

**We Invite Centennial Visitors to Try Our Lunches and Dinners.
YOU'LL ENJOY THEM!**

731
Broadway

BLACK CAT

Mrs. Mae
Baker,
Prop.



Forward - - since 1883!

BACK in the early Spring of 1883 when Lorain had a population of less than 1,000, David Allen opened his shoe store. In those days Lorain was known as a fishing town and shipping center, tho it did boast of a brass works. The boats that plied Lake Erie and Black River were sail boats.

At that time fully 50 percent of the shoes were made to special order by David Allen, an expert shoe maker. Shoes or boots for Sunday wear were made to produce a "squeak" so that all would know the wearer had new boots. Shoes for work had to be made without "squeaks" and woe unto David Allen if he got the squeak in the wrong pair. All "ready made" shoes sold at that time were made in Cleveland.

As the years rolled on David Allen gained a reputation as a boot and shoe merchant. As Lorain grew his business grew and expanded. The demand for ready-to-wear shoes increased, so that David Allen was soon buying shoes from the leading manufacturers thruout the United States.

Confident of the future of Lorain, David Allen's early ambition was to carry the name of Allen down thru the business history of Lorain and the coming generation of his family. He therefore trained his two sons, Stewart and Howard, in the shoe business so that they might carry on after his active days were over.

So today, fifty-one years after David Allen opened his small shop, Allen's Boot Shop is under the management of his sons, Stewart and Howard Allen, on the site of the original store. The store of today has a basement department and first floor salesroom and includes the Ray Baker department, featuring high quality men's furnishings. The store of today carries on all the traditions and high standards of the founder and, while David Allen boasted of the sale of a few dozen pair of shoes a week, Allen's Boot Shop of today counts sales in the hundreds per week.

When you come to Lorain, visit our store . . . make it your headquarters.

Allen's Boot Shop
 LORAIN'S LARGEST AND BEST SHOE STORE
 ESTABLISHED 1883
 410 BROADWAY

Basore Transfer and Storage

219 W. Erie Ave.



PHONE 4117

Established In Lorain In 1897

**An Old Concern That Grows Stronger in
Modern Service Year After Year**

LOCAL AND LONG DISTANCE MOVING

Local Depot for
INDIAN COACH LINES
*Coast to Coast Service
2 Buses Each Way Daily*

Local Depot for
GREAT EASTERN STAGES
*Buses Making Connections With
Carriers to Any Point*

Floor Show TONITE!

WASYL LIVCHAK

**WTAM-Palace Audition
Winner—A Real Tenor**

—and—

Jack Tomazic, Accordionist

—and the—

BERGHOFF ORCHESTRA

Lorain's Finest Glass of Beer

Berghoff
CAFE

Elyria-av cor. 32nd Ph. 62-851

Brown's Pharmacy

450 East Erie Ave.

2836 Pearl Ave.

COMPLETE LINE OF
DRUGS • SUNDRIES
CUTLERY
TOILET ARTICLES
AND TOBACCOS

Excellent Fountain Service

And Accurate Prescription Department
with Registered Pharmacists in Charge.

GIVE US A VISIT

BROADWAY IN 'HORSE CAR' DAYS



Broadway in the "primitive days" after the "great awakening" but before the arrival of the Johnson Steel Works is shown above. The photograph was taken about the year 1880. Please note the horse drawn street car, which operated between the loop and the Brass Works in what is now Central Lorain. The horses were used until the Johnson Company came in 1894 and 1895.



Political
Advertisement

C. Kohlmyer

Candidate FOR CONGRESS

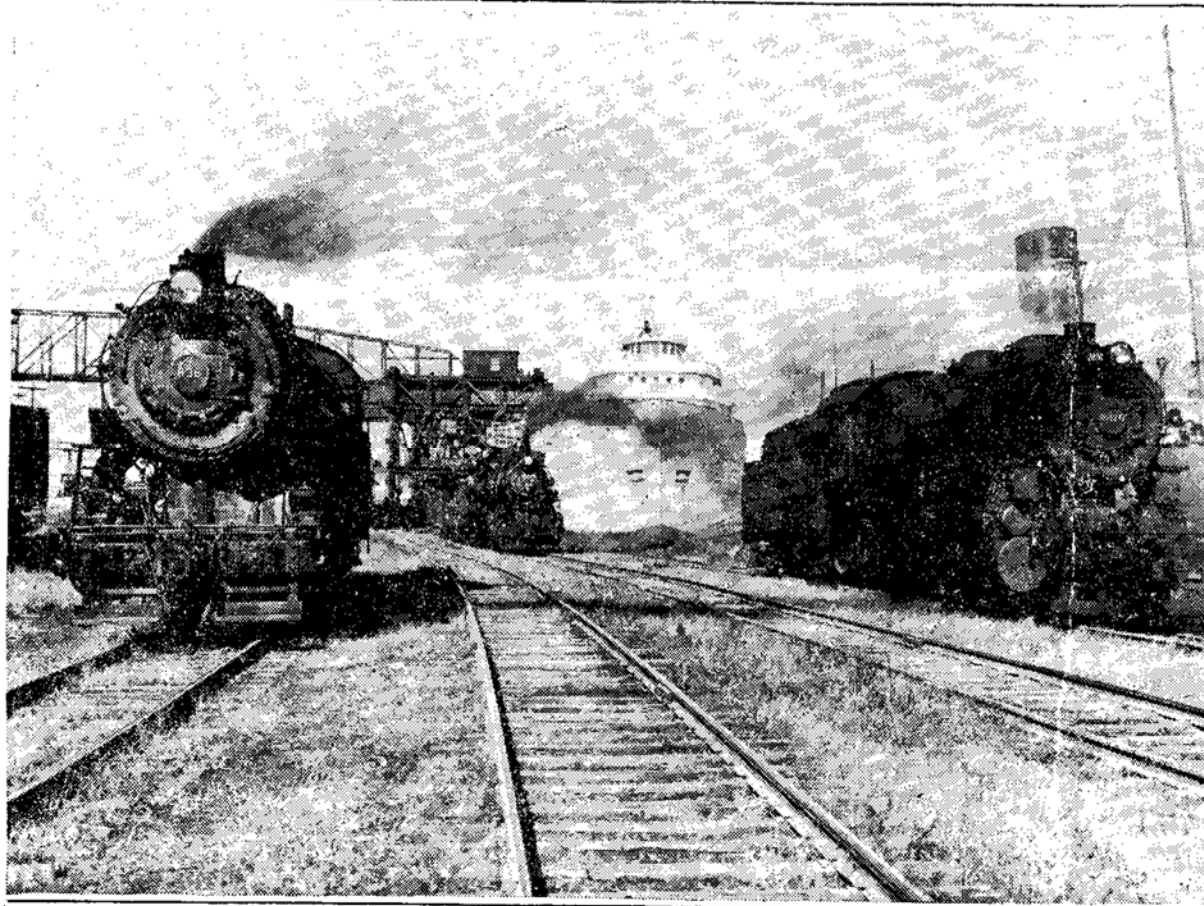
FROM THE 14th DISTRICT

REPUBLICAN TICKET

YOUR SUPPORT AT THE PRIMARIES
ON AUG. 14th WILL BE APPRECIATED

If elected I will devote my entire
time to the best interests of this
district and strive to hasten the
return to normal conditions and
further forward developments.

CAMERA CATCHES TRUE SPIRIT OF STEEL CITY



The true spirit of a century of progress in Lorain is caught in the above photograph. Taken near the mouth of the Black river,

this photo of the locomotives, the lake freighters and the giant cranes epitomize Lorain--the industrial city and the harbor.

1905

**29 Years of Steady
Achievement**

1934

LORAIN AUTOPARTS CO.

L. B. SCUTT

"THE HOUSE OF SERVICE"

G. A. CONN

212-214 WEST ERIE AVE. PHONES 2791 3215

A Complete Line of Ford and Chevrolet Parts

Perfect Circle Piston Rings	Oil Filters and Spark Plugs	Axle and Drive Parts
Permatex Products	Fuel Pump Parts	Ring, Pinion and Flywheel
Brake Drum Turning	Ramco Rings	Gears
Borg & Beck Clutches	American "BrakeBlok"	Lockheed Brake Parts and Fluids
Pistons and Pins	Linings	Complete Line of Gaskets
Connecting Rod Exchange	Warner Transmission Parts	Valves and Valve Seat Rings
Water Pump Parts		Gas and Oil Line Fittings
Cable and Ignition Parts		

Cylinder Reboring, Piston Grinding, Pin Fitting, Valve Refacing

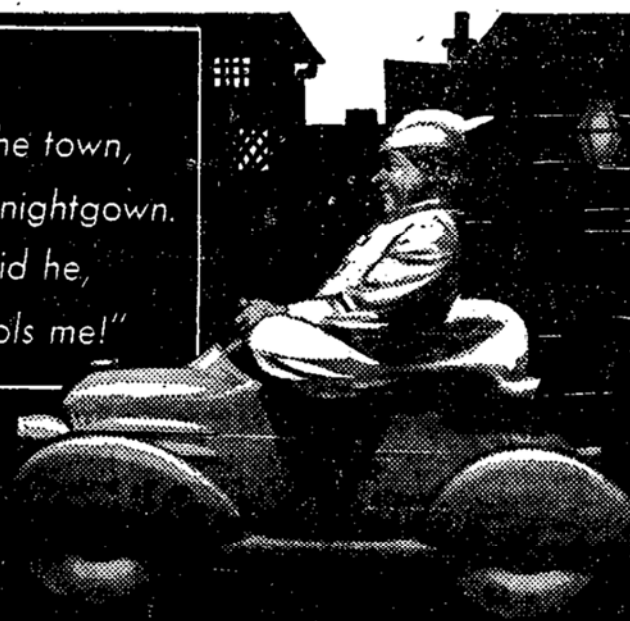
Distributors of Nationally Known Quality Products

WEE WILLIE WINKIE

drives through the town,
Up street and down street in his nightgown.
"Nobody knows this comfort," said he,
"Plus Valve Ease Gas, it surely cools me!"

Valve Ease
SMOOTH POWER
Gasoline

AT PRICE OF ORDINARY GAS



THE CANFIELD OIL COMPANY

You can get that "SMOOTH POWER" VALVE EASE
Gasoline at the following local Canfield Dealers:

R. Butcher
Spencer, O. Rivers Corners

A. G. Douglas
West View Lorain-st.

Ben Gerhart
W. Dover Bradley Rd.

Grafton Oil Company
Grafton, O. Route 57

Ed Henry
W. Dover Detroit Rd.

F. Henney
N. Eaton Route 10

Johnson Battery
Lorain, R. D. Detroit Rd.

Tade Kekic
Avon Lake, Lake Rd. Route 2

Fred Kleinhans
Penfield, O. Route 18

Barney Leonowicz
Elyria, O. Route 20

B. A. Martin
N. Eaton Route 82

G. I. Miner
Kipton Route 59

Park Garage
Amherst Cleveland-st.

H. T. Sargis
Lorain, Route No. 3

Sauers Sales and Service
Dover Center Route 20

E. S. Olah
Bay Village Dover Center-rd

F. Schumacher
Elyria, O. Route 57

Chas. Squires
Elyria, O. Route 20

J. Stanislawski
Grafton, O. Route 57

E. E. Tedrow
Kipton, O. Route 20

John Wright
Wakeman, O. Route 20

K. H. Hardin
Elyria, O. 355 E. Bridge-st.

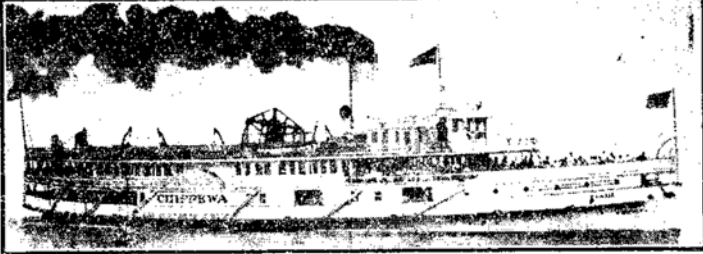
Penfound Bros
Elyria, O. East-av & 2nd-st

L. H. Popp
Elyria, O. Broad & Chestnut

**CEDAR
CAFE**
205 GROVE AVE

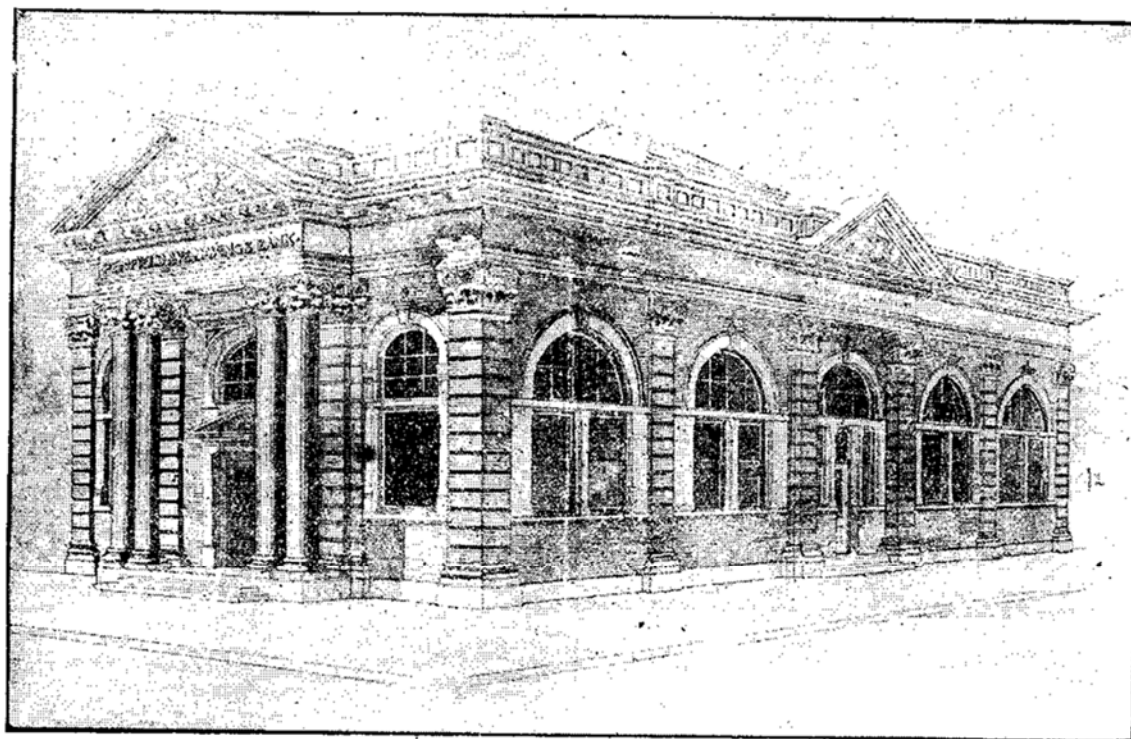
TONIGHT!
½ Spring Chicken
all the trimmings **35c**

9% Ale
Cocktails
Highballs
Legal Liquor and
All Kinds of
Wines
Music By
Dickinson's
Hill Billys

MOONLIGHTS
on STEAMER
CHIPPEWA
EVERY WEDNESDAY NIGHT
LEAVE COAST GUARD DOCK
8:30 p. m.

FRIEDLEY'S DANCE ORCHESTRA	FARE 50c
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—Established 1895—

*On the Hundredth Anniversary of the
Founding of the City of Lorain*

The CENTRAL BANK Co.

1949 BROADWAY

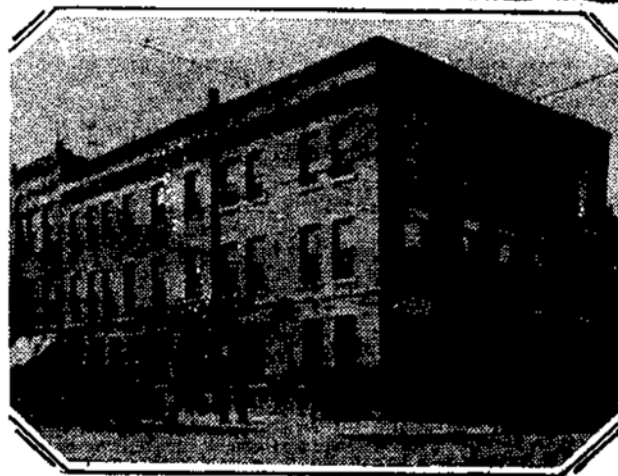
is pleased that it has been identified with the City's growth; that it has been helpful with the banking facilities to those whose confidence in it has been a source of satisfaction. As Lorain moves onward to another Century of Progress, this bank expects to go forward with it, assuring depositors a full measure of adequate Banking Management and facilities in its every department of service.

OFFICERS

W. B. THOMPSON, <i>President</i>	B. A. FOSKETT, <i>Cashier</i>
D. H. AIKEN, <i>Vice-Pres.</i>	J. R. CULBERTSON, <i>Asst. Cashier</i>
E. G. COOPER, <i>Asst. Cashier</i>	

1899

1934



Congratulations, Lorain

Lorain is celebrating its one hundredth anniversary. For more than one-third of the one hundred years The City Bank Company has served its community. True, for a time, its activities have been limited owing to conditions over which the bank has no control. One more step is necessary to be taken before we will again resume normal activities. Application has been filed for membership in the Federal Deposit Insurance Fund for the insurance of deposits up to \$5,000.00 in amount. The examiners are expected any hour to make the necessary checkup. When this has been done The City Bank Company will receive from Superintendent of Banks of the State of Ohio a license to resume normal business.

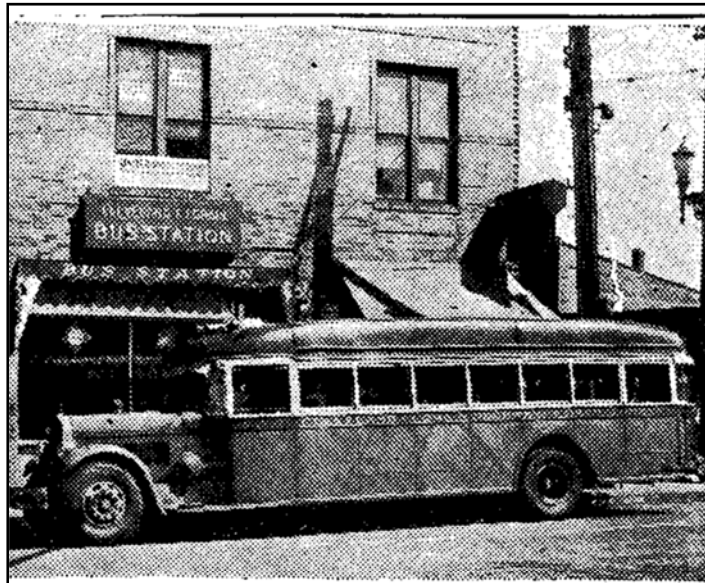
We regret exceedingly that our patrons have been inconvenienced by the restrictions under which the bank has operated since the bank holiday. The officers, directors and employees take this opportunity to express their appreciation for the patience and loyalty shown by the patrons of the bank under most trying circumstances and to assure these patrons of our best services in the future.

We would be ungrateful were we to fail to express our appreciation for the guidance and help given us by the Superintendent of Banks and his assistants who were assigned to help us. We also wish to express our appreciation for the assistance that makes it possible for the bank to hope to open soon on an unrestricted basis—the facilities of the Home Owners Loan Corporation, which enabled us to refinance loans on homes and enabled the home owners to retain their homes. This was a gigantic task but with splendid co-operation on the part of everyone it has been accomplished.

By the time Lorain celebrates its next Centennial our troubles of the past few months will have been forgotten and we hope that when that event is celebrated our institution will still be serving its community.

The **CITY BANK** *Co.*

PEARL AVE. and 28th STREET



Cleveland-Lorain Highway Coach Co.

Local Station — 110 W. Erie Ave.
Cleveland Station
Greyhound Bus St., E. 9th and Superior

**Fleet of Buses Operating Daily
Between Lorain and Cleveland!**

HOURLY SERVICE
Operated on Half-Hour Schedule

**FARE — ROUND TRIP
LORAIN TO CLEVELAND**

75c

Easy, Comfortable, Safe Transportation

Thanks and Congratulations

To our patrons who have helped us to grow during our nearly six years in Lorain we extend our hearty thanks. To those who have had a vital part in the city's progress, we congratulate you.

ZIPP COAL CO.
1463 Broadway

1885-1934

FORTY-NINE YEARS OF CONTINUED, PROGRESSIVE, SERVICE

Through nearly a half century with mud roads and horse drawn cars to concrete pavements and motor trucks. Always giving Prompt, Efficient and Satisfactory Service in all kinds of weather.

Lorain's Oldest Coal Merchants
The JOHN STACK COAL Co.

Established 1923
East Side Coal Co.

810 F Street
—AND—
Cseh & Pirigyi
Pearl and N. Ridge Road

Featuring
**POCAHONTAS
BLACK GOLD
RED DRAGON
AND LUMP COALS**

"Service That Counts"

Your Good Will

This we appreciate above all else. Men who have achieved the coveted in business in Lorain during the past hundred years accomplished it through the good will of those whom they served. When it is coal or builder's supplies we shall be glad to be viewed in this light. To this end we assure you dependable and conscientious service.

BRAUN'S COAL & BUILDERS
SUPPLY
2375 CAROLINE AVE. PHONE 6702

1905-1934

29 YEARS OF DEPENDABLE COAL SERVICE

To Serve Well Is
Our Endeavor

**RADIO LUMP
KENTUCKY COLONEL
BIRCHWOOD POCAHONTAS
JEWEL POCAHONTAS**

Also Lime, Cement and
Other Building Products

**THE CONSUMERS
BUILDING SUPPLY CO.**

13th and Washington Ave. Phone 6944

GROWTH THROUGH SERVICE

To have served this community with coal and building supplies has been a privilege. To have kept the public's confidence through a sincere desire to render reliable service spurs us to greater effort to please and satisfy.

**MILLER COAL and
SUPPLY CO.**

13th Street and Oberlin Avenue

Established 1924

O. B. BOWER

Coal and Builders' Supplies

920 THIRTEENTH STREET

We are more than proud to have been a part of Lorain's growth and progress. We haven't lived in Lorain a hundred years, but the quarter of a century we have put in we have been interested in Lorain.

