AN INDUSTRIAL HISTORY OF MARION, OHIO: 1865-1895

A Thesis
Presented in Partial Fulfillment of the Requirements for the Degree Master of Arts

by
Howard E. Huston, B.A.
The Ohio State University
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Approved by

[Signature]
Advisor
Department of Education
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CHAPTER I

INTRODUCTION

It is clear that in providing a basic history for the student of the secondary school level, the question of selection and proportion is momentous. In its ampest meaning, history includes everything that man has done or thought since he first appeared on the earth.¹ The historians of past generations seldom showed a tendency to describe the prevailing conditions and familiar routine of everyday life.² Even at the present time, man is commonly considered as being in a periodic state of turmoil, with the result that there seems to be a fondness among textbook writers to emphasize military and political affairs all out of proportion to reality.³ The importance of such topics can not be denied, nor should they be neglected in our history textbooks. But man is more than a soldier, subject, or citizen. Many history textbooks tend to move from one disturbance to another, neglecting the importance of the intervals in between. Yet, these intervals are the peaceful periods during which the

2. Ibid., p. 49.
3. Ibid., pp. 7-8.
greater part of human progress has taken place. If a student is to acquire a full understanding of an era, not only that which was most vivid, but even more so, that which was most typical must be taught.

By necessity, history must be meaningful to the student. In deciding what to emphasize, the present-day teacher must not allow himself to be the victim of tradition. Since the beginning of the nineteenth century, new interests and movements have been developing in our nation. These, by necessity, must influence the study of our history and somewhat alter its aims and scope. Economic factors have had much to do with the development of our country, and evidence of this is easily observable. The story of inventions and modern technology and industrialization with its revolutionary effects upon our way of life is definitely as important to today's students as is the record of presidents, wars, and treaties, which for so many years has been regarded as constituting orthodox history. Industrial activities are among the most influential factors in determining the thought, ideals, and social organization of a modern nation. The tool has again come into its own as an element and symbol of man's progress. For this reason, the Industrial Revolution


6. Ibid.
must be considered as a major topic in the study of American history. Resource material of the nature of this study is thus needed and should be made available for use by today's students.

Purpose of the Study

The purpose of this study is to enable students who are engaged in the study of Ohio or American history to obtain certain basic understandings and insights beyond those of a political or military nature. The writer is attempting to fulfill this purpose by making available for use by students, resource data which is relevant to the acquisition of these understandings. This paper is being written with the intention that it will serve in the sense of either collateral reading material or as a source for reports and research papers by students on various phases of such topics as local history, immigration, railroad development, and industrialization. Specifically, the following study provides basic information on the industrial growth of a single city. The writer has selected the city of Marion, Ohio to serve as a sample case for illustrating the rapid development of industrialization throughout Ohio and the rest of the United States during the era following the Civil War.

As the Industrial Revolution made extensive progress in the United States during the post-Civil War years, the question of whether a particular locality or city would be included in this movement was answered primarily by the de-
gree of availability of the factors necessary for manufacturing. These factors, then as today, included trained and capable industrial leaders, a sufficient labor force, capital, shipping facilities, markets, technological know-how, and an adequate supply of raw materials. A study of the industrial development of a community would be incomplete without the inclusion of information concerning these factors which made this development possible. A full understanding of an event or happening is impossible without knowledge of the event's causes and effects. For this reason, this history of Marion's early industrialization includes data on both of these facets of the subject, along with information on the actual establishment and progress of the city's early factories.

The information in this study is of such a nature that it will be of aid in helping students answer many important questions concerning Marion's local history, with the following serving as specific examples:

(1) Were the basic factors necessary for industrialization present or attainable in Marion during the thirty year period following the Civil War?
(2) Did industrialization extensively increase and expand in Marion during the designated post-Civil War years? If yes, why was this so?
(3) Was there an extensive increase in the population and prosperity of Marion during the years from 1865 to 1895?
If yes, was this the result of industrialization?

(4) What effect did the development of railroads have upon Marion?

It is also important to note, though, that the questions which data found in this type of study will help to answer do not necessarily need to be limited in scope to the local area. An important thing to remember in the description of a small community is that it is a community within communities. Most simply and immediately we can ask of any community study: What does this account tell us about this particular region? Yet every study of a community has at least by implication a comparative aspect. The objective here is thus to understand the community, plus other things as they may be understood through the study of the community. The microscopic problems of historical research can be made microcosmic—capable of reflecting worlds larger than themselves. 7 Such a microscopic account may be seen as a great community represented in a small one. The findings here may be related to general problems, or in other words, the revelations of the general may be found in the particular.