Exclusive Distributors
of the Following
Brands of

COAL

RED PARROT LUMP

Southern W. Va.'s Finest

CASTLE SHANNON
Steady Heat at Low Cost

BANNER LUMP
A Satisfying Economy Coal

**MATT EBINGER
COAL CO.**

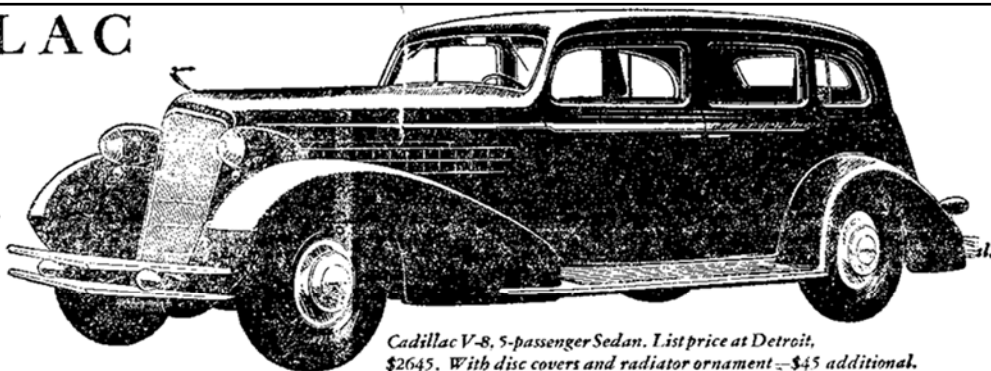
E. 25th and Denver

Ph. 5251

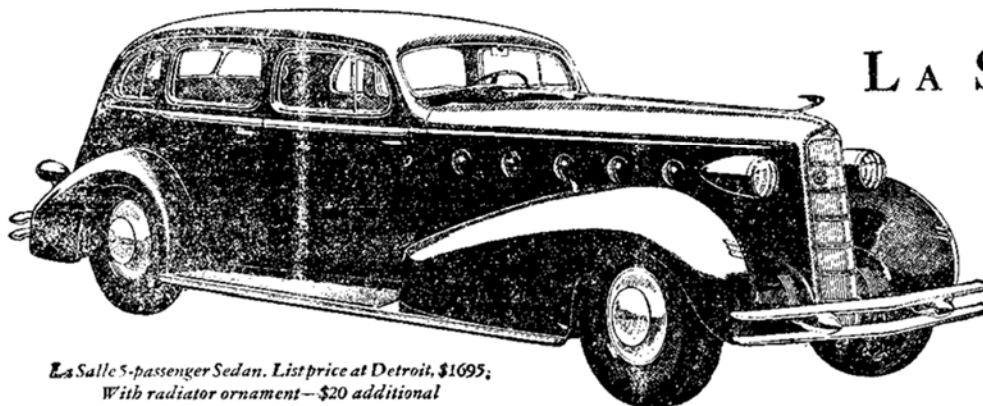
CADILLAC



List prices start at
\$2545
at Detroit



Cadillac V-8, 5-passenger Sedan. List price at Detroit, \$2645. With disc covers and radiator ornament—\$45 additional.



La Salle 5-passenger Sedan. List price at Detroit, \$1695. With radiator ornament—\$20 additional

LA SALLE



List prices start at
\$1595
at Detroit

Today, the supremacy which has so long made Cadillac and La Salle motor cars the Standard of the World is more pronounced than ever. . . . In the past, people have been drawn to these splendid cars for extremely definite reasons. Take, for instance, the matter of comfort. For years, every search for the utmost in comfort has led to Cadillac-built cars. And this is precisely the case today—for there is now a *greater* difference than *ever* between comfort in the new Cadillacs and La Salles and in any other cars. Their Knee-Action wheels result in such a ride that only a demonstration can reveal how wonderful it is. . . . In the past, every search for finest performance has, likewise, terminated with Cadillac or La Salle. The same is true today. In fact, Cadillac and La Salle have actually

widened the spread between their own performance and that of other cars. . . . Too, every search for handling ease and safety has led to Cadillac or La Salle. Today, Cadillac-La Salle leadership in these vital qualities is more apparent than ever before. Yet, Cadillac has *narrowed* the difference in *cost* between these fine creations and other cars. The new Cadillac V-8, for instance, *now* sells for as low as \$2545, at Detroit—the lowest price at which a Cadillac closed car was *ever* offered. And the new streamlined La Salle is priced as low as \$1595, at Detroit—almost a thousand dollars less than last year. We ask that you give us your permission to place one of these new Cadillacs or La Salles at your disposal in order that you may fully appreciate their wide margin of supremacy.

DEALER ADVERTISEMENT

COLGAN MOTOR SALES CO.

18th and Broadway

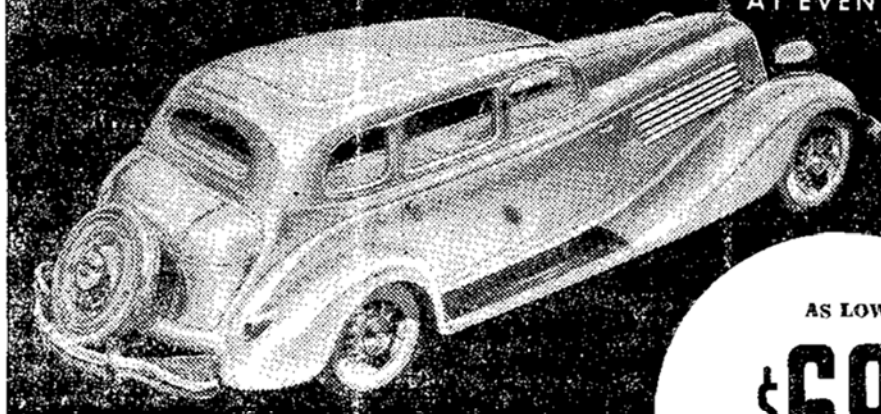
LORAIN, OHIO

Telephone 5119

Announcing New "year-ahead" **STUDEBAKERS**

WITH BENDIX POWER BRAKES ON ALL MODELS... "YEAR-AHEAD" SKYWAY STYLE... "YEAR-AHEAD" SPEEDWAY PERFORMANCE... "YEAR-AHEAD" LOUNGE INTERIORS

AT EVEN LOWER
PRICES



AS LOW AS

\$695

AT THE FACTORY

STUDEBAKER, sponsor of speedway stamina and skyway style, announces new cars that are easily a year ahead in style, performance and advancements.

In these brilliant new cars, Studebaker safeguards your ride with the super-safety and instant toe-tip action of Bendix Vacuum Controlled Power Brakes in all models—even in the new Dictator listing as low as \$695!

These big, luxurious new Studebakers bring your dramatic new "year-ahead" skyway style. Their bodies of steel reinforced by steel are gorgeously fitted, finished and upholstered. And Studebaker's famed Quadripoise Suspension scientifically cradles the action of all four wheels. Drive one and see how its sparkling pick up, power and smoothness show up every car you've known. Prices are \$145 to \$620 lower than a year ago.

DICTATOR \$ 695
COMMANDER 890
PRESIDENT 1170

Base prices at the factory
Bumpers, special equipment
extra

Listen to Richard Himber's
Studebaker Champions
Every Mon. NBC Red Chain
Every Tues. Columbia Chain

Colgan Motor Sales Co.

1803 BROADWAY

PHONE 5119

THE ONLY CAR UNDER \$1,000 WITH POWER BRAKES

HIP! HIP! HURRAH!

MAKE MERRY AT THE

Colonial Gardens

4th St. Off Broadway

YOU'LL LOVE IT!

Be here when the band starts playing—you won't be able to keep from singing. When you're hungry and thirsty we will serve you the best obtainable. Good old Paul at the piano.

E. A. NICHOLL, Mgr.

YOU ARE INVITED TO HEAR

PAUL SPECHT

and HIS ORCHESTRA at

Crystal Gardens

SAT. and SUN. EVENINGS

Admission Free Park Plan Dancing

"ENJOY AN INAUGURAL BALL ATMOSPHERE"



Our PLEASURE And Our
BUSINESS Is To Serve
YOU

THE FINEST IN FOOD!
DINNERS & LUNCHES

Our SANDWICHES Are a Meal In Themselves
Mein Host is Here to Greet You, Personally

"You Can Taste The Difference" in
DEUTSCHOF COCKTAILS

—Also—

Finest Domestic and Imported WINES
Served by the Glass

RENNERS 9% ALE SCHLITZ BEER
Always on Tap



DEUTSCHOF

THE PALACE THEATRE IS NEXT TO US



CRAFTSMAN PRINTING

Job printing of all kinds! Dignify your business with well printed letter heads, bill heads, envelopes, price cards and display cards. We guarantee neat work at moderate prices . . . A large selection of paper and types to choose from.

*Let us estimate
on your next
Printing Job . .*

DeVeny Printing COMPANY

651 BROADWAY

TELEPHONE 4774



If -

You Like
Mountain Music!

You'll
Enjoy Dancing to

DICKINSON'S HILL-BILLY ORCHESTRA

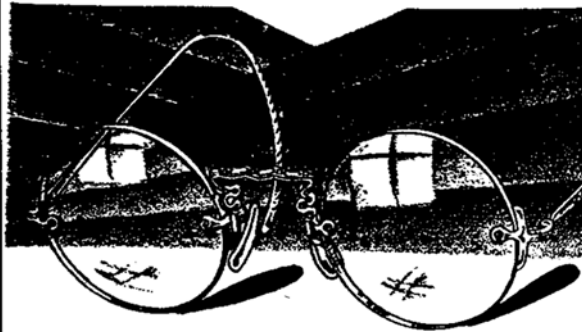
Modern and Old-Time
Music That's Different

FOR RESERVATIONS
OF ENGAGEMENTS

PHONE 6-0-8

ASK FOR MR. DICKINSON

Optical Department



Complete Glasses CORRECTLY FITTED LENSES and FRAMES

Priced
As Low
As . . .

These glasses have lenses accurately ground from rim to rim — only Certified A-1 lenses used! — for far or near vision. Frames are modern hand engraved; white or yellow gold-filled, with adjustable pearl nose pads, and correctly fitting temples. They have the added quality of being constructed in the latest style that will enhance your distinction and good appearance.

\$7.95
UP

CHARGE ACCOUNTS

Scientific Eye Examination Included!



Other Complete
Glasses as Low as **\$5.95**

**DR. H. C.
BLACKANN**

Registered Optometrist of
over 25 years experience in
charge of our optical department.

Oldest Established DRUGGIST in Lorain

EDDY'S

PHARMACY

IN LORAIN SINCE 1900

800 BROADWAY

PHONE 412

Dreamland

"Artic Nu-Air" Conditioned
Mat. till 6 p. m. Eve. & Sun.

10c 15c plus 2c
Tax



Sunday
and
Monday

CLARK GABLE
MYRNA LOY
MEN IN WHITE

Organogue - Comedy
Mickey Mouse

TODAY ONLY
"THE BIG BROADCAST"
Serial - Comedy - News

ELVIRA

"Artic Nu-Air" Conditioned
Opens 1 P. M. Today & Sun.

SUNDAY & MONDAY

**FLYING
DOWN
TO RIO**

—Added—

Serial

"Mystery
Squadron"
with
Bob Steele
Comedy &
Cartoon

**DOLORES
DEL RIO**
GENE RAYMOND
RAUL ROULIEN
GINGER ROGERS
FRED ASTAIRE

Last Time Today Dble. Feat.
"SUCKER MONEY"
Ralph Lewis and Mae Busch

—also—

"WIVES BEWARE"
with Adolphe Menjou

17 Years In Lorain—The Dreamland Theatre Company
Owners and Operators of Dreamland and Elvira have operated theatres that provide wholesome entertainment for the family at attractive low prices. Our policy has been to add new features for your convenience as soon as available. We were among the first to be wired for sound. Today, we offer the best in feature pictures and shorts. Modern R. C. A. sound equipment at the Dreamland and "Artic Nu Air" conditioning at both houses.

During Centennial Week.

VISIT

Lorain's Smartest Shoppe!

HATS

We are the Authorized Dealers for GAGE Hats, known for their Style and Beauty.

FROCKS

We consider it a privilege to handle Marian Sue Wash Frocks . . . You'll be surprised how perfectly they fit and how individual and distinctive they will make you look.

HOSE

Seri-phane . . . Berkshire Full Fashioned Ringless Stockings . . . a silk stocking that is so clear, so free from streaks, clouds or shadows that you can see through it.

LINGERIE

Lady Love Distinctive Silk Slips are outstanding values—sold exclusively at EDITH MAE HAT SHOPPE.



Located With Robinson, The Dry Cleaner, Ohio Theatre Bldg.



Coming Sunday at

**ELBERTA
BEACH**

**RUSS
LYONS**

and His
N. B. C. Orchestra

Direct From Lotus Gardens
Admission 25c, Tax Paid

45 Years Of Leadership ELDRED CO.

375 BROADWAY

We are proud to be a part of this great Centennial of our city. Our 45 years in Lorain have been happy ones, for the greater part, even in the face of adverse conditions which at times seemed too great to conquer. Memories of the old horse-drawn cars, plank and mud roads, wooden sidewalks, oil street lamps, four masted schooners, the first steel mills and ship yards and when Lorain was principally a fishing village of less than 3,000 people seem like only a few years ago to us.

Today our business is very different from what it was in 1889 when our store was virtually a general store with everything but groceries, medicine, hardware and clothing. Today we offer the public one of the most specialized lines in the business world.



M. N. ELDRED
Founder and Senior Partner

OFFICE and BANK Systems — Service — Supplies and Equipment

Representing the Following Nationally Known Manufacturers

SHAW-WALKER

SAFES - FILES - DESKS
FILING SYSTEMS, etc.

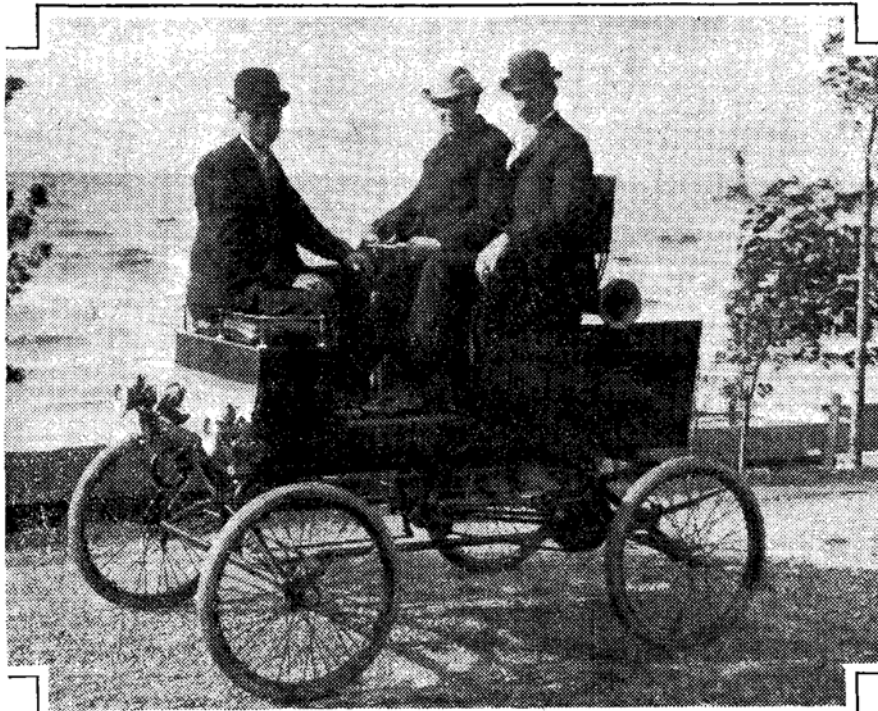
TATUM

LOOSE LEAF-VISIBLE RECORDS
MACHINE BOOKKEEPING

POSTINDEX — B. L. MARBLE, CHAIRS — GUNN, DESKS
ROYAL TYPEWRITERS

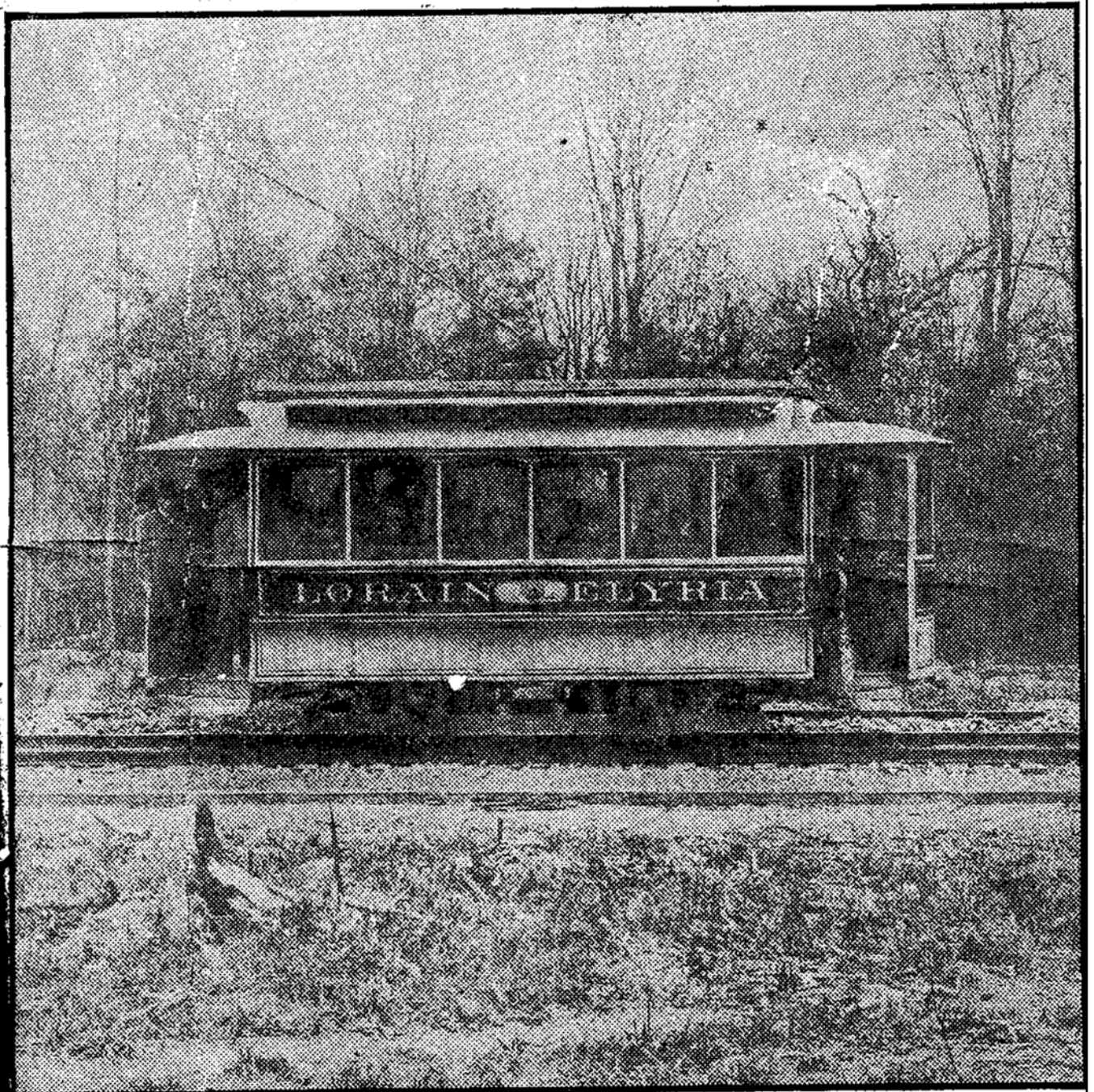
And Many Other Lines Equally Well Known

HOW'D YOU LIKE TO DRIVE THIS?



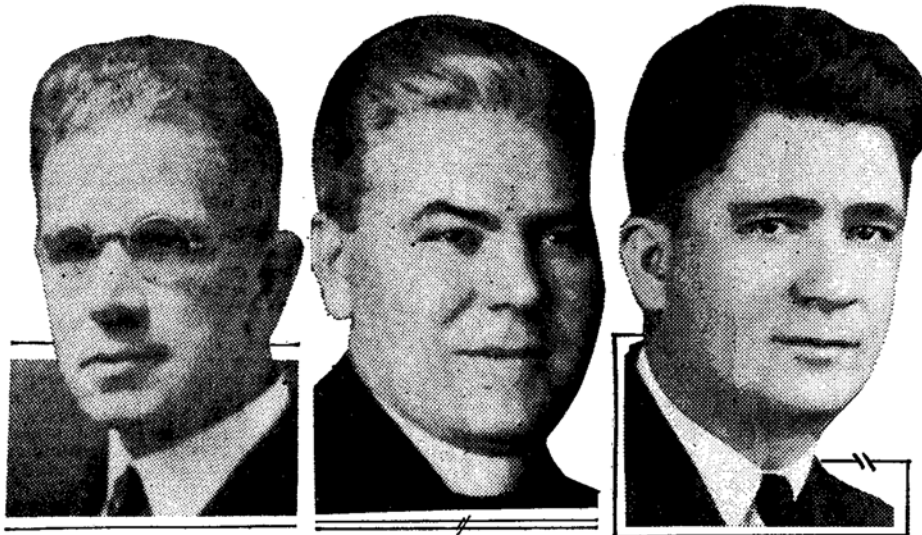
This picture, taken 33 years ago, shows the first Lorain-built automobile. John Heyer, the builder of the auto, is at the right. At the wheel is Joseph White. The man on the front seat is John Mears, Lakewood. The picture was snapped on the site of the Lorain waterworks.

FIRST LORAIN-ELYRIA TRAM



The first Lorain-Elyria street car, designed by Tom L. Johnson, who brought Lorain the steel mills, is shown above. The clasped hands on the side of the car symbolical of friendship between Lorain and Elyria.

Four Speakers on Open-Air Program



These are the four speakers who will appear on the Centennial religious program at 7:30 p. m. tomorrow in Washington park. They are Rev. I. D. Rafferty, (center) pastor of St. Anthony's church, who will speak on the Roman Catholic church; Rev. Theodore Merten, (left above) pastor of St. John's Evangelical church who will speak on Protestantism; Atty. Basil Dziama, (right above) Lorain lawyer and former minister, who will speak on the Greek Orthodox church and Howard L. Chernoff, Mansfield newspaperman and state official of the B'Nai B'Rith lodge, who will deliver an address on the Hebrew religion. The program will be an open-air affair and one of the largest crowds of the Centennial week is expected to gather for the event at Washington park. Atty. A. W. Cinniger is chairman of the committee in charge of this program.

fanou, pastor. Masses at 8:30 and 9:30.

SS. Peter and Paul, Russian. 2318 E. 32nd-st. Rev. John T. Krohmalney, pastor.

9, morning service; 10:30, liturgy; 3, vesper service; 9-12, Saturday, Russian school.

Serbian St. George, Grove-av and E. 33rd-st. Rev. Nicholas Petkovich, pastor.

9, mass; others announced in church.

Ukrainian St. Vladimir, Grove-av and 33rd-st. Rev. John Petrykany, new pastor.

10, Sunday, mass.

Pentecostal

First Pentecostal church, 1829 E. 31st-st. Rev. G. M. Horst, pastor. 8-10 a. s. 10-15 morning wor.

Established 1921

Fradley's Garage

3143 BROADWAY

HIGH-CLASS SERVICE

on

AUTO REPAIRING

TOWING - AUTO ELECTRIC

WELDING

BODY AND FENDER WORK

PHONE 5269

THE GLOBE STORE

CONGRATULATIONS LORAIN ON YOUR 100TH BIRTHDAY

Not a hundred years old, but a hundred years YOUNG,
In step with the modern tempo of America . . .
A City that has achieved the acme of progress . . .
A City that exemplifies everything that President
Roosevelt desires for the NEW DEAL . . .
And now the Globe Store joins in adding their Sincere
Wishes for continued progress . . .
The Globe Store is proud to number itself among the
hundreds of civic minded merchants that have kept to the
fore with the spirit of Lorain's progress . . .
And once again we pledge ourselves to carry on our ever
increasing popular policy of giving the thrifty men and
women of Lorain and vicinity, guaranteed quality clothes
at typical low prices . . .

.... and we
Invite You
to
**CHARGE
IT!**

ENTIRE SUMMER STOCKS NOW REDUCED
FOR QUICK CLEARANCE

It's Smart to Charge It At

THE GLOBE STORE

FLOOR SHOW

TONITE AND EVERY NIGHT DURING
CENTENNIAL WEEK

AL BERARDI

Singer, Accordion — A Real Entertainer

—ALSO—

LOLA LEE

Dancer Extraordinary and

DORIS DUNHAM

A Singer You'll Enjoy

Chicken - Chops - Steaks - Spaghetti
Tasty Dishes Prepared Exactly Right

FOR A GOOD TIME DEPEND ON THE

GREEN VILLAGE

HOTEL 201 W. 15th St. Ph. 61-421



Great American Boy

YOU KNOW — WHAT WE
NEED NOW FOR OUR SHACK
IS A STOVE! THEN WE
COULD COOK — AN' E'VRY-
THING —

NOBODY KNOWS
HOW —



AW — ANYBODY CAN
COOK! YOU JUST PUT TH'
THINGS ON TH' STOVE —
AN' THAT'S ALL THERE
IS TO IT!



I WONDER IF UNCLE
BEN 'UD LET US HAVE
THAT OLE ONE OUT IN
TH' SHOP —



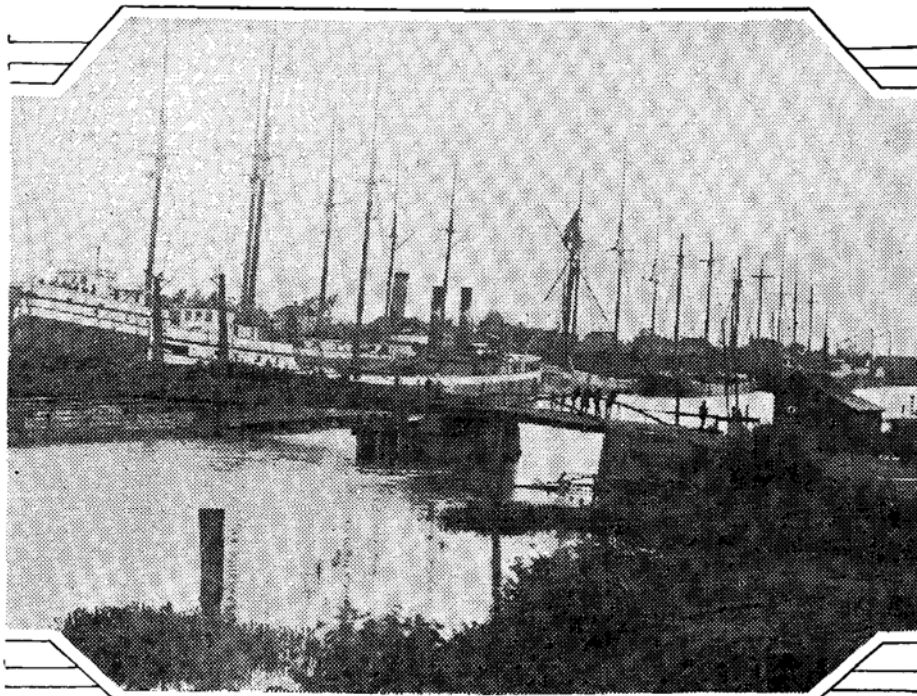
CAN WE — CAN WE —

WELL, NOW — LEMME
THINK!



The George Matthew Adams Service, Inc. 7-14 EDNA

IN THE GAY '90's



Here's a photo of our old harbor and viaduct, taken in the '90's

(Centennial Program)

Highlights in Finances of City Over 36-Year Period

The first available record of the city's finances dates back to 1897, when the population of the city was 12,000.

The growth of the city was indicated by a corresponding increase in the city's bonded indebtedness, together with a mounting record of receipts and expenditures.

During this 36-year period, the peak year was in 1925 when the city's debt grew to \$3,812,624. Since that time, however, this amount was gradually reduced, until today it is \$1,200,000 less.

The following table gives in condensed form the highlights in city finances.

	Receipts	Expenditures	Bonded Debt
1897	\$ 67,195	\$ 85,576	\$ 502,500
1903	338,360	311,027	742,339
1910	405,516	507,352	965,372
1915	985,312	954,618	2,026,751
1920	2,016,698	1,852,481	3,224,903
1925	1,959,213	2,136,132	3,812,624
1930	3,500,000	3,000,190	3,026,619
1933	1,350,475	1,454,089	2,670,392

Food —
*Backed by Years
 of Experience*

**STEAKS
 F I S H
 CHOPS**

*Pabst Blue
 Ribbon Beer
 Fine Wines
 and Liquors*

Heilman's Lunch
 302 Broadway

THE HUB RESTAURANT
 637 BROADWAY — LORAIN, OHIO
Welcomes Centennial Visitors

**FOOD PREPARED AND SERVED
 THE WAY YOU LIKE IT!**
LUNCHES . . . DINNERS . . . SANDWICHES
—BEER ON TAP—

WELCOME
HOTEL ANTLEERS
 Washington and West Erie

Modern — Convenient — Fireproof
Visit Our Terrace Garden
 And
Old English Dining Room

Delicious Food! **Moderate Prices**
Beer Served — Chilled Just Right!

1905

For 29 Years
We Have Kept
Pace With Progress

1934

The HOME DAIRY Co.

210 E. 34th St.

**Pasteurized
Products**

that are
good to the
very last
drop . . .



WHEN Lorain residents receive their supplies of Milk, Cream, Churned Butter-milk and Cottage Cheese from The Home Dairy Co., they know that it's clean, pure and safe. The most rigid painstaking care is exercised at all times to preserve the confidence that has been built up over 29 years of service.




Hughs Provision Company
400 Broadway

45 Years
IN ONE LOCATION!

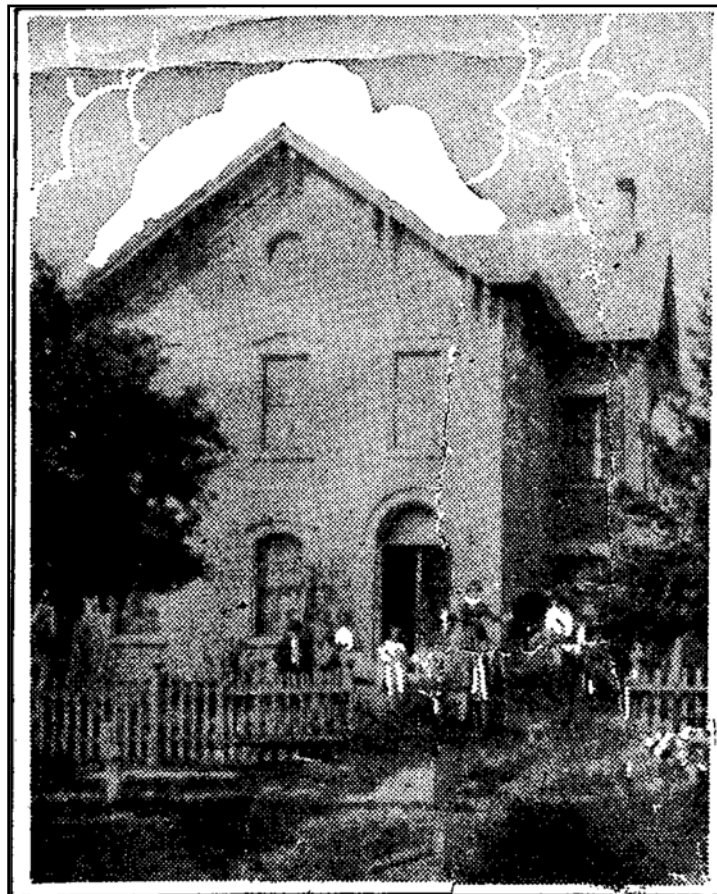
**Always the Best in DIAMONDS—
 WATCHES — SILVERWARE —
 CLOCKS**

JEWELRY

The discriminating people of Lorain are well acquainted with location of Fisher's Jewelry — 45 years of building up a reputation for honesty, fair dealings and fine merchandise, in the same location—stop in anytime, no obligation, of course—

*Guaranteed Watch, Clock and Jewelry
 Repairing*

G. D. Trimmer
 Successor to FISHER'S JEWELRY
 444 BROADWAY



Lorain's City Hall in the days when it was a private residence. William Jones, an early shipbuilder, erected the building for

This Is a
Picture of
H. P. Kirkland

YOU WILL FIND HIM
ONLY AT THE
**KIRKLAND-
BOND CO.**
SEE HIM FOR
**QUALITY
FURNITURE
RUGS and STOVES**



H. P. KIRKLAND

Kirkland-Bond Furniture store has been a reliable place to buy furniture since 1917.

During this period, we have furnished hundreds of Lorain homes completely and to the absolute satisfaction of the purchaser.

For Good Furniture -- Priced Right -- and built to last a lifetime, see H. P. Kirkland. He will be glad to see you and will treat you right on any purchase.

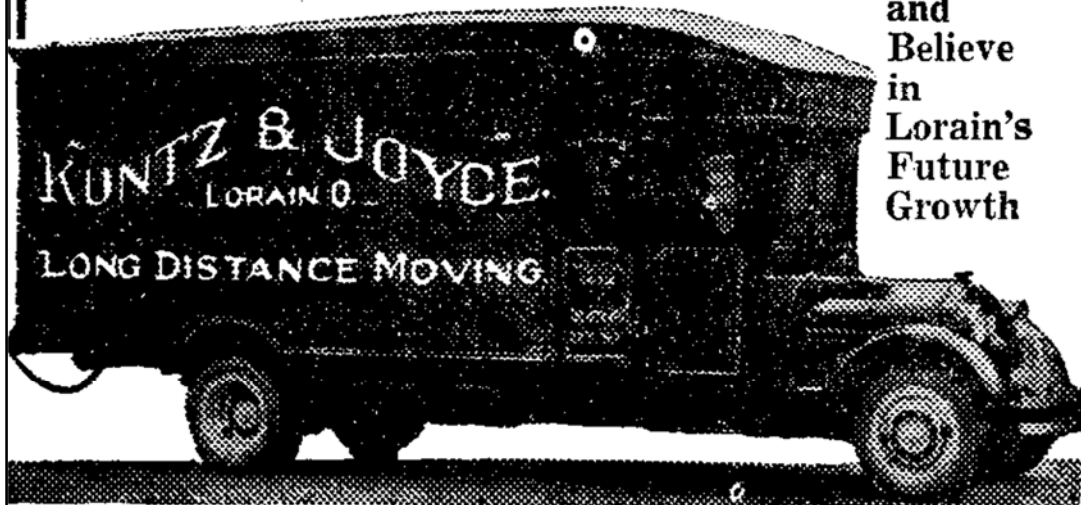
Kirkland - Bond Co.

7th and Broadway

Opposite Hotel Lorain

Lorain, Ohio

We Have Made Progress



and
Believe
in
Lorain's
Future
Growth

CAREFUL MOVERS
206 11th Street

STORAGE
Phone 3992

THIRTY-TWO YEARS

1902

One Small Store, Kemmerer, Wyo. Original Investment, \$500.

1934

Over 1400 stores in operation, stores in every state except one, employing over 15,000 people.

of continuous service and value giving has caused the growth of The J. C. Penney Company from one to more than fourteen hundred stores. Such a growth is not measured in days, weeks or years, nor is it the result of luck, nor the result of a gambler's chance; but rather, the reward of honest effort.

So when we look about us and see successful lives and successful enterprises we know and understand just what has caused their success. So, on this occasion, celebrating the Centennial of Lorain, we want to extend congratulations to, and rejoice with, the citizens of this community.

THESE VALUES FEATURED for CENTENNIAL WEEK



White with Color! Prints!

New Dresses
\$2.98

Smartly styled summer fashions! White and pastels—many with their own jackets of cotton, linen, or contrasting self material! Summery, light prints, too—trimmed with organdy or linen. Sizes for Misses and Women! Get yours today!

WASH BLOUSES

Crisp Organdy

69¢

Prints or solid colors; tailored or frilled; pastels, bright colors! 32 to 42.



COTTON SKIRTS

White! Pastels!

98¢

Novelty cottons and piques — wash well! White and pastels. Sizes 25 to 34!



Big Value! Sheer Cotton

DRESSES

of printed lawn, organdy trim!

49¢

Florals, stripes, dots and novelties, cool and fresh, with dainty short or cap sleeves, and touches of crisp organdy for trimming! Avenue prints too! Both vat colors. Sizes 14 to 32.



Vat dyed prints, sheers! Girls'

TUB FROCKS

Special Purchase! So they're just

39¢

Tennis frocks, play-time styles and dressier types. All vat dyed fabrics and dainty sheers — trimmed with organdy and contrasting color! Sizes 3 to 6 yrs. and 7 to 14 yrs.



Enjoy the summer in crisp

Cotton Frocks

in sport or dressy styles—at

98¢

Shirt frocks in stripes and checks! Sleeveless sun-back. In printed sheers. Crisp-necked, fluffy, organdy-trimmed sheers and prints in Values! 14-44.



"Pep up" the wardrobe with

Cotton Frocks

for sports, street, parties, at

\$1.98

They hit the big spots of summer fashions! Stripes, checks, smart sport piques in sleeveless sun-back styles for the beach or street.

60 Years *Kline's*
of Leadership—1874-1934

BUY CO
WITH
FOR QUALITY NEEDS—CENTEN
SHOP—AND—SAV

**K
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**B
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Interior View of Kline's Department Store

**SPECIAL SUNDAY
and ALL WEEK**

Whole Fried Spring
**CHICKEN
DINNER**
FULL
COURSE **60¢**

16-OZ. BEER



10¢

Now Being Served

2-Quart Pitcher
BEER

Served fam-
ily style **40¢**

KRAMER'S
GRILL



**LORAIN CANDY
KITCHEN**

35 Years

Serving Lorain With The Best In
Home Made

ICE CREAM

A N D

CANDIES

Made In Our Kitchens, Fresh and Wholesome

**CENTENNIAL SPECIAL SATURDAY
AND SUNDAY**

Buy 1 Qt. or More of Our HOME MADE
ICE CREAM, any of 15 flavors, quart . . . **25¢**
We Will Give You FREE Choice of Flavoring Syrup

CENTENNIAL VISITORS TRY OUR SPE-
CIAL FRIED SPRING CHICKEN **35¢**
Potatoes, Chicken Gravy, Vegetable, French Rolls, Butter,
Drink. Served all hours.

When You Leave, Take Home a Box of Our Home Made Candies

Lorain Candy Kitchen

336 Broadway

Phone 63-435



L. G. Kutza

**PRESCRIPTION
SPECIALISTS FOR
27 YEARS!**



Medicine compounded from fresh
ingredients made by a
druggist whose reputation has
been built on his scientific accu-
racy under sanitary, mod-
ern conditions. Phone us—4222—for immed-
iate delivery in emergency, or at any other
time. We compound prescription EXACTLY
as your physician prescribes.

And also we carry a full line of cosmetics,
infants' needs, rubber goods, proprietary
remedies, perfumes, candies, cigars and to-
bacco, ice cream, shaving needs and hundreds
of other items all at the most reasonable
prices—

KUTZA
PHARMACY

Broadway and 13th

We Deliver

Phone 4222

BUY YOUR PAINTS DIRECT FROM FACTORY AT

L-O PAINT STORE

515 BROADWAY, LORAIN

**Varnishes, Enamels and Paint
Supplies, Too**



Progressive Leadership in Lorain for 14 Years!

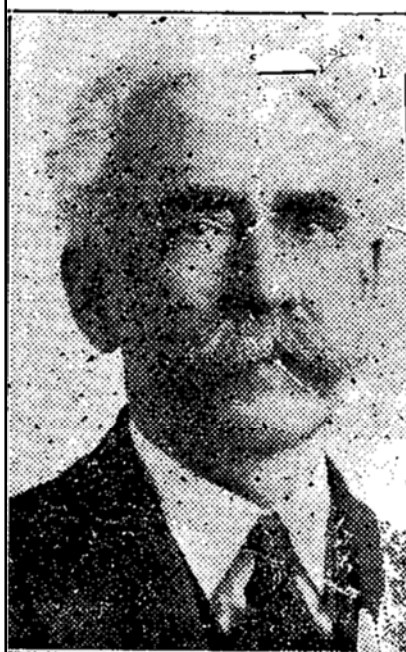
All Lorain County knows and shops at the Lorain Dry Goods Co. During the years we have been established in Lorain, this store has come to be known for its progressive leadership in offering the public — the new — the outstanding — the smart thing in department store merchandise and wearing apparel. The Lorain Dry Goods Co. buyers are constantly scouring the markets for "bargain finds" in order to pass along these savings to its customers.

Ever alert to the changing times, The Lorain Dry Goods Co. inaugurated a "Barter Department"— a unique and original plan whereby the farmer is relieved of his surplus crops, and is enabled to exchange them for the merchandise needs of his family and himself without cash outlay. This farm produce is then offered to buying public at prevailing market prices, thereby the Lorain Dry Goods Co. has co-operated with farmer, and their customers during a trying time for both.

During Centennial week this store, too, joins in a great civic celebration and has elaborately prepared an extensive store-wide Centennial sales celebration that will bring you genuine savings at popular prices for new, first-grade merchandise for yourself and home. We cordially invite Centennial visitors and our customers to visit the Lorain Dry Goods Co. every day next week; something will be doing every minute of the day in this big, busy department store.

THE LORAIN DRY GOODS Co.

LORAIN 'FAMOUS SONS'



Lorain has contributed its quota of famous men to the world, particularly in the realm of aviation. In the photo above, at left, is Ward Van Orman, balloonist, just before the take-off on one of the Gordon



Bennett races. Below, at right, Rear Admiral Ernest J. King, commander of the navy air forces. At left is the late John B. Rogers, one of the first Lorain school superintendents and developer of the linotype machine.

The LORAIN GLASS co.

1215 Broadway White Lead Distributors Phone 4156
Open Saturday Evenings Till 9 P. M.
Always Plenty of Parking Space

**HOME OF WALLHIDE . . . SUN
PROOF . . . WATERSPAR AND
Other Quality Sun Proof Products**

PLATE AND WINDOW GLASS

AUTOMOBILE GLASS INSTALLED

MIRRORS MANUFACTURED

AND RESILVERED—ANY SIZE

COPPER STORE FRONTS

GLASS FOR DESK TOPS

ANYTHING IN GLASS

SINCE 1924

LORAIN HOTEL

7th at Broadway

\$1.00 HALL SHOWER

\$1.50 PRIVATE BATH

EDICK RESTAURANT

Meals . . . 35c, 50c and 60c

Why Are DOCTORS Always Good Drivers?

Did you ever notice a doctor drive his car when he is in a hurry? And he so often is in a hurry. Fast driving in traffic requires a maximum of skill and every doctor acquires it.

He so often must drive fast—emergency calls demand quick action. But—he can't come till he is called!

Emergency calls for the doctor—yes, just one emergency call—to get him QUICK when you NEED him—may be worth more than you have ever paid for a telephone, or ever will.

And you can have a phone for as little as 7c a day.



The Lorain Telephone Co.

Phone 5153

Any Employee Will Take
Your Phone Order.

24 Hour Postal Telegraph Service

SUITS & TOP COATS

**UNION
MADE**
Guarantee Fit,
Wear,
Workmanship

\$22.50

Tailored
to
Order

Semi-Annual Mill End

SALE

PANTS

Made to Order

\$3.95

MATCH
YOUR
COAT

SAT.
TILL
9
P. M.

L Y O N

TAILORING COMPANY

550 BROADWAY

LORAIN

Direct From Chicago World's Fair



Miniature Racer Powered by 1 cylinder, 2 cycle engine, standard equipment on Maytag Washers for homes without electricity.

See It During Centennial Week

MAYTAG LORAIN CO.

711 Broadway

Phone 4033



**100 YEARS
IS NOTHING
IN THE LIFE
OF A
PHOTOGRAPH**

**PHOTOGRAPHS
LIVE
FOREVER!**

Photographs of beauty live forever. Thru 21 years of experience we have perfected the ART of making a natural study of you at your best.

*Studios At
657 Broadway*

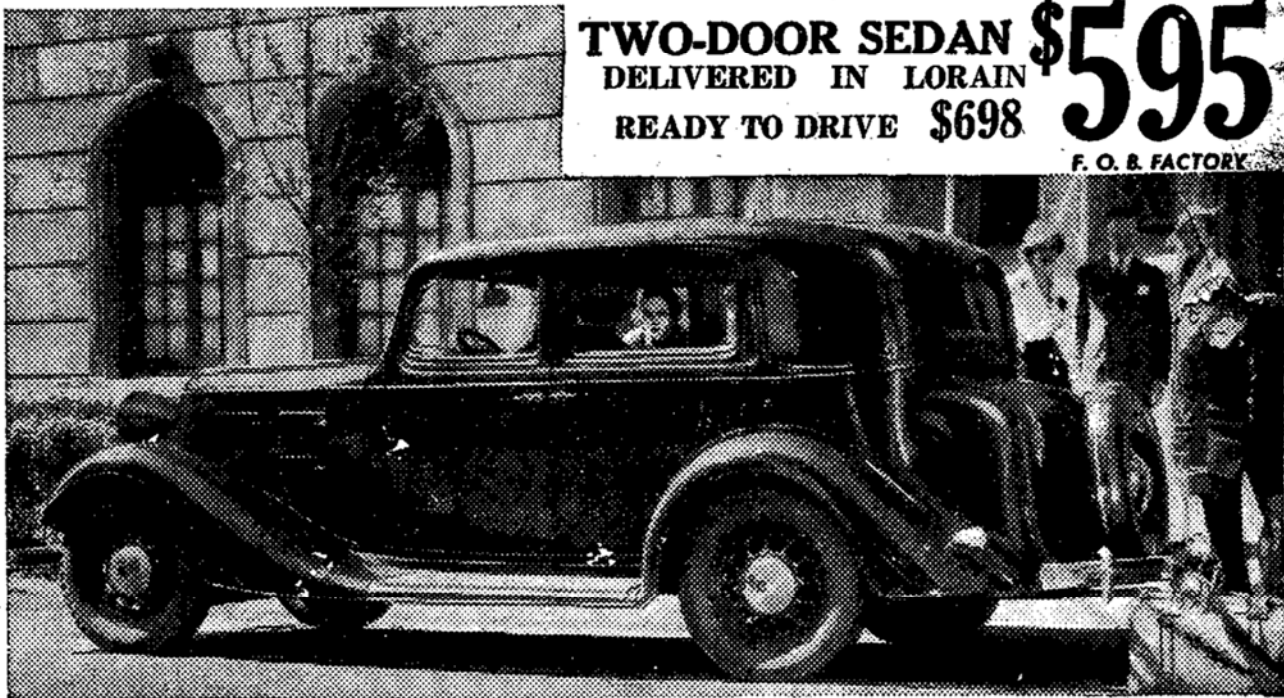
Michaels



LAFAYETTE



NASH-BUILT



TWO-DOOR SEDAN
DELIVERED IN LORAIN
READY TO DRIVE \$698

\$595

F. O. B. FACTORY

ACTUAL PHOTOGRAPH OF STANDARD 4-DOOR SEDAN WITH TRUNK, \$695 F. O. B. FACTORY.
The big, beautifully streamlined built-in trunk has actually more space inside than a full-size wardrobe trunk!

GET THE SURPRISING FACTS ON NEW "JEWELLED MOVEMENT" CAR

80 miles an hour . . . Acceleration from 5 to 50 miles an hour in 16½ seconds in high gear . . . Unusual gasoline economy . . . A really bigger, roomier body—These are things which first impress you in the new Nash-built LaFayette—the things, probably, which you have been hoping to find in a low-priced car.