The main objective of this study is not to reach certain conclusions, but is merely to provide material and data which may be used by students in gaining more basic and thorough comprehensions than might be acquired from the treatment

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of a topic in a single, perhaps generalized, textbook. No attempt is being made in this investigation to discuss all the possible reasons for, or effects of industrialization on a city, region, or nation. Also, no attempt is being made to depict Marion as qualifying to serve as an example of the industrial growth in all American cities during the latter part of the nineteenth century. This would be an impossibility, as a few towns, for one reason or another, did not develop factories during the designated years. Of the majority which did, no two cities developed exactly alike. Yet, of these latter communities, many of them had basic industrial similarities with Marion during the period. Due to this, a study of the history of Marion's local industrialization from 1865 to 1895 lends itself to the acquisition of basic understandings pertaining to the progressive development of the Industrial Revolution in Ohio and the rest of the United States.

Any justifiable decision as to the importance of this type of study can only be made after the objectives of teaching history have been given due regard. Therefore, consideration will be given to the basic and most important reasons for the teaching of history before the writer discusses the values and merits of making use of a sample as a technique of study and teaching.

Objectives of Teaching History

The present-day multiplicity of both social problems
and world tensions has caused differences of opinion among educators as to the most important objectives of the teaching of history. Conceivably, the ideal history for each individual would be those facts of past human experience which he could make the most use of in his endeavors to understand and get along with his fellow men. Those phases of the past by necessity must be emphasized which will serve us best in understanding the most vital problems of the present, and in preparing for the future. This most significant objective of the study of history has thus far not always been effectively adhered to or accomplished.  

During the nineteenth century, a lack of national feeling helped bring about the Civil War, and threatened the disruption of the United States. To counteract sectional animosities and to create a national patriotism, increased emphasis was given during the latter part of the 1800's to the teaching of civics and American history in the public schools.  

This history became predominantly political and military in nature. Persons whose names were most frequently mentioned were those intimately associated with political development and military affairs. 


10. Gift, op. cit., p. 32. 

11. Ibid.
solidarity shown during the Spanish-American War and during the two World Wars gives evidence that a strong national feeling had developed and supports the belief that nationalistic teachings had born fruit. There can be little doubt that the attitudes and points of view engendered by this systematic teaching had a profound influence upon collective thought and conduct insomuch as these were concerned with national problems.  

A study was conducted by Eugene S. Farley during the mid-1930's in an attempt to list the ten most important objectives for the teaching of American history, as indicated by American history teachers, textbook writers, and courses of study. His study ranked as most important, the ability to do intelligent thinking in regard to present-day problems and the ability to utilize past experiences in comprehending and solving these. Other objectives high on his list included factual knowledge, citizenship, knowledge and understanding of those forces that affect social progress, and understandings of our national institutions, policies, and ideals. While this study conducted during the 1930's listed intelligent patriotism and understanding of the relations of the United States with the rest of the world as

12. Ibid., p. 53.
15. Ibid.
of lesser importance than the objectives already mentioned, such a study today would certainly find these two in a position of more equal importance, particularly in view of the world events which have taken place during the last twenty-five years.

With the progressive development of national solidarity, the major purposes for the study of history today may be partially otherwise conceived. Ours is a continually changing society, and thus, while patriotism and nationalism are still definitely recognized as important objectives, they no longer need to dominate the entire content of the social studies curriculum. The nation and the world have entered a new era. Economic, scientific, and social changes have given rise to new problems, and new aims have assumed importance. The changes in the world have their influence upon the historical viewpoint as well as upon the methods of teaching history. Each era and to some extent each generation looks upon history in a somewhat different way and selects certain things for emphasis because of the changes in society and manner of living that modify the point of view. At present there is need for continuous readjustment in our thinking and our educational program to a world that has become urbanized, mechanized, and interlocked in its social,

16. Ibid., p. 32.

economic, political, and cultural interests. Thus, while military and political developments still constitute the essential core of the majority of the history textbooks, they at present are beginning to give a perceptibly greater emphasis to facts of economic, industrial, scientific, and social development.

To understand the forces that are at present shaping our country and the world, and to comprehend the direction of our nation's future development, it is essential that students understand how the United States came to be. For American people, there is one self-evident fact—to serve America, it is necessary to know America. When we are studying history, we are studying the problems of the past. Some of these problems have been solved, while others are still unsettled and still demand solution. Man uses history to understand the present and predict the future in light of past events and developments. The present finds its roots deep in the past. Many of our political, economic, and social problems have been so difficult that they have involved one generation after another. This provides a major reason for the study of history in our schools. The study of history should promote basic understandings and civic thinking:


thinking that is effective in its method of problem solving, and progressive in its advance towards worthy solutions.  