But the most important asset of the "jewelled movement" LaFayette goes far beyond these points. In it is a

series of costly, proven construction features *never before* put into a car in this price class. These features give the LaFayette the smooth, long-life silence and riding comfort of an expensive automobile.

If you want the most for your money, get the surprising facts on the "jewelled movement" LaFayette *first hand* from your nearest Nash-LaFayette dealer—today. The Nash Motors Company, Kenosha, Wisconsin.

THERE ARE EIGHT LAFAYETTE MODELS, SIX-CYLINDER, NASH-BUILT: \$595 to \$745 f. o. b. factory. On five of these models individually sprung front wheels are optional equipment without extra charge. Extra equipment at low cost. Prices subject to change without notice.

Nash Motors is now building the lowest-priced Twin Ignition powered Nash models ever built. Prices range from \$775, f. o. b. factory, for the Nash 4-door Sedan.

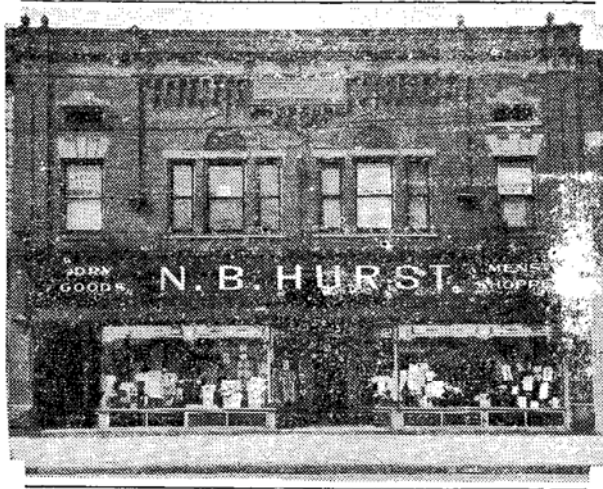
NASH MOTOR SALES

2324 BROADWAY

AL FORD

PHONE 3399

Pioneers in Lorain's Business Development



42 YEARS OF CONTINUED PROGRESS IN
Dry Goods, Men's and Women's Furnishings
Boys' and Girls' Wear
Shoes for Men and Boys
Window Shades, Curtains and Draperies

N. B. Hurst

STORE

In Lorain Since 1893

1908-1912 BROADWAY

Phone 4140

(Centennial Program)

858
Broadway
Next Door
to Corner
of 9th St.

Phone 2837
In Lorain
Since 1920
As Your
Wallpaper
Man

**PROTECT
YOUR HOME
WITH
PAINT**

Rutland
Patching
Plaster.
All Sizes
Good Dry
Paste
lb. **9c**

Lead and Oil House Paint. All colors. Gallon \$1.95 Flat Wall Paint, Gal. ... \$1.35 4-Hour Enamel All Colors. Quart 55c Outside Spar Varnish, Gal. \$1.69	New and Complete Line of Modern WALLPAPER Priced Per Single from 5c Per Single roll CEILINGS, 5c per Single Roll My Big Special Is Still Running Strong Room Lot of Non-Fading Spanish Plaster Wallpaper. Com- plete \$1.98
--	---

We Trim and Deliver Paper Free!
We are also equipped to trim 30-
inch wide wallpaper.

1834 LORAIN 1934

The Nickel Plate Road

CONGRATULATES THE CITY OF LORAIN
On Its

Century of Progress

Citizens of Lorain will be interested in the low round trip rates to the 1934 celebration of a Century of Progress at

CHICAGO

INTERNATIONAL WORLD'S FAIR

15-DAY RETURN TRIPS

DAILY— In Comfortable Coaches \$9.30 Round Trip	Certain Trains Tuesdays, Wednesdays, Saturdays & Sundays \$11.40 Round Trip Reduced Round Trip Pullman Rates
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Rates for longer limits and attractive tours on application

16-Day Excursion to— NIAGARA FALLS July 14, 15, Aug. 4, 5, 25, 26 \$7.75 Round Trip	30 and 60-Day Limit Fares to NEW YORK Tuesdays and Saturdays to September 29, 1934
--	--

For full information regarding above and other excursions call on or address
J. G. MAYBERRY, Ticket Agent
NICKEL PLATE ROAD



The Charm of the Evening

since time immemorial has ever been a beautiful, charming girl . . . an attentive man . . . and a gay party . . . More and more the demand is for cut flowers from

Phone 4448

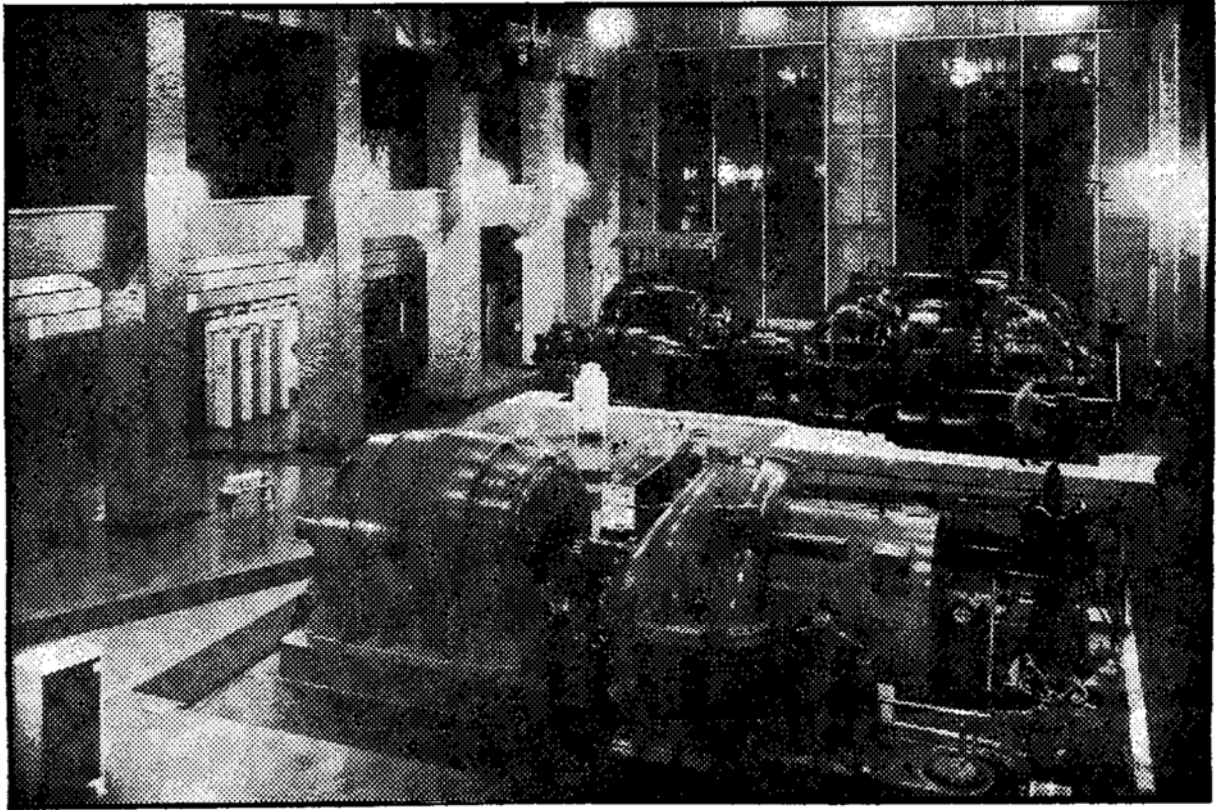
Oberlin-av Greenhouse

1038 OBERLIN AVENUE

Cut Flowers
 Potted Plants
 Funeral Designs
 Wedding Bouquets
 Shrubbery
 Landscaping

The pride of this greenhouse is to maintain the highest quality flowers and the finest blooms that it is possible to grow. We also specialize in expert landscaping. You must be satisfied.

JIMMY SOVA, Proprietor



INTERIOR VIEW OF LORAIN PLANT
THE OHIO PUBLIC SERVICE CO.—
TOTAL CAPACITY 40,000 HORSE POWER

*More
STARS
than there
are in the
Heavens!*



STAN LAUREL



OLIVER HARDY



JIMMY DURANTE



LUPE VELEZ



JACK PEARL



GEORGE GIVOT

HERE'S THE BIG BOY
OF ALL 1934 MUSICAL
FUN SHOWS!

GIRLS! See that
beauty chorus of
1500 wrapped in
cellophane!
MUSIC! . . . To
give you a bath-
tub repertoire for
months to come!

LAUGHS! . . . To
send you swing-
ing on the the-
atre's chandel-
iers!

HOLLYWOOD PARTY

M - G - M's Musical
Cocktail of Gaiety,
Melody and GIRLS—
GIRLS—GIRLS!

LAUREL & HARDY
JIMMY DURANTE
LUPE VELEZ
POLLY MORAN
JACK PEARL
FRANCES WILLIAMS
Ted Healy and His Stooges
MICKEY MOUSE and His
Hot Chocolate Soldiers
Charles Butterworth
GEORGE GIVOT



A Metro-Goldwyn-Mayer PICTURE

NOW PLAYING AT THE
OHIO Theatre

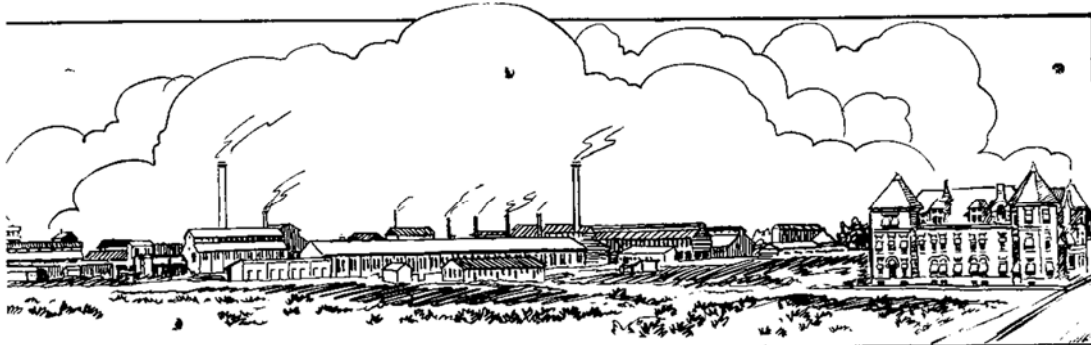
Managed By 23 Years' Experience

ONE OF LORAIN'S NOTED CORNERS



Pearl-av and 28th-st form one of Lorain's most famous corners. The above photo shows (left to right): the Y. M. C. A. building, the main offices of the National Tube Co. and "The Pioneer" a building erected by John A. Zangerle in 1894.

LORAIN STEEL MILLS IN 1896



From this small plant has grown the largest mills of the National Tube Company, the Lorain branch.



Warner Bros.

Congratulate Lorain

and Welcome

Centennial Visitors

We are proud to have had some small part in the growth and development of Lorain. While we have only been in Lorain a comparatively short time—just four years—we know and feel that Lorain's progress will be a credit to Warner Bros. investment here.

We invite you to visit the Palace Theatre—a modern 1,700 seat deluxe house with the latest screen, sound and air conditioning equipment, making it possible to thoroughly enjoy the most popular screen and stage attractions.



The Management

WARNER BROS.
PALACE
THEATRE





LAST TIMES TODAY!

BETTE DAVIS in
"FOG OVER FRISCO"
Plus

JOE (Wanna Buy a Duck) PENNER
in "SERVICE STRIPES"



ON THE STAGE

IN
PERSON

Sun., Mon., Tues.

PAUL CHOLET

And His

"COCOANUT GROVE REVUE"

90 MINUTES OF FUN, MUSIC,
SINGING and DANCING!

FEATURING:

CHOLET and JONES
A Comedy Act You'll Roar at

Reilly and Thrower
Sensational Dancers From Eddie
Cantor's "Kid From Spain"

Ruth Sue Powell
The "Rhythm Girl"

**Jeanette Terry, Wagner
Sisters, Mary Miner**

Unusual High Kick Dancer with
Cocoanut Revue Beauty Chorus of

12 Dazzling Girls! and

RED JACKET STAGE BAND

**SCHEDULE SUNDAY
STAGE SHOWS:**
1:42, 4:20, 6:58, 9:36

Prices This
Engage-
ment Only!
Matinee

25c

Evening &
All Day
Sunday

35c

Including
Tax

Children
Always

10c



**On The
Screen**

A Cyclone of Mirth! Get a Divorce
From the Blues By Seeing
"Merry Wives of Reno"
with Warner's Famous Laff Stars
Glenda Farrell . . . Hugh Herbert
Frank McHugh

PEARL THEATRE

Pearl Ave.

Always Comfortably Cool - Air Conditioned for Your Enjoyment



SUNDAY
and
MONDAY

EDDIE CANTOR

IN THE SAME GOWN

**ROMAN
SCANDALS**

Released thru UNITED ARTISTS

—ADDED—
**COMEDY - NEWS
COLORED CARTOON**

LAST TIMES TODAY
**"MISS FANES BABY
IS STOLEN"**

—also—
**'ISLAND OF
LOST SOULS'**

25 Years in Lorain

A pioneer in the show business in Lorain, I have seen great strides and changes made in the motion picture business. Since 1909, I have been ever alert to the demands of theatre patrons, for the type of picture they desired to see. During the past twenty-one years, I have operated in South Lorain, patrons of the Pearl Theatre are the sole judge of the merit of the pictures shown. Their requests decide the type of program wanted. At this time we wish to acknowledge our appreciation of your patronage and friendship during the past quarter of a century.

GEO. SCHENKER,
Manager
PEARL THEATRE

DO YOU NEED MONEY?

When a loan from us will settle your money problems why not take advantage of one of our 4 Loan Plans? You have a choice of an Auto, Furniture, Co-maker or Combination Loan... and a selection of 20 Repayment Schedules extending over 1 to 20 months. **COME IN... WRITE... OR PHONE**

PERSONAL FINANCE CO.

BROADWAY AT LOOP

Phone 6825 303 Broadway Ground Floor

THEY WERE ON CITY'S POLICE FORCE IN 1900



As compared with 34 men that now make up the force, there were only 15 officers in the Lorain police department in 1900. They are shown above in this rare photograph of police and city officers. Reading from left to right in the top row,

Amos Smith, deceased; David Beatty, retired; John Delaney, now living in Oregon; Chief G. J. Braman, deceased; Steve Ketcham, deceased; Christ Zimmer, deceased; George Jennings, on the force at present and the oldest in service in

point of years; Patrick Meister, deceased; and Lieut. Frank Bark. Bottom row are, left to right Ora Babcock, deceased; John Zinsmeister, deceased; L. A. Routson, deceased; S. H. Williams, city solicitor, deceased;

ed; George L. Glitsch, mayor; J. J. Mahoney, clerk; Frank Hall, deceased; N. H. Williams, deceased. He became chief in 1908 and was killed by a street car in 1913; Henry Meister, deceased.

1923-1934

11 Years of Outstanding Leadership! LORAIN CREAMERY OBERLIN AVE. and 14TH STREET

mercy Co. in its
omental recogni
se best in dairy
ent has been of
wn to dairying
water protection
will be found to
the public.

Milk

allest amount of
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And the same
Cream—it wins

ge Cheese

, desserts made
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and see the parti-
t's why the pub-



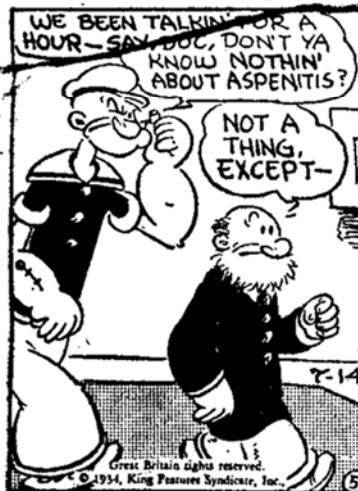
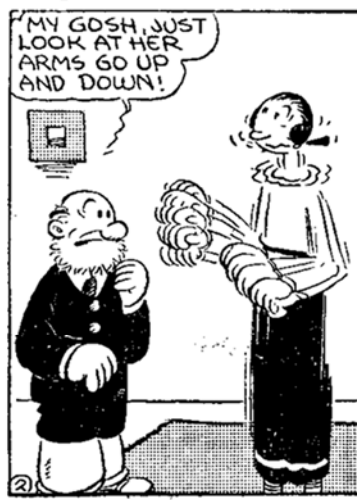
FROM its inception
Creamery Co. has
superior dairy service
hastily decided upon,
in scope to be of serv
provide every advanta
of what was even of
source of its milk and

**Pure Gr
from S
Farm a
Supplies**

Considered one of the
farms in Northern O
Grange, is a model is
and F. L. Wolcott an

The farm, consisting
registered and top-gr
milk supply for The
be this dairy farm

The Doctor's Doing Nicely!





—AN IMPORTANT LORAIN

Industry for 36 Years

operators and owners of Lorain's
Largest Fishing Fleet—Wholesalers
and Retailers of Lake and Sea foods

Foot
of 8th St.

REGER & WERNER

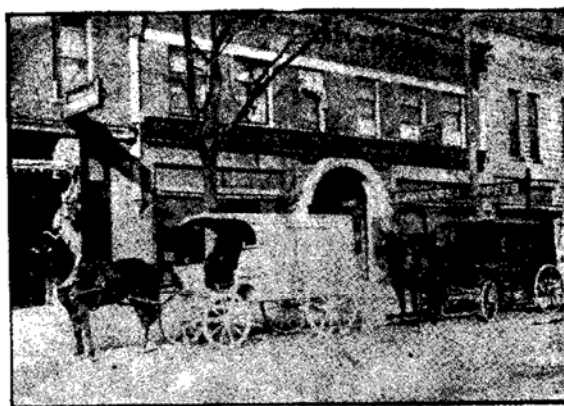
Phone
3242

An Interest- ing Sight

Every afternoon during the week our fishing fleet brings in the fresh catches of fine Lake Erie fish. It is an interesting and instructive sight to see the catch come in! We invite visitors to come and see! You also have the privilege of selecting your fresh fish direct from the boat.

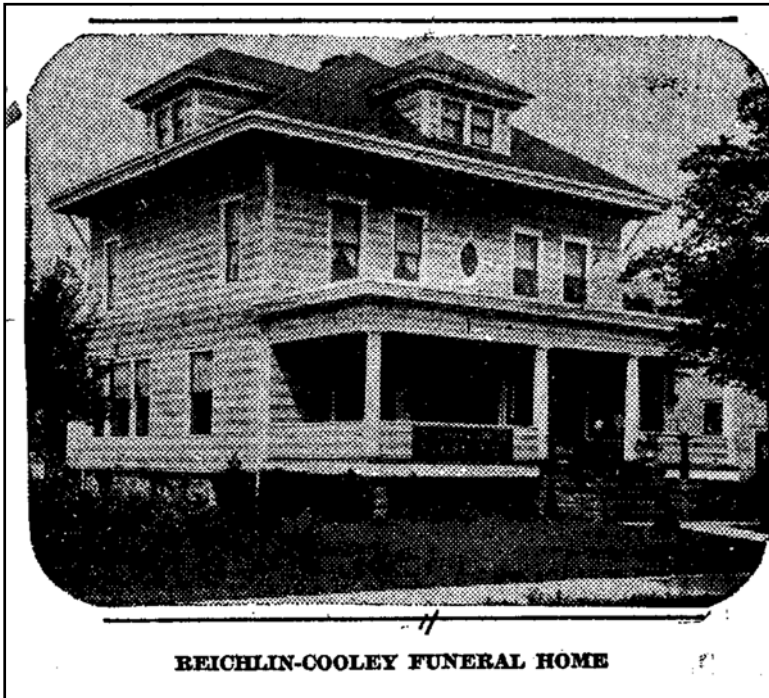


30 Years Ago
Horse-Drawn
Funeral Coach
and
Ambulance



An Institution That Has Grown With the Modern Demands of Lorain

Reichlin, Reidy, Scanlan Company



REICHLIN-COOLEY FUNERAL HOME

CITY'S EARLIEST HOTEL



One of Lorain's storied buildings was the old "Reid House," the city's first hostelry, built by Conrad Reid. Travelers mostly came by horseback in the early days when the Lake-rd had not been improved, and found the Reid House a welcome break in their journey. The Reid House was quite an imposing building for its day and location. It was situated on the site of the present Broadway-bldg.

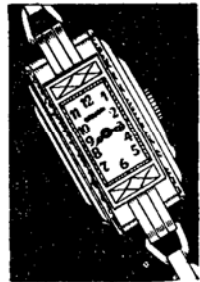


DIAMONDS

We always carry a complete stock of loose and mounted stones. Splendid quality, attractively priced.

Charge Accounts

Convenient charge accounts may be opened with us anytime. Establishing a credit rating is a pleasant transaction at this store!



WATCHES

We carry a complete line of Elgin, Illinois, Hamilton and other standard nationally advertised watches for men and women.

SERVICE

Our jewelry, watch and clock repairing service is unusually dependable.

DIAMONDS

RIETH'S

BILL RIETH Mgr.

JEWELER • OPTICIAN

351 BROADWAY

RIVERSIDE

KRANJAK'S — 2617 E. 31st
Phone 74321

TONITE and SUN.
CHICKEN PAPRIKASH
WITH DUMPLINGS

Nut and Poppy Seed Rolls

BETTY SEBASTION
Lorain's Favorite Personality
Singer

Music by Cosmopolitan
Orchestra

LEGAL LIQUOR
9% ALE





GENERAL OFFICE - PLANT - CARL ROBINSON - *The DRY CLEANER* - LORAIN, O.

An Organization To Serve You Well

Robinson The Dry Cleaner

Asserts His Leadership

In

Quality Dry Cleaning

*For years Quality has been considered of first importance.
Our excellent cleaning of White garments is positive proof
of our superior workmanship.*

Robinson The Dry Cleaner

3501 Broadway

Visitors Welcome

Phone 6912

"BUILT ON VALUES — GROWING ON VALUES"



501 BROADWAY

**Centennial Week
SPECIALS**

60 ORGANDIE DRESSES

Formerly Sold at \$5.99	\$1.99	Sizes 14 to 20, All Colors, including White
-------------------------------	---------------	---

300 Washable Silk DRESSES

Formerly Sold at \$4.99	\$2.88	Sizes 14 to 20, 38 to 52 Jacket and One-Piece
-------------------------------	---------------	--

100 PRINT DRESSES

Formerly Sold to \$7.50	\$2.88 - \$3.88	All Sizes 14 to 34 Jacket and One-Piece
-------------------------------	------------------------	--

Sheer Chiffon and Service HOSE
All Sizes and Colors, 1st Quality, pr. **44c**

BLOUSES
All \$1.00 and \$1.29 Value **58c**

SILK SLIPS
Regularly Sold at \$1.29 **88c**

LINEN SUITS
Regularly Sold at \$4.88 **\$1.99**

**THE S. WEITZ
AND CO., INC.**

Manufacturers of
**MEN'S SMARTLY TAILORED
OVERCOATS**
and
TOPCOATS

3019 PEARL AVENUE



RUTH MAKES HISTORY WITH 700th Homer

**Bambino Sets Record that May Never Be Equalled in Baseball; Gives Boy \$20 for Retrieving Ball
July 13, 1934 – published in the 1934 Lorain Centennial Newspaper the following day**

United Press New York – The incomparable Ruth strode out of the shadows of his gathering dusk yesterday, took a glowering look at a parcel of young upstarts spread over a field where he once reigned supreme, and mumbled in his stubble:

“Cripes! The Yanks in second place? It cannot be!”

One lusty swing of those aging shoulders, sharp smack of wood against leather, and the mightiest warrior of the game had carved history again with a length of hickory.

It drove the ball far and high, a tiny white speck that sailed over the right field wall at Navin field. It bounded along the street outside, and a block away a small boy picked it up. He brought it to the Yankee dugout and Ruth gave him \$20. That was his 700th home run – one of the longest balls the Bam has ever hit, traveling more than 50 feet thru the air.

Beats Detroit

It came in the third inning, and it beat Detroit. Earl Combs, another warrior of another era, jogged home ahead of the Babe, making the score two to none, and the Yanks won by that margin – 4-2. To make things sure, Babe scored a run that actually won on Dickey’s double in the eighth.

Ruth’s blow placed the Yankees back in first place, whence they had been knocked out by the Tigers the day before. It marked what will probably be the last milepost in the great Bam’s career. Seven hundred homers! The nearest anyone has come to that is Lou Gehrig, with 314; and Rogers Hornsby has 301.

Wes Ferrell of the Red Sox beat the St. Louis Browns almost alone. He homered twice, drove in four, held the Brownies to nine hits and Boston won, 7-2.

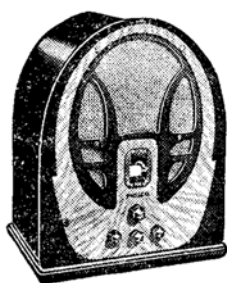
The New York Giants stretched their lead over Chicago to two. Joe Moore hit two homers, doubled and singled as the Giants beat Pittsburgh, 7-6. Boston rallied in the seventh, scored four runs driving Bill Lee off the hump, and beat the Cubs, 7-6.

THE MODERN ST. JOSEPH'S HOSPITAL



St. Joseph's hospital as it is today, a three-story building fronting on a city block and with grounds extending back two blocks. The hospital was started in a frame building which was originally intended as a sanitarium in connection with a mineral spring across the street. The hospital has developed to the place where it has the highest standing which a hospital may obtain.

TUNE IN THE WORLD WITH A NEW 1934 PHILCO



New 1935 Baby Grand!

PHILCO 89B \$39.50

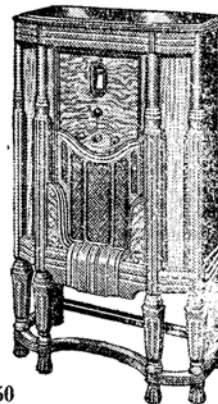
Here's a big-value PHILCO that tunes-in standard American broadcasts, plus police and airplane calls. Latest features, including Automatic Volume Control, Tone Control, new Electro-Dynamic Speaker, PHILCO High-Efficiency Tubes, etc. Beautiful cabinet of matched woods.

New 1935
PHILCO 118H

\$89.50

Here is a magnificent 6-leg Highboy of fine woods, with hand-rubbed finish. Among its many features are Super Class "A" Audio System, Electro-Dynamic Speaker, Bass Compensation, Tone Control, Automatic Volume Control, Shadow Tuning, PHILCO High-Efficiency Tubes, etc.

PHILCO 118D
with Doors **\$129.50**



The A. B. SAUER MUSIC Co.

631 BROADWAY

PHONE 3128

The PUREST MILK for 14 Years

1920

1934



*We've
Made Progress*

BEING FIRST in the city to filter milk before pasteurizing it is but natural that we should grow in service. Our Guernsey milk is the perfect food for growing boys and girls. Our wagons pass your door daily.

The SHEFFIELD DAIRY Co.

CHAS. B. DAVIS
CI GENTES

2853 VINE AVENUE

PHONE
7274

S. SLUTZKER

10th and Washington Ave.

Open Till 11 P. M. Every Evening and Sundays, Too

ICE COLD BEER AND ALE

Genesee 12 Horse Ale and 6%
Wooden Shoe Beer,

6 BOTTLES for **75c**

Special in Case Lots\$2.75

Crystal Rock, Gold Bond, P.O.C.
6% Beer,

6 BOTTLES for **65c**

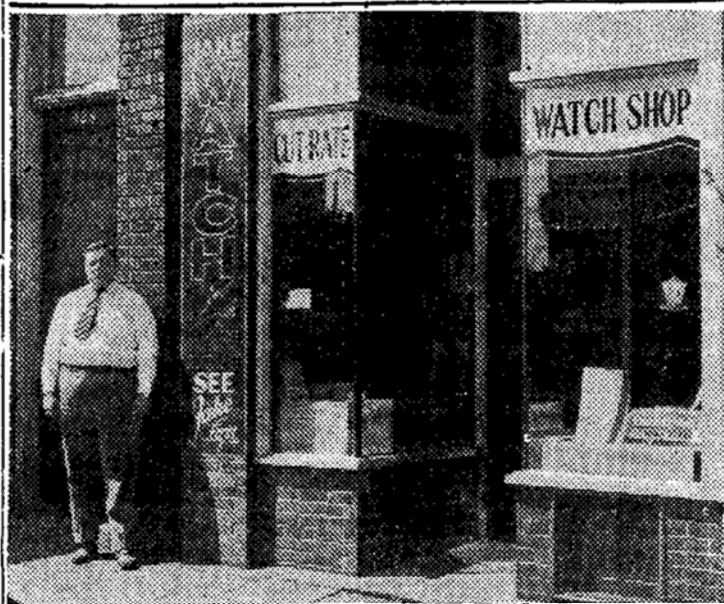
Special in Case Lots\$2.50

3.2% BEERS,
6 BOTTLES for **55c**

In Case Lots\$2.10

Complete Line of PICNIC
SUPPLIES, GINGER ALE,
MEATS, GROCERIES and
ICE CREAM

Lorain County's Exclusive Watch Repairman



JAKE SILVER

926 BROADWAY

(Note the Address)

Specialist On
**SWISS AND
RAILROAD WATCHES**

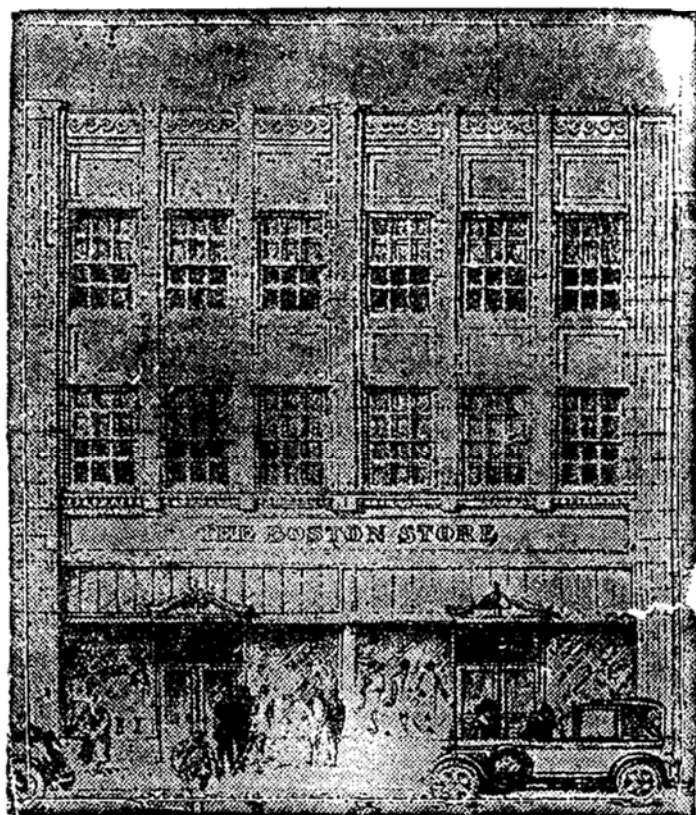
We carry the Largest Stock
of Crystals and Watch Ma-
terials in Northern Ohio.
Out of the High Rent Dis-
trict.

ASK YOUR NEIGHBOR

Let's Shop at

SMITH & GERHART'S

"The Old Boston Store"



For

QUALITY GOODS

At

POPULAR PRICES

STAR IN NEW FILMS COMING TO CITY THEATRES



Stars of the feature films at Lorain's five theatres this week-end are shown above. Warner Baxter, upper left, plays the lead in "Such Women are Dangerous," at the Tivoli. Palace has "Merry Wives of Reno" with Ruth Donnelly, Glenda Farrell, and Margaret Lindsay, top center. Sleek Myrna Loy, upper right, appears

in "Men in White," at the Dreamland. Dolores del Rio, lower left, is at the Elvira in "Flying Down to Rio." "Hollywood Party," with Polly Moran and Jimmy Durante, lower center, is at the Ohio. Gloria Stuart, lower right, plays opposite Eddie Cantor in "Roman Scandals," at the Pearl.



CENTENNIAL VISITORS!

STOP IN AT
STONE'S GRILL
822 BROADWAY

OUR FOOD
IS KNOWN TO BE
THE BEST!

and SERVING the FINEST

BEER-WINES
AND LIQUORS

16-YEAR-OLD BONDED
WINE PER GLASS **10c**
BY the BOTTLE TO TAKE OUT \$1.00

EXCLUSIVE DEALERS IN LORAIN FOR
ROYAL CANADIAN

BEER
STONE'S FAMOUS
FISH BOWL QUART SIZE **15c**
PER GLASS 5c and 10c

LIQUORS
TRY OUR FAMOUS
COCKTAILS and
HIGHBALLS

STONE'S GRILL
—822 BROADWAY—
OPEN DAILY AND SUNDAY UNTIL MIDNIGHT



Through 29 active, strenuous years The Style Center has held fast to the highest ideals of service. Always there has been an earnest endeavor to further the best interest of the community which we serve.

This organization feels its plans and purpose one with Lorain. Each move, each policy is carefully planned with the well-being of this city in mind. The feeling of friendliness between city and store proves conclusively that the standards which we have maintained at all costs are the standards of Lorain!

For years, a Style Center label has symbolized "quality"—has reflected the individuality of a great store to a discriminating clientele for whom the best is a matter of habit! At this time, when a great nation swings out of a crisis to better things, The Style Center again pledges itself to service, to progress, to helpfulness and fair dealing.

Congratulations Lorain and those whose civic consciousness gives us this gala occasion—the hundredth milestone of a great city.

The Style Center
WHERE SHOPPING IS A PLEASURE

419 418 BROADWAY

TIVOLI

Comfortably
Cool-Air
Conditioned

Since 1918 we have been serving Lorain with the best Feature Pictures produced and this policy will be continued as long as we are here.

Signed, PETER TENDER

GALA CENTENNIAL WEEK PROGRAM

STARTS SUNDAY—Monday and Tuesday

GENTLEMAN and LOVER!

His life was
exciting, his
loves daring!

**WARNER
BAXTER**
starring in
**SUCH WOMEN
ARE
DANGEROUS**

A FOX Picture with
**ROSEMARY AMES
ROCHELLE HUDSON
MONA BARRIE**



PLUS: Comedy—News—Cartoon

LAST TIME TODAY

**GENEVIEVE
TOBIN in**

"THE 9TH GUEST"



SPECIAL! FLOOR SHOW

SATURDAY and SUNDAY NITE!

BILLIE and KAY

Direct From Chicago—In Their Sensational

APACHE DANCE

Good Food—Squab - Chicken - Steak - Spaghetti Dinners

A REAL SPECIAL SATURDAY

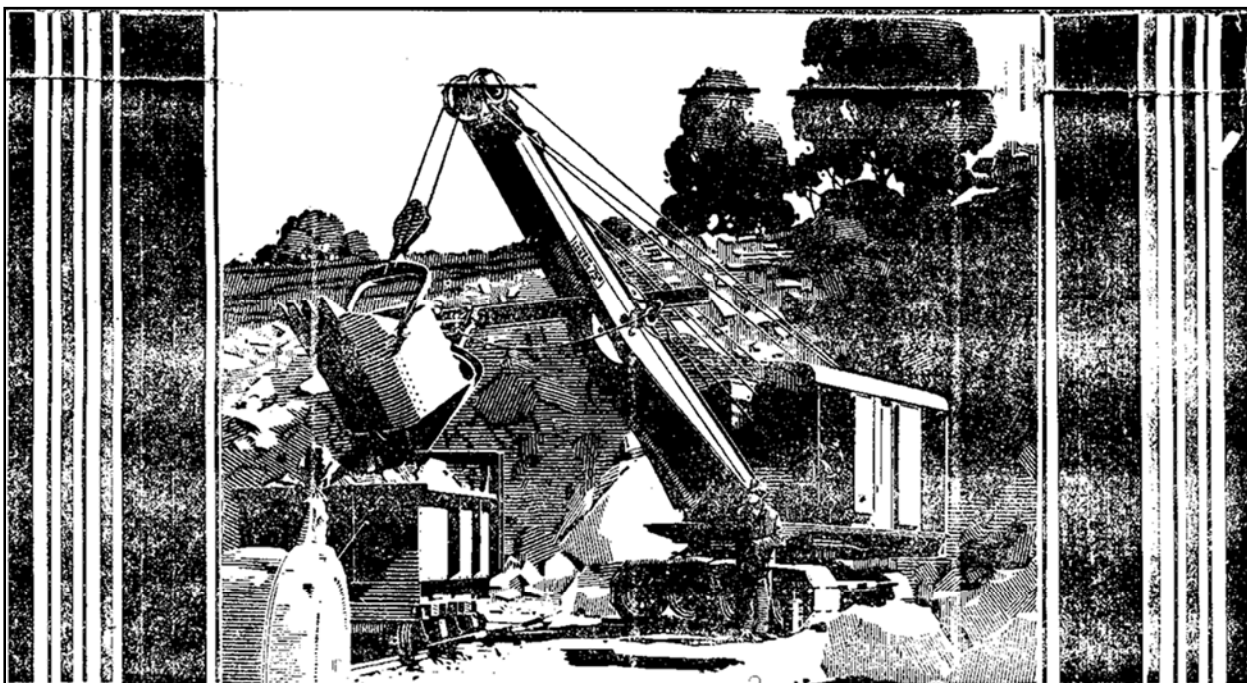
NITE — SPAGHETTI 15c

**It Will Be Delightfully Cool Under the Stars in Our New
OPEN AIR GARDEN**

TERRACE GARDENS

3121 BROADWAY

PHONE 62-340



T

FOR OVER a third of a century, ever since 1899, The Thew Shovel Company has been an integral part of this community and has marched forward with the City of Lorain.

H

E

By affording employment and wages, Thew has contributed to the progress of this community whose name . . . "Lorain" . . . it has chosen with pride to identify its line of shovels and cranes which have carried the fame of Lorain around the world.

W



DANCE TONIGHT VISCI'S

**Serving Lorain's Finest
BEERS and SPAGHETTI
Dancing Every Tuesday,
Friday and Saturday**

LORAIN ALL WEEK Commencing Monday, July 16 West's World's Wonder SHOWS

"Bigger than a circus"

20—Shows—20

10—Rides—10

20—Fun Booths—20

350—People—350

**Showing all next week
with the Lorain celebra-
tion committee, 13th and
Washington Sts. s h o w
grounds.**



GEORGE WICKENS
The Founder



GEO. R. WICKENS
Director of Funerals

"THERE is an honor in business that is the fine gold of it. That reckons with every man justly, that loves light. That regards KINDNESS and FAIRNESS more highly than GOODS or PRICES or PROFITS. It BECOMES A MAN MORE than his FURNISHINGS or his HOUSE. It speaks for him in the heart of everyone. His friendships are serene and secure."

Over A Half Century of Funeral Service Leadership

It is significant that throughout the fifty-two years of funeral service in the City of Lorain that many features of this service have made it characterful and outstanding. And to these features of competent, sympathetic service is attributable our success and achievement which is known not only in Lorain, but throughout the United States. Local emergency and invalid transfers never have been more than three dollars. Many unfortunate families have been served without expense in such matters. A separate car is in service for either the injured, the invalid, or those

who have "passed on." The Wickens Memorial will not even permit smoking on these cars, believing such practice to be a lack of respect. All outer burial cases are painted inside and outside AND TRIMMED WITH COPPER CORNERS WITHOUT EXTRA COST. To create a service so sublimely beautiful as to soften the sorrow of parting, is to render an untold service to mankind. To this end "The Wickens Memorial" is respectfully dedicated.

Dean of the Undertaking Profession in Lorain

1882

1934

52 Years ago we were established as a dependable Lorain furniture store - - and TODAY, these same ideals are carried on!



1882—The First Wickens Co. Store

FIFTY-TWO YEARS OF
SUBSTANTIAL GROWTH IS THE
RECORD OF THIS STORE

In August 1882 George Wickens, Sr., commenced business in the west lower room of Bowen's hall. The stock was very small and difficulties appeared almost unsurmountable but the determination to win gave courage. After 52 years continuous development, we are enabled to present to the commercial life of Lorain one of the most handsome and best stocked furniture and carpet houses in the State of Ohio.

We have always believed in our customers and our customers have believed in us which is proven from day to day by our increasing business in the commercial field of Furniture, Carpets and House Furnishings. We feel very much gratified with the patronage received from the people of Lorain and vicinity during the past 52 years and truthfully give you our promise that we have the determination to let no store surpass us in point of merchandise, facility for display, variety of stock, dependable character, value for price and liberality to customers.



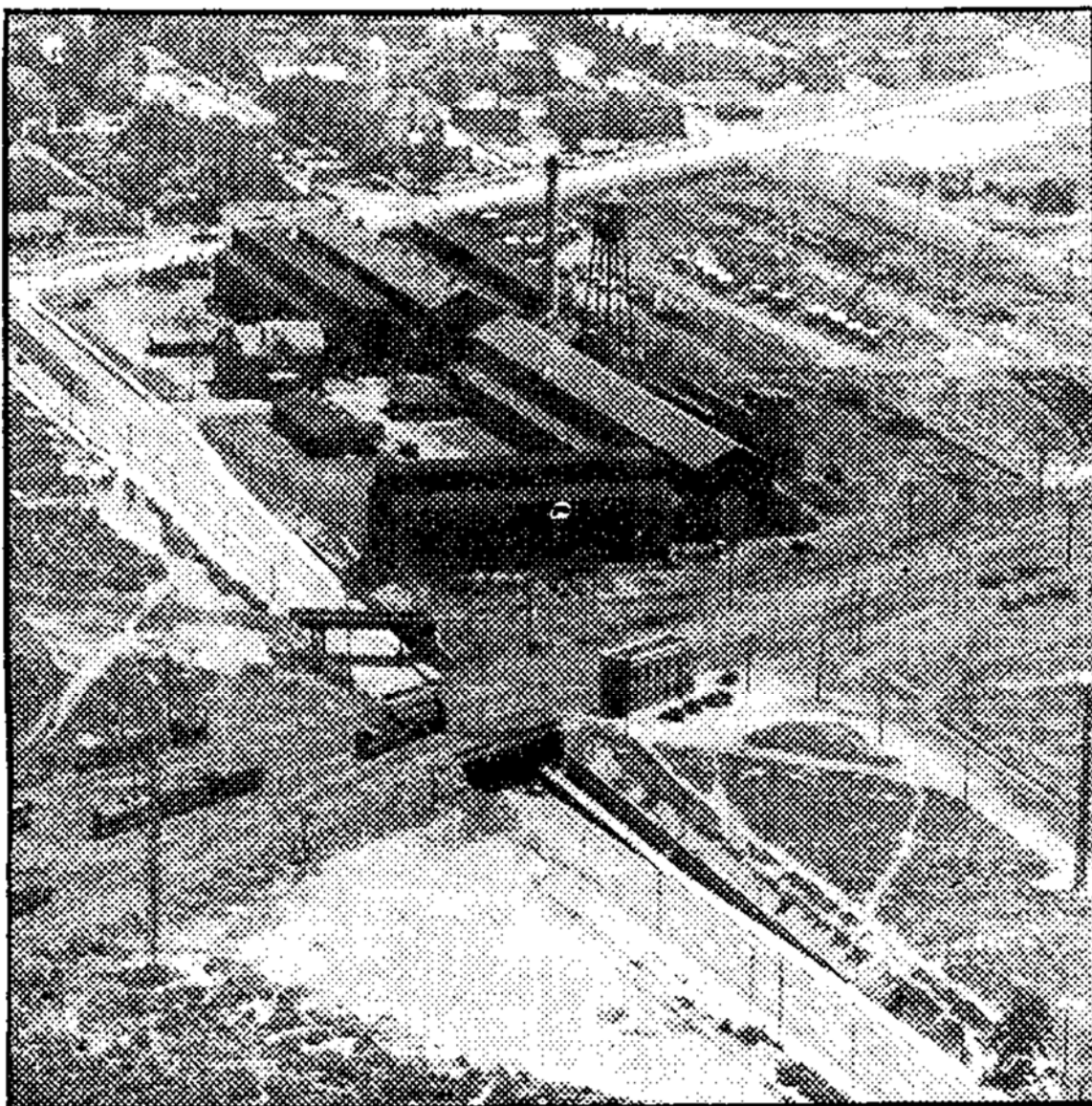
— — TODAY

52 years later, we are still marching forward with the progress of our city! And the simple, straightforward business principles of the founder are still being carried out by THE WICKENS CO.

The WICKENS Co.