Pupils of today should understand past problems that have been settled so that they may know what has already been woven into our national ideals, and so that they may have a worthy estimate of the services rendered by our leaders in the solution of these past problems as they struggled to establish here a form of government which we might intelligently respect, defend, and support. But, of even more importance, our future citizens should know what has already been done with those problems, either local or national, which are still unsettled. Thus, a repetition of wrong attempts at solution by one generation after another may be avoided. There is no progress in the aimless repetition of measures that have already proven futile.

The view that the ultimate motive in teaching history is to provide the students with a core of factual information—dates, events, men, and movements—as recorded in some textbook or other, is not only narrow but also inadequate. It is accepted that the study of history must, to a certain extent, be a process of remembering basic facts in order that the student might acquire the essential background material.

22. Ibid., pp. 3-4.
23. Ibid., p. 2.
with which to work. A certain amount of factual knowledge is essential to an intelligent interpretation and understanding of both present and past events and institutions. Basic facts must also be acquired by the student before generalizations are attempted. But, from that point on, the study of history should develop into more of a thinking process rather than just a memorizing process. In these days of convenient reference books, it is not necessary for the student of history to preserve every factual detail in his mind. While factual knowledge is an essential objective of history, it is thus not the ultimate goal. The acquisition of information should not be considered as an end in itself, but should serve to help the student develop and acquire beneficial skills, insights, habits, and attitudes. Such desired results as these just mentioned might best be achieved where the study of the nation's past is conducted in such a way that it leads the pupil to think of the past as a series of human problems which men thought and struggled over, rather than a process where history study has been made a matter of memory and drill, of dry academic formalism.

History should be taught in such a way that it will arouse an interest in local, national, and international

25. Ibid., pp. 35-36.
26. Ibid., p. 51.
affairs. Along with this, it should tend to develop an appreciation of progress, give insight into social problems, provide ideals of citizenship, arouse a consciousness of membership in a continuing community, and tend to develop intelligent patriotism rather than just nationalism. Internationalism should be developed in the sense that a decent respect for others should supercede complete self-interest. The material covered should help to provide understandings of the past and stimulate interest and character in the student through his seeing the moral side of the historical figure's struggle against a diversity of obstacles. 28

The historian would understand the past as it was and the present as it is—foreshadowing always a future eternally in the process of becoming. 29 The social studies are concerned with the actuality of society in development. Only through an understanding of the past may an individual predict with some degree of assurance what is likely to happen in the future, and on the basis of that knowledge, to choose alternatives that will lead to more favorable decisions or courses of action. This then is perhaps the most important objective and reason for teaching history: to instill students with basic comprehensions and understandings which will assist them in their roles in society and the worldwide community. Students, inspired by a sympathetic under-


standing of our past problems, will tend to be better qualified to face new problems with the same attitude of courage and required effort that was seen in those who founded and developed our democracy.

The memorizing of facts or the studying of generalizations may not provide students with the desired thorough insights and understandings. A sample study, by means of investigating a problem in specific detail, tends to provide a much better environment for doing so. This, in itself, is enough to establish the fact that the study of samples has major worth as a technique in the teaching of history. Having discussed in generalized form the objectives of teaching history, and realizing that the study of samples may be of great help in achieving these, the writer now turns to a discussion of this particular technique and the advantages of using it.

Merits of the Sample Method

The basic procedure when using the sample method is simply to select and sufficiently limit a sample of a more encompassing whole, in order that a satisfactory analysis might be possible. In other words, the study is centered around a penetrating analysis of a limited problem.\(^{30}\) This method of teaching tends to provide the student with a basic understanding of a selected number of topics rather than a

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mass of information, but little comprehension, about many topics. Care must be taken, though, to insure that the staples of history are not omitted in order to treat more fully the matters which seem important from the modern point of view.

In the study of science it is usual and necessary to break up the wholes which are encountered into parts. Effort is often made to find small elements that can be more precisely described and related to each other than can such complex wholes as are nations or civilizations. Such a way of thinking tends to facilitate the acquisition of more thorough understandings. In similar fashion, by looking first at the form of religion, the customs, or the industrial development of a community, a student might then be easily led to a comparison of the same in other communities. As a more specific example, by comparing the industrial Marion of the present with the same community prior to the establishment of its factories, a student may acquire knowledge of the effects of industrialization upon a town. This insight might then be applied by the pupil to enable him to realize what effects industrialization could have upon a region or nation. Thus the pupil is led to a generalization by means of the study of particular facts or details. This is simply the process of arriving at an idea of what is absent on the basis of what is at hand.