Where Northern Ohio Has Bought Good Furniture for 52 Years

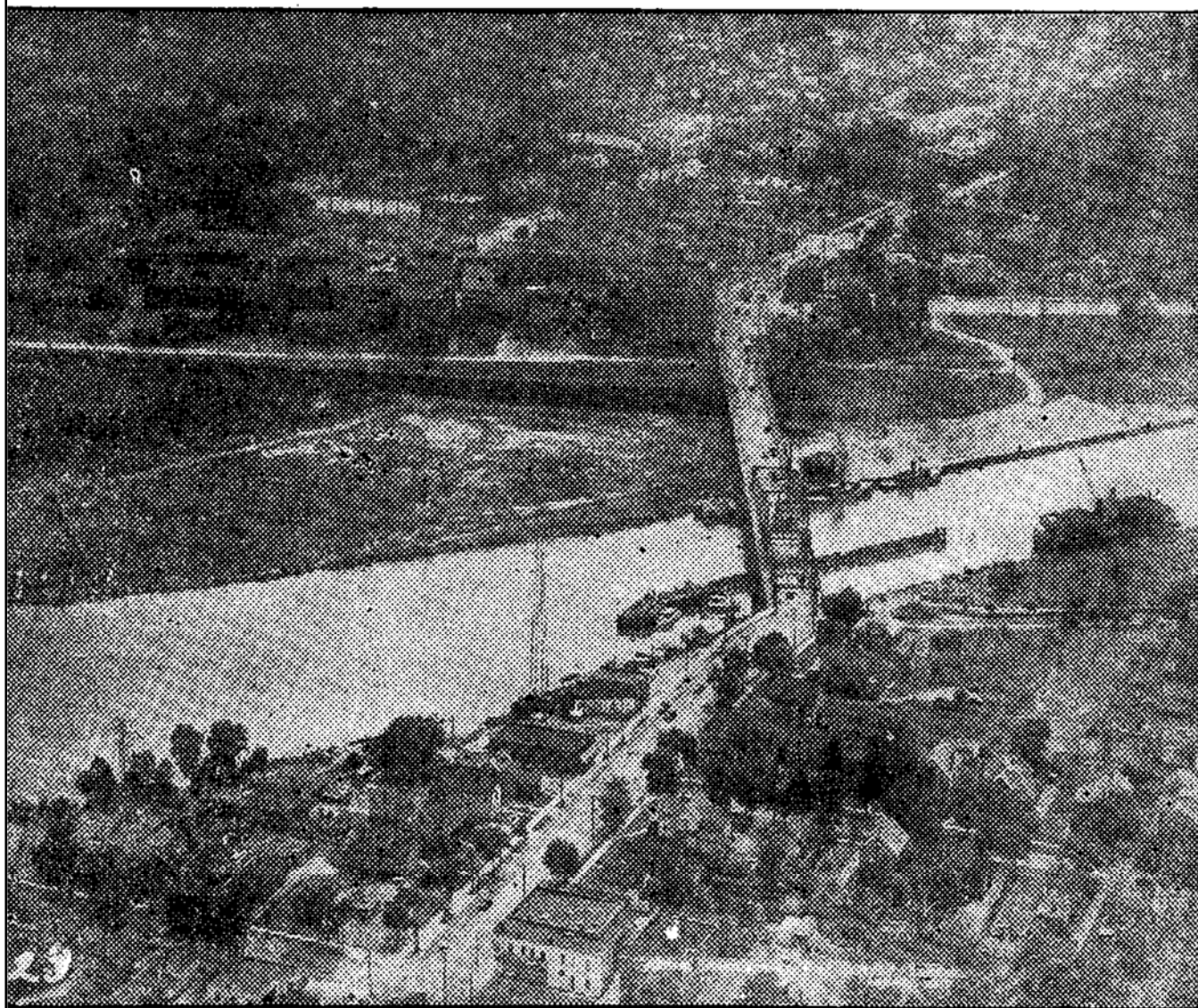
VIEW OF THEW PLANT



—Aerial Photo by Smogie-Lorens

An aerial view of the Thew Shovel Co. plant, one of Lorain's outstanding industries, is shown in the above photo.

DOWNTOWN LORAIN FROM THE AIR

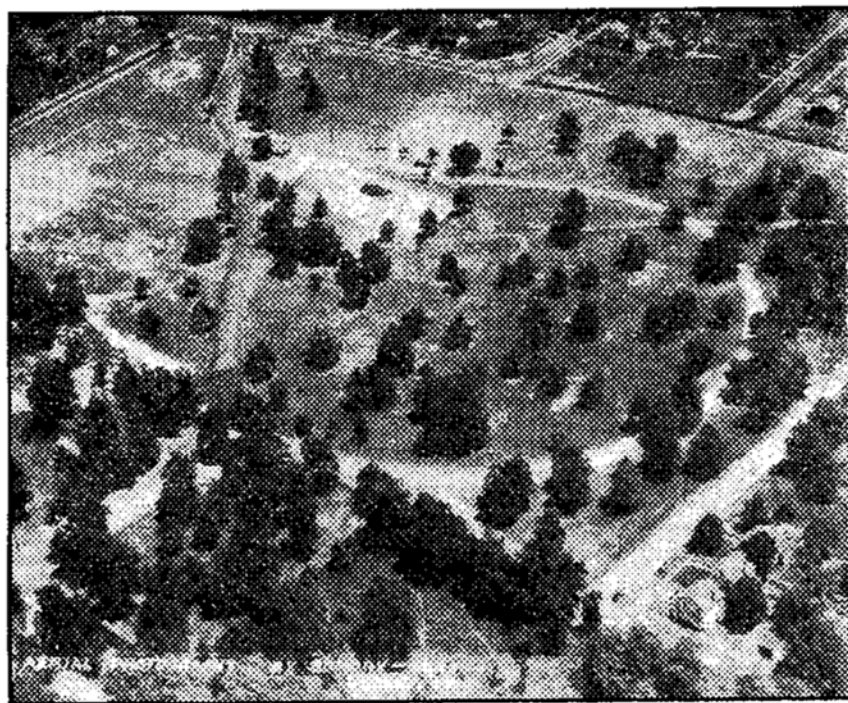


An aerial view of the downtown section of Lorain photographed from the east side is

shown above. Black river threads its way across the middle of the picture with the E.

Erie-av viaduct in the center. The downtown business district is near the top.

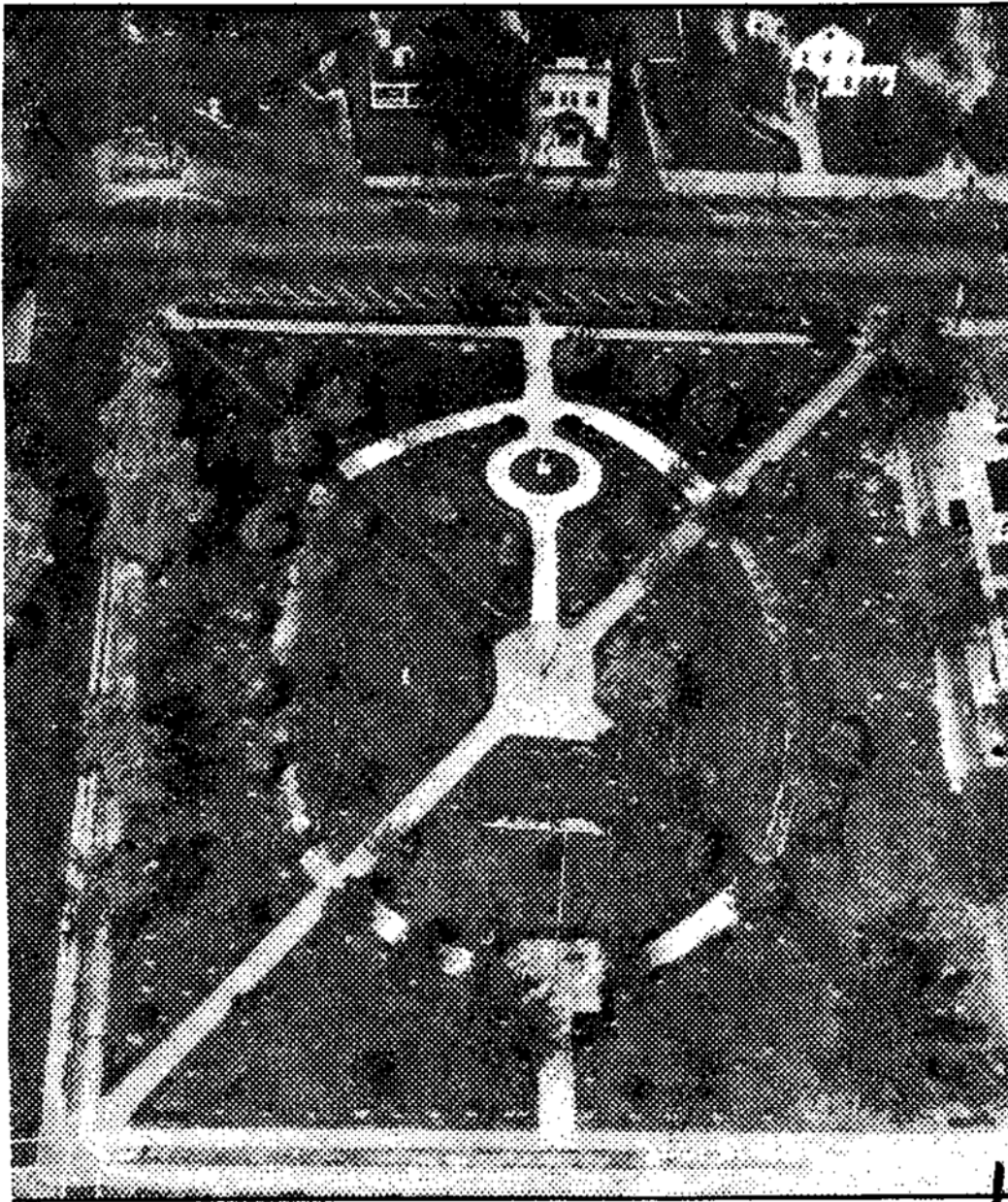
AERIAL VIEWS OF CITY



—Aerial Photo by Smogie-Lorens

Two interesting aerial views of Lorain are shown above. Top: a typical residence district. Note vegetable and flower gardens which are becoming more and more conspicuous as the result of the garden and beautification movement. Below: Central Park, with the drive, pool, baseball diamonds, and tennis courts showing.

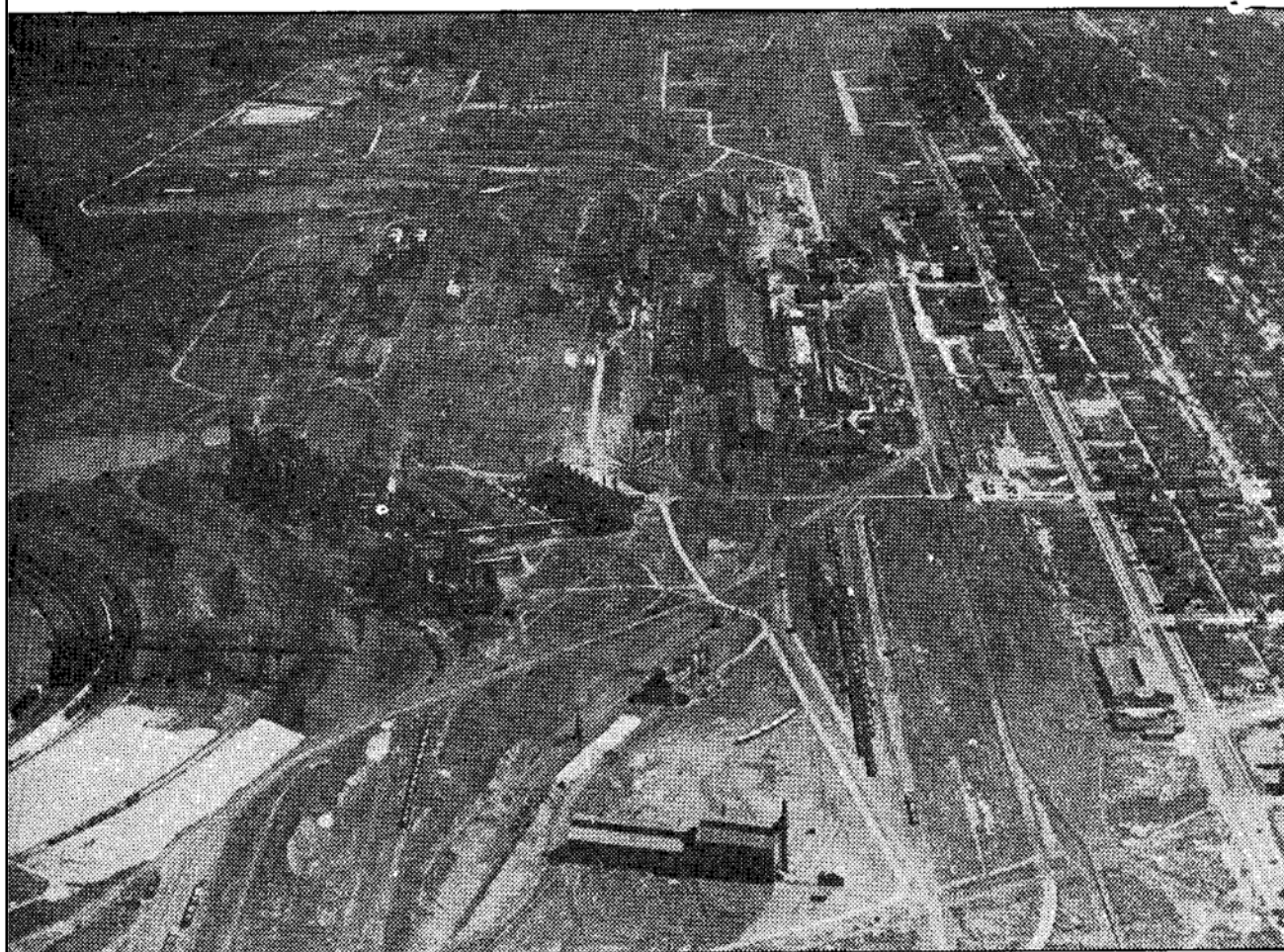
AIRVIEW OF PARK



—Aerial Photo by Smogie-Lorens

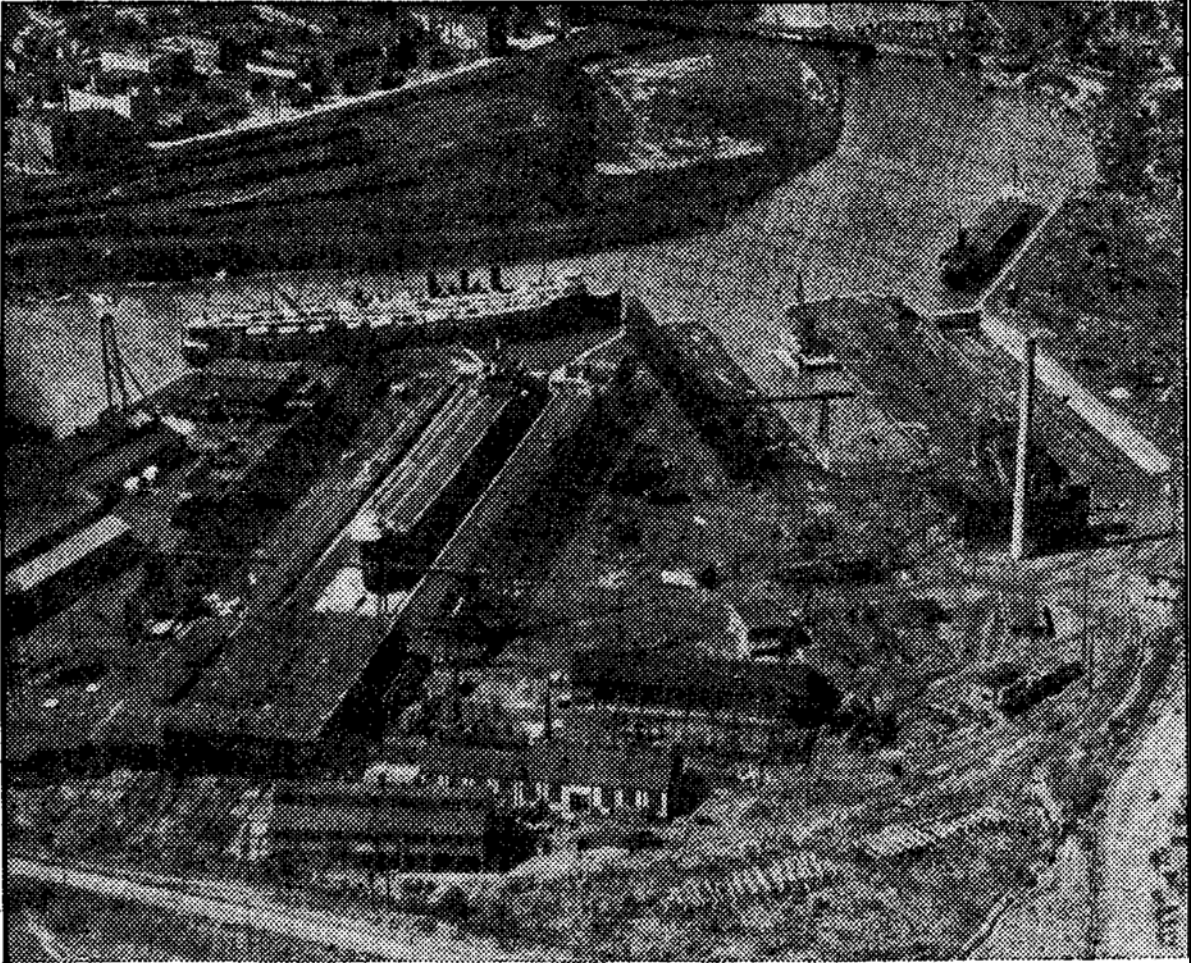
How Washington Park looks from the air. The picture is taken from the south, looking north. The fountain, paths, and new shrubbery which has been planted in the past few years can be plainly seen. At the top of the picture is the city hall, with the municipal court building and jail to the rear.

AIRPLANE VIEW OF LORAIN PLANT, N. T. CO.



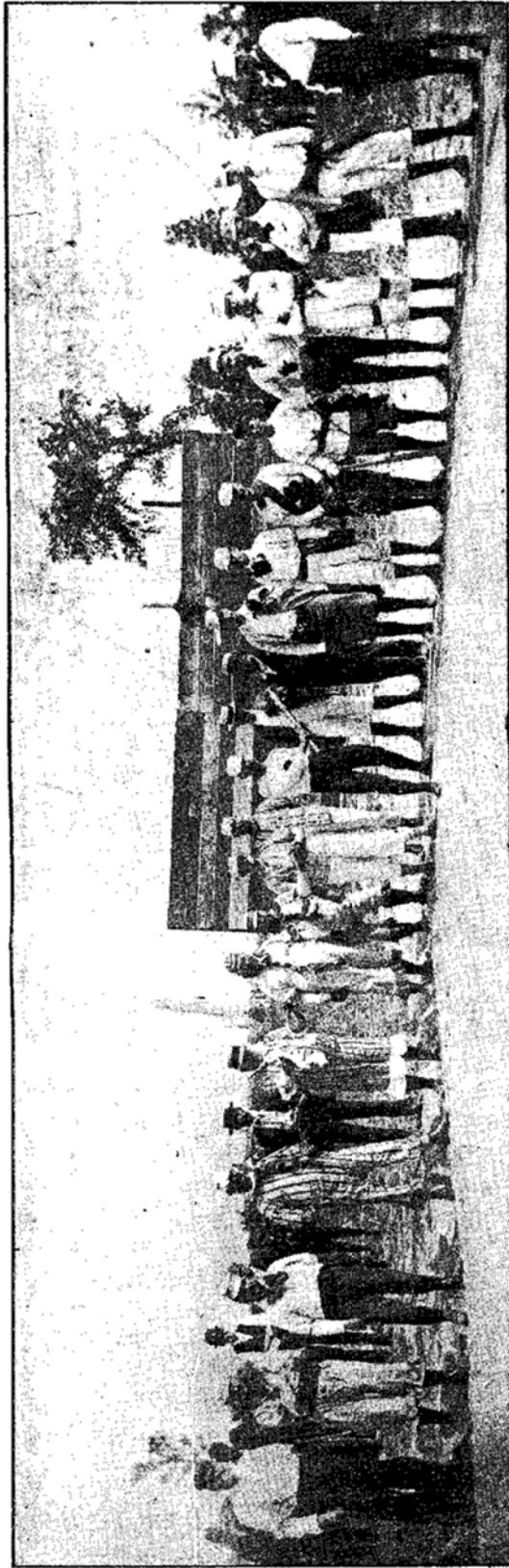
This photo was taken from an airplane flying at a height of 2,000 feet over Lorain.

SHIPYARDS—GREATEST ON LAKES



—Aerial Photo by Smogle-Lorens
The size and magnitude of the American Shipbuilding Co. yards in Lorain, largest on the Great Lakes, is emphasized above.

WHEN 'FATS' AND 'LEANS' CLASHED ON DIAMOND BACK IN 1893



Garbed in fantastic clothes, these Lorain residents were competitors in a ball game played between the "Fats" and the "Leans" here 41 years ago. A photographer of

1893 turned his lens on the players and recorded their appearance for posterity. The records of the game, however, have not been retained.

INDEX

- 1891 City Directory 122
400 Bridge Club 141
- A. H. Babcock Co. 90
Adams, Alvira 59
Adams, Angeline 58
Adams, Caroline 59
Aerial Photography 106
 American Shipbuilding Co. 210
 Central Park 207
 Downtown Lorain 206
 National Tube Co. 209
 Residential District 207
 Thew Shovel Co. 205
 Washington Park 208
Aiken, D. H. Atty. 17
Al Bernardi Accordionist 163
Allen, David 40, 143
Allen, Howard 40
Allen, Stewart 40
Allen's Boot Shop 40, 143
Allotments 10, 13, 70
 Brownell Allotment 13
 Chamberlain Allotment 13
 Gawn Allotment 13, 70
 Gregg Allotment 13
 Sheffield Land Co. 15, 16, 79, 99, 105, 130, 131
Almert, J. C. 48
Alten Clothing Store 32
Alten Hardware Store 17
Alten, M. J. 32, 65
Alten, N. C. 17
Altfeld, Alexander 105
American Crucible Products Co. 18, 102, 134-135
American Specialty Works Mill 18
American Tire Co. 120
Andorka's Hall 141
Andrews, Mathew 138
Anthony, F. G. 133
Arnold's Auto Wrecking Co. 50, 142
Ashbolt, William E. 9, 18
Associated Potteries 68, 142
Ault, E. A. 86, 89
Austin, Phillip 57
Austin, R. W. 17
Ayers, Hettie 55
Ayres, Frank Mrs. 60, 61
- Babbitt, Caroline 59
Babbitt, Lydia 59
Babbitt, Sam 59
Babbitt, Sophia 59
Babcock, A. H. 32, 74, 90
Babcock, Floyd E. 90
Babcock, Ora 187
- Bacon, Bertha 124
Badger, Joseph Rev. 80
Baetz, A. W. 109
Baetz-Barber Dairy 109
Baker & Haist Co. 38
Baker, Mae 142
Baker, Norman 29
Baker, William H. 37
Baldwin, Daniel T. 9, 58, 77, 110
Baldwin, Glover 59
Baldwin, Sophia 105, 110
Banking & Finance
 Bank of Lorain 117
 Central Bank Co. 149
 Citizens Savings Bank 17, 117
 City Banking Co. 15, 17, 150
 Cleveland Trust Co. 80, 117
 Lake Erie Savings & Loan 30
 Lorain Banking Co. 46, 117
 Lorain Savings & Banking Co. 80, 117
 Lorain Savings & Trust 17, 117
 Personal Finance Co. 186
 Western Reserve Finance Co. 50
Barber, A. D. Rev. 77
Barber, W. C. 109
Bark Family 12
Bark, Frank 90, 187
Barrows, H. J. 122, 128, 130
Baseball
 1893 'Fats & Leans' 211
 Babe Ruth Hits 700th 194
Basore Taxi Co. 33
Basore Transfer Co. 139, 144
Baumgart, John 119
Baumgart, Louisa 119
Baumhart Family 12
Baumhart, A. J. Dr. 128
Bayley, G.V. 73, 74
Beattie, C. L. Dr. 26
Beatty, David 187
Becker, L. J. 119
Beckett, Nellie 108
Beebe, Azariah 11, 12
Beer Consumption 105
 Berghoff Beer 47
 Leisy Beer 41
Beetler Garage 50
Beetler, Edward H. 50
Beingesser Floral Co. 68
Beingesser, Charles C. 68
Bellows, Benjamin F. 14, 55
Bemis, _____ 59
Berger, Nathan Mrs. 61
- Berggman, Harry 104
Berghoff Café 144
Berghoff Orchestra 144
Berlin, Albert 49
Betts, Alfred H. Rev. 77
Bevan, Hazel 68
Bevan, William 90
Beyer, George K. Mrs. 62
Bihn, Joseph L. Rev. 69
Billings, Leo 86
Bins Grocery Store 31, 70
Bins, Frank 31, 32, 70
Black Cat Restaurant 142
Black River Ferry 43, 59
Blackann, H. C. Dr. 41, 157
Blake, George 109
Blanchat, G. H. 24
Blish, Charles 59
Bloom, A. W. 120
Bobb, Maurice 46
Bobel, B. J. 86
Bogard, Charles 75, 76, 89
Bond Clothing Co. 64
Boone, D. J. 20, 56
Borne, E. M. 85
Boston Store 32, 198
Boswau, B. P. 109, 139
Bowen, Catherine 60, 91, 92,
Bowen, Thomas Capt. 43, 92, 130, 131
Bowman, Charles 63
Bowman, Seward L. 17, 65
Bracket, Elmore 11
Brailey, J. B. 22
Braman, G. L. 89, 187
Brandt, _____ 59
Brandt, Martha 59
Brass Works (Haydenville) 13, 14, 43, 65, 117, 130, 131, 132
Bratton, Harry 22
Braun Brothers, 64
Braun, Adolph 120
Braun, Andrew 66, 67
Braun, E. A. 20, 28, 66, 67, 73, 74, 85, 87, 117, 122
Braun, Henry G. 66, 67
Braun, John 66
Braun, John F. 66
Braun, Otto 74
Braun, Otto Mrs. 60
Braun's Coal & Builders Supply 152
Breckenridge, George 85
Breckenridge, H. D. 86
Bridge, Barlow 59
Bridge, Lance 10, 88
Broadway Building 12, 80, 81, 84, 87,
Brobst, Dale E. 489
Brodeur, Madeline 83

Brogan, Harold 70
 Brooks, Mary Jane 91
 Brown Hoists 43, 114
 Brown, Bishop 59
 Brown, C. Arthur 128
 Brown, C. Arthur Mrs. 62
 Brown, Earl W. 16, 99
 Brown, Edith 59
 Brown, G. W. 38
 Brown, Grandma 77
 Brown, Louisa 59
 Brown, Thomas 105
 Brown, Virginia 29
 Brown, William 59
 Brown's Pharmacy 38, 144
 Brownell, George 13
 Brozer, O. P. 86
 Brunk Machine & Forging Co. 18
 Brzozowski, E. A. 31
 Buda, Britt 90
 Buell, E. E., 57
 Buell, George 29, 106
 Bungart, Peter 72
 Bunn, P. C., 56, 79
 Burett, Hannah E. 14, 55, 56
 Burger, E. J. 116
 Burgett, A. 86
 Burley, S. V. Dr. 57
 Burnett, E. D 38
 Burnett, M. A. 47
 Burrel, Harry 14, 106
 Byers, L. J. 86
 Byrne, J. 86

 C. E. Meyers Restaurant 122
 Cameron, Allen E. 63
 Canalos, C. 135
 Canalos, George 23, 135
 Canard Hotel 84
 Canfield Oil Co. 33, 147
 Carl D. Bradley 102, 125
 Carlson, Robert 29
 Carrier, Joe 51
 Carrier, Nick 51
 Carruth, H. M. 33
 Carruth, Louis 33
 Carson, George 90
 Cartwright, L. W. 50
 Cascade 44
 Caton, Paul 86
 Cecil, J. R. 30
 Cedar Café 148
 Centennial Celebration 19, 20, 21, 22, 23, 24, 27, 28, 30, 35, 37, 38, 40, 41, 90, 162
 Central Bakery 26
 Central Garage 46
 Central Hardware Co. 27
 Central Park 207
 Century Block 87
 Chapman, C. B. Mrs. 60

Chapman, Grace D. 78
 Chapman, Henry 65
 Charleston 9, 10, 12, 13, 70, 73, 77, 78, 91, 109, 110, 113, 120
 Charleston Town Plat 9, 12, 109
 Chernoff, Howard 20, 28, 162
 Chippewa 148
 Church, F. 12, 13
 Churches
 7th Street M. E. Church 76
 20th Street Methodist Church 61
 Agudath B'Nai Israel Temple 61
 Christian Temple 29, 60, 61, 76, 77
 Church of Christ 60
 Church of Latter Day Saints (Reorganized) 29
 Delaware Ave. M. E. Church 28, 61
 Disciples of Christ Church 77
 Emmanuel Evangelical Church 76, 77
 English Lutheran Church 61
 First Baptist Church 29, 61
 First Congregational Church 29, 61, 76, 77
 First English Evangelical Lutheran Church 29, 76
 First M. E. Church 58, 60, 61, 76, 77
 Grace M. E. Church 61
 Holy Trinity Church 76
 Jewish Temple 61, 76
 Presbyterian Church 77
 St. Anthony's Church 162
 St. John's Evangelical 162
 St. Mary's Church 57, 62, 76, 77, 86
 United Brethern Church 61, 62
 Zion Lutheran Church 55
 Cinniger, A. W. Atty. 28, 37, 162
 City Transfer Co. 29
 Civil War 22, 28
 Claire, J. N. 134
 Clark, George A. 17, 40, 50, 74, 130
 Clark, Sam 90
 Clauser, E. T. Dr. 50
 Clear Sylk Hosiery 39
 Cleaver, Paul 90
 Cleveland-Lorain Highway
 Coach Co. 92, 151
 Clous, J. A. 86
 Clubs & Organizations 59-62
 A.H. E. P. A. (Greek) 22
 American Legion 20, 22, 35, 141

Berean Bible Class 61
 Colonial Club 61
 Cosmopolitan Club 22
 Daughters of the American Colonists 62
 Daughters of the American Revolution 62
 Disabled American Veterans (DAV) 22
 East Side Literary Club 61
 Fairhome Mother's Club 61
 Girl Scouts of Lorain 30
 Historical & Literary Society 60
 Jewish Temple Sisterhood 61
 Kiwanis Club 20
 Knights of St. John 22
 Ladies' Aid Society 60, 61, 62
 LaPassanas Sewing Club 62
 Lorain Country Club 11
 Lorain Eagles 22
 Lorain Elks Lodge 22, 38,
 Lorain Federation of Women's Societies 60
 Lorain Jewish Ladies' Aid Society 61
 Lorain Sisterhood 61, 78
 Lorain Women's Club 59
 Lorain Yacht Club 19, 20, 21
 Neighborhood House, 26
 Parcel Post Club 62
 Polish-American Federation Club 22
 Progressive Circle 60
 Rebekah Lodge 60
 Rotary Club 39
 Round Table Literary Club 61
 Sewing Circle 61
 Sorosis Literary Club 60, 61, 62
 St. Joseph's Hospital Auxiliary 61
 Study Club 61
 Temple Sisterhood & Aid 61
 Tower Class 61
 Veterans of Foreign Wars (VFW) 22
 Violet Club 61
 Young Ladies' Assoc. 62
 Wimodaughsis Literary Club 60, 61, 62, 78
 Women's Auxiliary of the Y. M. C. A. 61, 60, 61, 62, 78
 Women's Christian Temperance Union (WCTU) 60
 Women's Foreign Missionary Society 60, 61
 Y. M. C. A. 61, 79, 183

Coast Guard Station 21, 44
 Coen, F. W. 118, 119
 Coffinberry, J. B. 14, 15, 32, 73, 74, 130
 Cohn, Louis Mrs. 61
 Coleman & Burnett Oil Co. 47
 Coleman, C. C. 47
 Coleman, H. G. 92
 Colgan Motor Sales Co. 119, 153, 154
 Colgan, James 119
 Colgan, Phil 119
 Colonial Gardens 155
 Colton, O. C. 79
 Comics
 Great American Boy 164
 Popeye 188
 Comings, W. R. 78
 Commonwealth Hotel 87
 Congdon, William 86
 Conley, J. B. 73, 74
 Conley, Joseph 22, 126
 Conn, G. A. 47
 Connecticut Western Reserve 11
 Connolly, Ann 58
 Connolly, Bartholomew 59
 Connolly, Elizabeth 59
 Connolly, James 59
 Connolly, James Capt. 119
 Connolly, Steve 59
 Consumers Building Supply 152
 Cook, D. A. Atty. 78, 79
 Cook, Thomas N. 124
 Cooke, Samuel 136
 Cooke's Recreation Parlors 136
 Cooley, George M. 88
 Corkhill, F. H. 69
 Corkhill's Grocery 69
 Cosmopolitan Orchestra 91
 Covault Insurance Co. 49
 Covault, Henry L. 49
 Cowley, Celia 60
 Cowley, Robert Capt. 130
 Craft, E. J. 23
 Craft's Central Drug Store 23
 Creamer, G. F. 57
 Cromwell Steel Plant 132
 Crystal Beach Park 24
 Crystal Gardens 155
 Crystal Ice Co. 36
 Cunningham, Bill 65

 Damm, Al 26
 Damm, Art 26
 Damm, Joe 105
 Daniels, T. F. 106, 117, 122
 Daniels, T. F. Mrs. 60
 Darling Hotel 86
 Davidson, Fred 70, 106
 Davies, William 86
 Davis, Charles D. 124
 Dawes, L. A. 85

Day, James Capt. 12
 Deal, Charles 75
 Deal, Roy S. 47
 Deemer, Joseph H. Rev. 29
 Deeter, Chester 75, 90
 Deighan, E. I. 137
 Delaney, John 187
 Dellenbaugh, O. F. 27
 Deming, Margaret C. 78
 Deutschof Restaurant 155
 DeVeney & McCahon Building 107
 DeVeney Printing Co. 156
 DeVeney, A. R. Mrs. 60
 Devonian Mineral Springs 13, 69, 195
 Dick, G. E. 47
 Dickinson, Earl 46
 Dickinson, Harold 46
 Dickinson, Harry 46
 Dickinson, Zetta 46
 Dickinson's Hill Billy Orchestra 148, 156
 Dietrich, William 86
 Dinn, Sol 49
 Dodge, C. P. 124
 Doherty, Henry L. 116
 Doll, Charles 89
 Donahue, Norman 68
 Donaldson, William A. 121, 130, 138
 Dorn, J. Richard 135
 Dorn, John G. 135
 Dorn, Randolph J. 135
 Du Pont, Pierre 15, 16, 99, 121, 130
 Duff, William A. 19
 Duffy, W. P. Judge 68
 Durand, Edward 9, 110
 Dusendon, Fred 21
 Dziama, Basil Atty. 20, 28, 162

 Early, Fred 90
 East Side Coal Co. 1502
 Economy Store 31
 Eddy, Lowell H. Mrs. 119
 Eddy's Pharmacy 157
 Edgecomb, Edward 59
 Edick Restaurant 29, 175
 Edick, C. H. 29
 Edison Hall, 77
 Edison, F. W. 65, 73, 74, 120
 Edith Mae Hat Shoppe 159
 Eggensberger, Louis 32
 Eiden, Frank 90
 Eiden, John 20
 Elberta Beach 159
 Eldred Co. 32, 33, 160
 Eldred M. N. Mrs. 62
 Eldred, Arthur C. 33
 Eldred, Milton N. 33, 160
 Eldred, W. F. 32

Ellis, E. 31
 Elmwood Cemetery 14
 Erie Cranes 114
 Erie Viaduct, 18, 165
 Essex, E. C. 72
 Essex, Ed 86
 Eversman, Carl 57
 Ewalt, Fred 72

 F. A. Parks Livery 122
 F. P. Bins Grocery 122
 Fancher & Edison Hardware Store 65
 Fancher, E. R. 56, 65, 72
 Fancher, T. W. 65, 74
 Faris, R. B. 57
 Farragher Farm 66
 Farrell House 44
 Farschman, William 86
 Fauver, L. A. 47, 78
 Feber Family 12
 Feldkamp, Harry 90
 Feldkamp, Henry 75, 90
 Fell, Charles 16, 63, 99
 Ferguson, P. M. 122
 Fey Furniture Building 86
 Field, Harry C. 42
 Fiery, M. J. III 124
 Finances over the Past 36 Years 165
 Fire Department 67, 72, 75-76, 84-86, 86-87
 Firestone, William 86
 Fisher, W. C. 23, 78, 79
 Fisher's Jewelry Store 23, 33, 168
 Fishing Industry 14, 102, 110-112
 Bennett Fish Co. 111
 Lorain Fisheries Co. 111
 Otto Hohendorf Fishery 111
 Ranney Fisheries 14
 Reger & Werner Fisheries 14, 111, 189
 Fitzgerald, A. R. 71, 121
 Fitzpatrick, G. E. 30
 Foote, Bert 29, 85
 Foote, Myron T. 29
 Foote, Willard 29
 Ford, Al 178
 Forester, George 22, 86
 Forrest Distributing 47
 Forrest, James Mrs. 47
 Forrest, James S. 47
 Fowler, H. A. 104
 Fox, Helen 59
 Fox, Helen Miss 58
 Fox, Luther 59
 Fox, Robert 1 139
 Fradley's Garage 48, 162
 Fradley, Charles 48
 Fradley, John Jr. 48

Fradley, John T. 48
 Frank, Catherine E. 124
 Frank's Nash Service 51
 Fray, Charles S. 58
 Frederick, C. H. Dr. 65
 Frederick, C. H. Sr. Dr. 17
 Frederick, Henry C. 17, 115, 135
 Freedman, B. B. Mrs. 61
 Frick, Joseph H. 32
 Friedley's Dance Orchestra 148
 Friedman, R. Mrs. 62
 Friend Family 12
 Friend, Charles 89
Frontenac 87

 G. D. Trimmer Jewelry 23, 168
 Garner, E. E. Mrs. 61
 Garver A. N. Dr. 17, 109
 Gawn, John 14
 Gawn, Thomas 70, 73, 74, 106, 120
 Geiger Hardware 85
 Geiger, Frank H. 29
 Gene Robinson's Band 41
 General Garage 51
General Huntington 12
 Geneva Clay Millinery 122
 Gentes, C. 124
 George A. Clark Co. 40
 German Settlement 12
 Giblin, B. C. 39, 40
 Gibson, Charles 86
 Gibson, David 104
 Gilchrist, T. O. 109
 Gillmore Bros. 77
 Gillmore Family 12, 91
 Gillmore, A. 13
 Gillmore, Adamson 12
 Gillmore, Alice 59
 Gillmore, Allison 60
 Gillmore, Edmund 12, 58
 Gillmore, Edward Jr. 13
 Gillmore, Elizabeth 59, 110
 Gillmore, Fannie McQueen 90, 91
 Gillmore, James Madison 12
 Gillmore, Q. A. Gen. 12, 57
 Gillmore, Quartus 9, 12, 58, 107
 Gillmore, Quinman 12
 Gillmore, Roxana 12, 59
 Gillmore, Sophia 59
 Gillmore, William E. Gen. 12, 22, 71
 Gilmore, E. 120
 Ginty, Patrick 90
 Glitsch, George Atty. 17, 62, 63, 73, 74, 187
 Globe Store 45, 163
 Globeville 12
 Gluvna, J. J. Jr. 139
 Gluvna, J. J. Sr. 139, 140

Goldstein Sons, Inc. 31
 Goldstein, Joseph 31
 Goldstein, Louis A. 31
 Goldstein, Max 31
 Goldstein, Samuel 31
 Goldthorpe, Paul 73, 74
 Goodall Co. 18, 88, 132, 133
 Gordon, Mrs. 40
 Gottwalt, F. J. 51
 Gottwalt, R. 51
 Gould, Edward J. 105
 Gould, Joseph 105
 Gould, Joseph Mrs. 61
 Gove, Bert 65
 Gove, W. P. 86
 Gracie, Chick 82
 Graham, J. A. Mrs. 60, 78
 Grall, William F. 73, 74, 89
 Grall, William Mrs. 57
 Grant, Margaret 78
 Gray, Don C. 47
 Gray, Wellsley D. 47
Greater Buffalo 126, 138
Greater Detroit 126
 Green Village Hotel 163
 Gregg, A. S. Mrs. 61
 Gries, P. J. 86
 Griffin, Rev. 77
 Grissinger, John S. 61
 Grubbs, Clyde 72, 105
 Grubbs, Clyde M. Mrs. 62
 Grubbs, Smith H. 28
 Gulet, L. H. 50
 Guzik, E. W. 30

 Hackett, P. 86
 Hageman Family 12
 Hageman Shoe Co. 31
 Hageman Real Estate 80
 Hageman, A. V. 77, 106, 108
 Hageman, Carl 31, 72
 Hageman, H. E. 47, 106, 139
 Hahn Family 12
 Halkauer Family 12
 Hall, Frank 187
 Hamlin, Curtis 52
 Harbor 112
 Harbor & Viaduct in '90s 165
 Hard, Rev. 77
 Harding, John 78
 Harris, Steve 22
Harry Colby 102, 126
 Hart Jewelry Co. 139
 Hart, Alex 72
 Hart, C. M. 121
 Hart, David 72
 Hart, John 72, 86
 Harwick Family 12
 Hatt, David 20, 86, 122
 Hay, Albert E. 121
 Haynes, Thomas 72

Hecock, Effie B. 124
 Hecock, Hiram 88, 120
 Hedges, L. D. 122
 Heilman, R. B. 38
 Heilman's Restaurant 38, 166
 Heitzler, A. H. 116
 Helm, John W. 132
 Helmer, John S. 79
 Hemple, Sam Mrs. 61
 Henninger, M. J. 122
Henry Ford II 126
Henry Pressley 44
 Herman, Mrs. 61
 Heyer, John 160
 Heyer, William Mrs. 61
 Hibbard, A. K. Mrs. 78, 79
 Hill, A. L. Mrs. 60
 Hiller, D. O. 22
 Hills, Eva E. 61, 78, 119
 Hirst, Mae 88
History of Lorain 19
History of Lorain Co. 19
History of North Central Ohio 19
 Hitchcock, C. P. Mrs. 61
 Hitchcock, Silas 138
 Hobant, Al 86
 Hoffman Heater Co. 134
 Hoffman, George 73, 74
 Hogan, Frank 74
 Hoge, James B. 106, 117, 118, 121, 132
 Hoge, Wallace W. 108
 Hohendorf, Otto 111
 Hoiles, R. C. 104
 Home Dairy Co. 124, 167
 Honecker Drug Store 44
 Hopkins, C. B. Mrs. 78
 Hopkins, E. E. 78, 122
 Horn, Albert J. 73, 74, 89
 Horn, Carol B. 35
 Horn, Conrad 85
 Hotel Antlers 166
 Houck, William A. 32
Howe's History of Ohio 19
 Hub Restaurant 166
 Hug, T. V. Dr. 17
 Hughs Provision Co. 167
 Hunker, C. M. 90
 Hurst Dry Goods Store 88
 Hurst, N. B. 69, 88
 Huse, B. G. 76

 Ilg, August 83, 84
 Indians 10, 11, 37, 51-52, 80
 Ingler, H. B. 46
 Inman, Florence 21
 Irish, C. M. 17, 46, 47
 Irish, Gladys 62
 Islay Dairy 40

 J. C. Penney Co. 76, 170

J. J. Gluva & Son Funeral Home 139-140
 J. L. Sanford Undertaker 32
 Jackson, E. L. Mrs. 62
 Jackson, J. A. 33
 Jacobs, Family 12
 Jacoby Bros., Inc. 49
 Jacoby, David 49
 Jacoby, Isidore 49
 Jacoby, Nathan 49
 Jacoby, Sol 49
 Jaycox, J. M. Mrs. 60, 62
 Jennings, George 90, 187
 Job, Edgar 75
 Job, Lawrence Atty. 68, 75
 John F. Class Health Institute 53
 John Stack Coal Co. 152
 Johns, B. F. Mrs. 62
 Johnson, Chester 59
 Johnson, Elizabeth 59
 Johnson, Tom L. 14, 43, 79, 95, 100-101, 105, 115, 124-125, 130, 131, 161
 Johnson, William 90
 Johnston, J. J. Rev. 57
 Jones Mansion 87, 168
 Jones, Antonette 59
 Jones, Augusta 60
 Jones, Augustus Capt. 13
 Jones, B. B. 13
 Jones, F. N. 13
 Jones, Med 59
 Jones, W. A. Mrs. 60
 Jones, William 13, 87, 168

Kaiser, Arthur 119
 Kaplansky, Ben 49
Kate Lyons 92
 Kauffman Co. 31
 Kauffman, H. C. 31
 Kelley, Alex 72
 Kelley, J. J. 86
 Kellogg, Pelandor 59
 Kellogg, William 59
 Kelso, Andrew 11
 Kelso, George 11
 Kennedy, T. O. 116
 Ketcham, Steve 187
 Kewtie Restaurant 26
 Kilpatrick Auto Electric Co. 123
 Kilpatrick, Jim 123
 Kindleberger, Fred 68
 King, A. A. 73, 74
 King, Al 89
 King, Ernest J. Adm. 71, 174
 King, F. H. 104
 King, F. J. 73, 74
 King, Joe 81
 King, Max 57
 Kinney, Edward R. 30
 Kinney's Body & Fender Repair 30

Kirk, George 90
 Kirkbridge Miss 14, 55
 Kirkland-Bond Co. 169
 Kirkland, H. P. 169
 Kishman, Carl 51
 Klair, Harvey Mrs. 60
 Kleefeld, Paul 127
 Klein, Ben 84
 Klein, Sam 32
 Klein, Sam Mrs. 60, 78
 Kline, George 92
 Kline, Jacob 92
 Kline's Dept. Store 38, 87, 92, 171
 Knapp, George 90
 Kniffert, Frank R. 51
 Knight, Sam 84
 Knight, Theodore 90
 Knipper, Frank 22
 Knitter, Walter 90
 Koepke, Jean 22
 Koethe, E. G. 36, 115
 Koethe, Urban 36, 115
 Kohlmeyer Brothers 134
 Kohlmeyer Pioneer Autoists 74
 Kohlmeyer, Adolph 79, 123
 Kohlmeyer, Cornelius 74, 123, 145
 Kowalski, Edward 26
 Kramer's Grill 172
 Kranjak's Riverside Restaurant 191
 Krantz, C. E. 47
 Kreiser, Harry H. 50
 Krogers Grocery & Baking Co. 129-130
 Kubes, Harry 134
 Kuntz & Joyce Movers 169
 Kurlander Mrs. 61
 Kurtz Co. 33
 Kurtz, S. A., 57
 Kutza Pharmacy 36, 172
 Kutza, Leopold G. 36, 172
 Kutza, William 36

Lake Road, The 12, 57
 Lakeview Park 21, 29
 Lamb, Selah 59
 Lamb, Timothy 59
 Lampmon Hotel 49, 84
 Lampmon Zoo 48
 Lampmon, M. H. Mrs. 60
 Lampmon, Mark 48
 Lampmon, Matthew 128
 Laundon, H. C. 120
 Lawler, Fred 84
 Lawler, I. D. 84, 104, 130
 Lawrence, D. W. 57
 Lawrence, D. W. Mrs. 62
 Lee, Seth 59
 Leets, Caroline 59
 Leising Charles 20

Leisy Beer, 41
Leo Disaster 84, 130
 Levy, Sam 139
 Lieb, Louis 68
 Lighthouse 10, 110, 116
 Lindsay, Jane 57, 62
 Linville, Harmon B. Rev. 29, 77
 Littimer, W. T. 86
 Livchak, Wasyl 144
 Llewellyn, Eugene 62
 Llewellyn, George 62
 Llewellyn, Regina 62
 L-O Paint Store 172
 Loffburrow, E. C. 78
 Long, Henry 109
 Loomis, Herbert F. Rev. 29
 Lopatkovich, Frank 124
 Lopatkovich, Joe 124
 Lopatkovich, John 124
 Lopatkovich, Mike 124

Lorain

Lorain Auto Parts 47, 146
 Lorain Boiler Works 18
 Lorain Brass Co. 18
 Lorain Candy Kitchen 172
 Lorain Casting Co. 18, 138
Lorain Centennial Song 35
 Lorain Chamber of Commerce, 45, 80
 Lorain City Council 87, 120-121
 Lorain City Hall 45, 67, 77, 87-88, 168, 208
 Lorain Co. Radio Corp. 80, 109, 138-139
 Lorain Creamery Co. 47, 75, 187
 Lorain Dry Goods Co. 173
 Lorain Garment Co. 18, 102, 134
 Lorain Glass Co. 175
 Lorain Hardware Co. 79
 Lorain Hotel 29, 175
 Lorain Ignition Co. 136
Lorain in Retrospect 19, 82
 Lorain Lumber & Mfg. Co. 17
 Lorain Monument Works 30
 Lorain Municipal Court 68
 Lorain Printing Co. 36, 102, 114-115
 Lorain Public Library 62, 78-79
 Lorain Real Estate Co. 136-137
 Lorain's Famous Sons 71, 174
 Lorain's Oldest Home 105
 Lord, Charles 48
 Lorens, William 106
 Loss, Lewis H. Rev. 77
 Lovy Furniture Store 87

Ludlum, Jeff 59
 Lyon Tailoring Co. 176
 Lyons, Catherine Alice 91
 Lyons, John 11
 Lyons, Ralph 11
 Lyons, Winfield Scott 91

 Mackerty, A. J. 75, 90, 118
 Magazine, Sam 87
 Mahla, Mary Lou 21
 Maloy, Frank 20, 24
 Mann Block 106
 Marks Cleaning Works 64
 Marks, Frances 64
 Marks, R. E. 64
 Marks, Victor D. 64
 Martin, James 83
 Martin, Ralph 83
 Martin, William 12
 Mason, J. S. 57
 Matchette, R. T. 86
 Mathews Funeral Home 123
 Mathews, William 22, 123
 Matt Ebinger Coal Co. 152
 Matthews, E. G. 32
 Matthews, S. W. 32
 Maurath, J. C. 86
 Maurice Beauty Shoppe 46
 Max Kline Hardware 87
 Maxwell, I. G. 79
 Mayberry, J. G. 133, 180
 Mayors, 67, 73
 Maytag Co. 40, 177
 Maytag Miniature Racer 40, 177
 McAllister, Fanny 118
 McAllister, William 85
 McAn's Shoe Store 117
 McCarty, Battelle Rev. 28
 McConnell, Elizabeth N. 14, 56
 McFadden, Sidney 90
 McGarvey, J. F. Dr. 109
 McGee, John 62
 McIlvaine, F. W. Mrs. 78
 McKee, Mrs. 62, 78
 McKellogg Service Station 37
 McKellogg, C. B. 37
 McKinney, J. L. 60
 McLean, Charles 33
 McLennan, Hugh 9
 McMahan, Margaret 20
 McMillen, Marie 71
 McMyler Dumper 114
 Meacham, B. E. 72, 102
 Meacham, Perry Mrs. 62
 Mead, J. S. Dr. 17
 Meade, Charles 90
 Mears, John 160
 Meeker, Abigail 59
 Meeker, Ann 110
 Meeker, Barna 9, 110
 Meeker, Eleanor 59
 Meeker, Hezekiah 58

Meeker, Virginia 59
 Meister, Fred 90
 Meister, Gus 89
 Meister, Henry 187
 Meister, John 90
 Meister, Patrick 187
 Merten, Theodore Rev. 28, 162
 Meyer, J. J. 19, 82, 104
 Meyers, Ben 86
 Michael's Studio 45, 177
 Mille, Fred 22
 Miller & Hoffman Grocers 32
 Miller Coal & Supply Co. 152
 Miller Upholstery Co. 49
 Miller, Alvie 72
 Miller, Dale 119
 Miller, E. Nelson 49
 Miller, Fred Mrs. 62
 Miller, Joseph 90
 Miller, Peter 77
 Miller, W. W. 49
 Mills Coal Yard 45
 Mills Elevator Co. 46
 Mills Seed Store 46
 Mills, Leland 46
 Mills, Richard W. 46
 Mills, Robert E. 46
 Mitchell, William G. 109
 Moc, Rudy 21
 Monosmith, O. B. Dr. 17, 69
 Montgel, Walter 105
 Moore, Leonard M. 74, 89, 108
 Morehouse, Max 32
 Morgan, T. W. 129
 Morgan, W. L. 29
 Morris, G. W. 49
 Morris, George Jr. 50
 Motter, C. 86
 Mouth of Black River, 9, 11, 12,
 25, 48, 64, 70, 73, 77, 109, 113,
 146
 Mowery, O. N. 108
 Moxham, Arthur. J. 15, 101, 130
 Mramor, J. 86
 Muir Drug Store 75
 Mullin, Father 77
 Murdock, William 13
 Murphy & Scheiring 36
 Murphy, Esther 68
 Murphy, H. D. 36
 Murphy, W. A. 75, 90
 Myers, Charles 85

 N. B. Hurst Store 88, 179
 N. C. Alten Hardware Store 122
 Nash Motor Sales 178
 Nationality Survey 25
 Neil, Robert 22
 Neilsen, Walter S. 47, 57
 Nelis Wall Paper 179
 Nellie Duff 44
 Neptune, H. H. 129

Neumeyer, Ralph 19
 Newspapers 19, 104-105
 Black River Commercial 104
 Daily News 101, 102
 Democrat, The 104
 Evening Herald 43, 44, 45
 Herald, The 43, 44, 104
 Journal, The 101
 Lorain Chronicle-Telegram
 104
 Lorain Daily News 31
 Lorain Daily Times 17, 43
 Lorain Democrat 31
 Lorain Evening News, 104
 Lorain Herald 17
 Lorain Journal & Times-
 Herald 19, 104
 Lorain Monitor 104
 Lorain Times-Herald 17
 News, The 104
 News-Democrat 104
 Post, The 104
 Times, The 104
 Times-Herald 104
 Nichol, Harry 63
 Nichols, B. G. 20, 47, 108, 117,
 124
 Nichols, Irvin G. 71
 Nichols, J. B. 19
 Nielson, H. P. 32
 Norcross, F. C. 122, 130
 Norge refrigerators 50
 Norton, B. F. 57
 Noxon, F. M. 17
 Nugent, H. H. 39

 O. B. Bower Coal & Supply Co.
 152
 O. H. Jewell Filter Co. 128
 O'Brien, Mary 50
 O'Doherty, J. J. 86
 O'Hern, T. E. 31
 Oak Point Mystery 103
 Oakwood Dairy 28
 Oakwood Park 15, 20, 30
 Oberlin Ave. Greenhouse 122,
 180
 Oehlke, T. R. Mrs. 62
 Oehlke's Clothing Store 67
 Ogliva, Mrs. 60
 Olmutz, Hans Mrs. 61
 Olsson, E. H. Mrs. 62
 Opfer Store 87
 Osgood, Herbert 89
 Overholzer, David 85
 Overlook Apartments 80

 Pandey, Virginia 79
 Pankau, J. J. 86
 Pape, Thomas W. 73, 74, 89
 Paris Candy Kitchen 65
 Park Restaurant 70

Park, S. Norman 20, 28, 57
 Paul Specht & Orchestra 155
 Pauly, C. A. 129
 Payne, Emily M. 58
 Payne, Seymour 59
 Peachy, Caleb 64
 Peck, E. T. 120
 Peer, M. F. 137
 Peer, William J. 137
 Pekarik Garage 30
 Pekarik, Eugene 30
 Pelander, A. J. 22
 Pelow, Frank 84
 Penny, C. L. 85
 Perrine, Hugh C. 39, 40
 Perry, Daniel 11, 12
 Perry, Nathan 11, 62
 Perry, Nathan Jr. 11
Philip D. Block 126
 Pierce, E. M. 17, 78, 106, 117, 133, 138
 Pierce, E. M. Mrs. 61, 78
 Pierce, Inez 125
 Pillans, Walter 57
 Pincura, Ludwig 'Tiny' 72
 Pioneer Building 183
 Pistel, Harry A. 40
 Pitzele, William Mrs. 61
 Plank Road 13, 113
 Police Dept. 32, 33, 68, 74-75, 75-76, 87, 88-90, 117-119, 120
 Pollock, A. M. 73, 129
 Pollock, John J. 73, 74, 89
 Porter, Byron W. Mrs. 62
 Porter, Clara 62
 Porter, Cornelia 59
 Porter, Edward 59
 Porter, James 120
 Porter, Samuel 59
 Post Office 62, 64-66
 Pratsch, Agnes 31
 Prescott, A. Z. Mrs. 62
 Prieskorn, Edward 105
 Prince, John F. 87
 Prince, Westwood 87
 Printz-Beiderman Co. 134
 Pruzek, Ernest 22

 Quigley, Joseph 11
 Quinn, Thomas 22

 R & B Bldg. 87
 Rafferty, J. D. Rev. 20, 28, 162
 Railroads 9, 12, 13, 37, 129-130, 132-133
 B & O Docks 113
 B & O Lake Terminal 99, 110
 B & O RR 13, 25, 27, 67, 102, 103, 112-114, 131, 132, 146 100, 109, 110, 111, 128, 130

Cleveland, Lorain &
 Wheeling RR 17, 64, 109, 110, 111, 127, 128, 130
 Cleveland Tuscarawas
 Valley & Wheeling RR 13, 113
 Nickel Plate RR 13, 38, 43, 131, 132-133, 180
 Railways & Street Cars
 Horse-drawn street cars 13, 43, 101, 145
 Lake Shore Electric 75, 89, 118-119, 131
 Lorain-Elyria Street Car Line 161
 Lorain Street Railway Co. 99, 101, 118, 130-132
 Randall's Grove 119
 Raskob, John J. 15, 16, 72, 99
 Ravenna Casket Factory 18
 Raymond, E. E. 56
 Reger, George 111
 Reger, Jacob 111
 Reger, Louis 111
 Reichlin, Reidy, Scanlan Co. 64, 189
 Reichlin, Robert M. 88
 Reichlin-Cooley Funeral Home 88, 190
 Reid Farm 12
 Reid Grove 66, 119
 Reid House 84, 190
 Reid Tavern 12, 84, 91
 Reid, Abbie 56
 Reid, Abigail 110
 Reid, Conrad 9, 10, 12, 73, 74, 77, 84, 92, 110, 120, 190
 Reid, Cornelius 59
 Reid, Elizabeth 12
 Reid, John 59
 Reid, John S. 11, 12, 58, 59, 64, 84
 Reid, Richard 92
 Reid, Rush 59
 Reidy, E. P. 79
 Reilly, Hugh 89, 90
 Resek, G. A. 17, 47
 Resek, J. 17
 Reynolds, Edward 90
 Reynolds, Jane 59
 Reynolds, Julia 59
 Reynolds, Rosetta 59
 Richards, A. J. 122
 Richman Bros. Co. 18, 133, 134
 Richwine, Arthur, Lieut. 22
 Ridge Hill Memorial Park 123
 Rieth Jewelry 41, 191
 Rieth, William 41
 Ritter Tailor Ship 49
 Ritter, Conrad 84
 Ritter, Henry 49
 Robb, Jack 85

Robinson Dry Cleaning 39, 192
 Robinson, Carl 39
 Robinson, Zachariah 119
 Rockwood, H. S. 73, 74
 Rogers Bros. Heating Co. 129
 Rogers Oil Co. 35
 Rogers, D. E. 129
 Rogers, H. L. 129
 Rogers, John R. 14, 56, 72, 174
 Rogers, L. H. Mrs. 79
 Rogers, Lynton H. 33
 Rogers, Raymond F. 35
 Root, Frances 78
 Root, H. D. Mrs. 60
 Root, Sam 84
 Root, Walter 130
 Rosa-Bee Shoppe 40, 193
 Rose, Charles B. 65
 Ross, J. W. Dr. 124
 Roth, I. G. 47
 Roth, Raymond E. 90
 Rothrock, L. E. Rev. 29
 Routson, L. A. 187
 Rowley, F. A. Mrs. 78, 79
 Rowley, Frederick A. 17, 78, 104
 Russ Lyons & N. B. C. Orchestra 159
 Russell, George A. 27
 Ruth's Creamery 51
 Ryan, D. 119

 S. Slutzkers 196
 S. Yonovitz Co. 51
 Sage, Edward 22, 88, 90
 Sales, Milton 59
 Sales, Olive 59
 Sam Klein Clothier 32
 Sanborn, H. A. 92
 Sanford, J. L. 32
 Sanford, Maranda 59
 Sang Lee Laundry 122
 Sauer Music Co. 50, 195
 Sauer, A. B. 50
 Savina, William 86
 Scheiring, J. A. 36
 Schenker, George 83, 84, 90
 Schmauch, John 39
 Schneider, Edward W. 34
 Schools – parochial 57-58
 Nativity School 57
 SS. Cyril & Methodius School 58
 St. Anthony's School 58
 St. Joseph's School 58
 St. Ladislaus School 57
 St. Mary's Academy 57
 St. Mary's School 57
 St. Stanislaus School 58
 Zion Lutheran School 58
 Schools – public 9, 12, 14, 55-57, 58-59

Fairhome Elementary 57
 Garden Ave. Elementary 56, 57
 Garfield Elementary 57
 Harrison Elementary 57
 Hawthorn Junior High 57
 Irving Junior High, 57
 Lincoln Elementary 57
 Longfellow Junior High 57
 Lorain High School 14, 20, 57
 Whittier Junior High 57
 Schwartz Funeral Home 136
 Schwartz, George 136
 Scutt, L. B. 47
 Sears, Roebuck & Co. 48
 Sebastian, Betty 191
 Seeley, J. 11
 Seitters, Joseph 79
 Service Creamery 50
 Shafer, Hal 22
 Shaw, C. O. 22
 Shaw, Harry Mrs. 61, 125
 Shaw, S. G. 50
 Shaw, W. T. 22
 Sheffield Dairy Co. 50, 124, 196
 Shepard, Millard 71
 Sheridan, G. H. Mrs. 60, 62
 Shipbuilding 12, 13, 18, 44, 45, 102, 113, 125-126
 American Shipbuilding Co. 18, 87, 125, 126, 210
 Cleveland Shipbuilding Co. 18, 45
 Shipbuilders 12, 13, 891
 Shipler, P. E. 121
 Shook, K. C. 57
 Showers, Charles 72
 Silver, Jake 32, 197
 Simpson, James 136
 Sinnott, Celia 59
 Sinnott, J. _____ 59
 Sinnott, James 59
 Sites, Eugene 116
 Skolnicki, Joseph F. 27
 Skolnicki, M. T. 27
 Slavin, J. E. 53
 Smith & Gerhart's 198
 Smith, Amos 187
 Smith, David 12, 55
 Smith, Eli 57, 82
 Smith, Elizabeth Reid 12
 Smith, G. L. 135
 Smith, H. J. 47
 Smith, James 10
 Smith, Lucua 12
 Smith, R. W. Dr. 26
 Smogle-Lorens Air Photography 106, 205-210
 Smogle, Vic 106
 Smythe, A. W. 137
 Smythe, C. B. 137

Smythe, F. A. 63, 137
 Snyder, Custer Atty. 65
 Snyder, V. N. 73, 74
 South Lorain 25, 26, 49, 55, 66, 105, 131
 South Lorain's Dayton Flood 66
 Sova, James 122, 180
 Springowski, Charles 90
 St. Joseph's Hospital 13, 69, 130, 195
 St. Mary's Players 83
 Stack, John 122
 Stacy's Restaurant 83
 Standen J. C. 73, 74
 Stang, John 17, 45, 87, 120
 Stanina, Paul 118
 Stauder, George 86
 Staulgis, William 86
 Stedman, Franklin 90
 Steel Plant 14, 15, 16, 17, 25, 43, 95-99, 112,
 National Tube Co. 16, 17, 79, 95, 96, 97, 99, 130
 Lake Terminal Railway Co. 98
 Johnstown Flood 14
 Johnstown Steel Works 15, 25
 Steel Stamping Co. 18, 102, 104
 Steele, Elizabeth K. 78
 Stelmaseski, P. J. 30
 Stencil, Walter 22, 30
 Stetzel, George Mrs. 62
 Stewart, Colin 72
 Stone Grill 24, 199
 Stone, David 58
 Stough, Elmer 86
 Stoughton, George H. Mrs. 80
 Straw Farm 123
 Stove Works
 American Stove Co. 102
 Direct Action Stove Co. 102
 National Stove Co. 17, 87
 National Vapor Stove Co. 17
 Stuffer, Frank 105
 Style Center 31, 200
Superior City 89, 125
 Suppes, Max 15, 16, 79
 Svete, Joseph 123

 T. R. Bowen Tailor 122
T. W. Robinson 126
 Taft, Willard E. 124
 Telephone Co. 106-109
 Black River Telephone Co. 106, 107
 Lorain Telephone Co. 80, 103, 106, 107, 108, 109, 118, 138, 176
 Temperance Movement 60, 92,
 Templeton, E. S. 121
 Tender, Pearl 84

Tender, Peter 83, 84
 Terrace Gardens 201
 Tessa M. Lewis Millinery 122
 Theatres 41, 80-84
 Amuse-U Theatre 82
 Broadway Theatre 90
 Cozy Theatre 90
 Dreamland Theatre 41, 42, 84, 90, 158, 199
 Elvira Theatre 42, 84, 90, 158, 199
 Family Theatre 83
 Majestic Theatre 80, 81
 Ohio Theatre 41, 42, 83, 84, 182, 199
 Palace Theatre 41, 42, 83, 184, 185, 199
 Pantheon Theatre 83
 Park Theatre 90
 Pastime Theatre 90
 Pearl Theatre 42, 83, 84, 90, 186, 199
 Standard Theatre 90
 Star Theatre 83, 90
 Stars – Lorain Theatres 199
 State Theatre 80, 83
 Tivoli Theatre 41, 42, 83, 84, 199, 201
 Verbeck Theatre 82, 86
 Wagner Opera House 81, 82
 Wonderland Theatre 83, 90
 Thesing, John 119
 Thew Shovel Co. 18, 102, 131, 137-138, 202, 205
 Thew, Richard Capt. 18, 46, 72, 102, 137, 138
 Thomas, Ben 68
 Thompson Funeral Home 36
 Thompson, A. E. Mrs. 78
 Thompson, A. E. Rev. 78
 Thompson, Herbert J. Rev. 29
 Thompson, J. Ford 20, 28, 36,
 Thompson, W. B. Judge 17, 73, 74, 86, 89, 108, 122, 124-25
 Thristram, Thomas 129
 Tiffany, C. J. Mrs. 65
 Tischler, Mary Jane 21
 Todd, Della 29
 Tomasic, Jack 144
 Tornado 18, 62-64, 76, 77, 78, 83, 99, 105, 108, 111, 117, 125
 Tressel, C. P. 86
 Trimmer, G. D. 23
 Trinter, P. C. 108, 109
 Truxell, Loa Jane 21
 Tucker, G. O. 76
 Tunte, John B. 84, 130
 Turbett, William 86
 Typhoid epidemic 18, 127, 128

 Union Hall, 86
 Universal Bearing Co. 18, 102

Universal Cleaners 127
 Universal Crane Co. 138
 Urbanski, Ray 22
 Utilities
 Citizen's Gas & Electric
 116, 121
 Columbia Gas & Electric
 121
 Lake Erie Electric Co. 121
 Logan Gas Co. 121
 Lorain Electric Light &
 Power 116
 Lorain Gas Co. 121
 Lorain Waterworks 18, 127-
 129
 Ohio Fuel Gas Co. 103, 121,
 122
 Ohio Public Service Co. 58,
 103, 116, 121, 181
 Wright & Whistler Gas Co.
 121

Vagard, Louis 10
 Van Orman, Ward 71, 174
 Van Tilburg, J. M. 122
 Veler, Herbert W. 29
 Verbeck, George H. 82
 Vernam, F. B. 13, 74, 130
 Vernam, F. B. Mrs. 60, 62
 Vetter Family 12
 Vetter, Catherine 59
 Vetter, John 59
 Victory Block 82
 Visci's Restaurant 203
 Voganitz, Charles 72
 Vorweck, Elizabeth 60
 Vorwerk, Anna 65
 Vorwerk, C. S. 60, 65, 120
 Vorwerk, Grace 60, 65

W. F. Eldred Co. 32
 Wagner Block 75, 87
 Wahtak, Frank 86
 Walker, Russell 65
 Walker, Theodore 20, 89, 90
 Wallace, Henry Capt. 119
 Walter, H. D. 73, 74
 Ward, Elmer 134
 Ward, F. D. Mrs. 78
 Ward, H. D. 14, 56
 Ward, Raymond R. Mrs. 30
 Wargo, Andy 81, 83
 Washburn, C. G. Atty. 17, 106
 Washington Park 9, 20, 28, 58,
 77, 208
 Washtak, J. 86
 Wasserman, Joseph D. 134
 Waterman, Fred W. 72
 Webber, Fred 72, 75
 Weber, P. A. 22
 Webster, A. M. Dr. 72
 Weintraub, Ben 92

Weitz S. & Co. Inc. 18, 102,
 134, 193
 Welshon, Clyde 72
 Werner, John H. 111
 West's Wonder Shows 35, 203
 Western Union Office 44
 Wheatley, W. W. Dr. 69
 Whelton, John 68
 Whistler, C. W. 121
 White, Elmer 22
 White, George Gov. 20
 White, Joseph 160
 Whitehouse, Frank Mrs. 62
 Whitehouse, W. W. Mrs. 60
 Whitehouse, Walter 128
 Whitman, John M. 104
 Whiton, Eben 110
 Wickens Furniture Store 32, 204
 Wickens Memorial 115, 204
 Wickens, E. M. 135
 Wickens, George 115, 204
 Wickens, George Sr. 17, 73, 74,
 89, 115, 121, 204
 Wiegand, C. 17
 Wiegand, Karl 38
 Wilford, Fannie McQueen 91
 Wilford, Thomas Capt. 59, 91,
 130
William C. Atwater 138
 William H. Baker Co. 37
 Williams, Charles 72
 Williams, E. A. 38
 Williams, Harrison 72
 Williams, Norman H. 75, 89,
 187
 Williams, S. H. 187
 Wilson, J. A. 56
 Wire, Samuel 79
 Wire, Samuel Mrs. 60
 Wire, W. A. 77
Wisconsin 44
 Withington, Hannah 58
 Witter, James B. 136
 Wolfli, Charles 86
 Worthington, Adeline 58
 Wright, Charles 90
 Wright, G. F. 19
 Wright, George 19, 65, 121
 Wright, Omar 105
 Wright, Walter J. 22
 Wurmser, H. O. 17

Yeager, Charles F. 123
 Yeager, Chloe S. 124
 Yeamans, E. J. Mrs. 62
 Yearley, H. W. 68, 142
 Yeaton, Evelyn 78
 Yeckley, William 72
 Yonovitz, S. 51
 Youngquist, Carl 29

Zangerle, John A. 183

Zangerley, Adam 105
 Zegiob, George Mrs. 84
 Zeisberger, David 10, 11, 37, 77
 Zelden, Maurice 134
 Zima, Joseph 105
 Zimmer, Christ 187
 Zinsmeister, John 187
 Zipp Coal Co. 152
 Zuckerman, Larry 45
 Zurcher, C. F. 47