It should be noted that this type of studying leads to probabilities rather than to certainties, as the results noted in the sample can only be pictured as probabilities concerning the entire environment which the sample depicts. Yet, this type of reasoning is the basis for the common sense which helps people to govern their lives. The results of a valid sample will provide the student with sufficient data to enable him to make an educated guess as to what probably holds true for the entire topic area, but further checking and comparisons must then be made to change the probability into a certainty.

While the sample method is thus depicted as moving from the specific to the general, the procedure may be used in just the opposite fashion. Study may be conducted of the broader history with the resulting manifestation of general movements. Then, by studying the small community, one may note details and evidence concerning a particular generalization and its effect upon a distinct group of people.

A technique of history study should be taught that will help to make the training acquired in school serve as equipment for the responsibilities of adult life. Intelligent students can be trained to approach problems in a capable way. The teaching method used should encourage reflective and analytical thinking that is based on a sound and

impartial knowledge of facts. The ability to think enables us to plan and direct our activities with foresight. In this way, our actions, rather than being blind and impulsive, may be deliberate and intentional, with a definite purpose in mind. This involves a major reason for the use of the sample method of teaching, as the procedure connected with its use does aid the student in acquiring the ability to do this type of thinking. In the case of the textbook-recitation method, information is often made an end in itself; learning may proceed without much thinking or comprehension. The material is often memorized by the students merely to serve them through the period of recitations and testing. In comparison, the sample method puts the emphasis on thinking and the obtaining of insights rather than on the memorizing of data.

The sample method offers the possibilities of helping the student to acquire knowledge of how to study, plus ability in conducting research. Teaching a child how to study is one of the most important things that a teacher can do for a student. This involves a consideration of the activities carried on in the classroom. During the study of a

33. Farley, loc. cit.
34. John Dewey, How We Think, p. 17.
35. Ely, King, and Stormzand, op. cit., p. 3.
36. Gift, op. cit., p. 70.
sample, a changing conception of the recitation period tends to make it a study period in which the teacher becomes a director or supervisor of the group. This is a result of the fact that the sample method lends itself nicely to the assigning of research reports by the teacher.\textsuperscript{37} In doing this, the teacher may emphasize either individual effort or group discussion and cooperative study. Through this research, the student is helped in developing the ability to analyze situations and problems, plus the ability to understand relationships. The procedure followed in a sample study also tends to help the student familiarize himself with the use of the library, and with the use of source and supplementary materials, while at the same time helping him to develop ability in the preparation of outlines and organized reports.

It is vitally important that the study of history be made significant, interesting, and meaningful to pupils. The sample method of detailed study provides many opportunities for the fulfillment of these requirements, as it tends to bring forth the element of reality. In a study of the nature of this one, the procedure involves direct observation by the student of the results or effects of historical happenings. In addition to this, the study of local history enables the student to make use of primary sources, not only

\textsuperscript{37} Charles A. Beard and Mary R. Beard, \textit{History of the United States}, p. 432.
through the recollections of older inhabitants, but also by means of such documentary evidence of the community as exists in libraries, archives, etc. Learning is thus achieved through the student's own observations and discoveries, with the result that the learning may be much more meaningful and influential upon his life.

As a final point, a sample study also has great significance and value for the teacher of history. Through use of, or conducting the research for such a study, the teacher may gain invaluable knowledge and understandings concerning the local community's history. This information may then be effectively included in his classroom presentations. One of the greatest reasons for including the teaching of local history while teaching Ohio or American history is simply the fact that this tends to help develop and sustain pupil interest. This must be accomplished if the objectives of the teaching of history are to be achieved.

The knowledge of local history may be of value to the teacher of history in still another sense. Through his knowledge of the development of the local situation, the teacher will tend to know what areas are sensitive, and thus what discussion topics might bring controversy into the classroom. In this way, the knowledge of local history helps to equip the teacher for his role as classroom discussion leader.

This completes the writer's comments on the merits of the sample method of teaching. In consideration of the fact
that this paper concerning Marion's industrial history is meant to be used by students as a source of data for gaining historical insights, the writer has considered it worthwhile to now include a section on the major sources for this study. This may help students who make use of this sample study to find additional resource material on the same or relevant subjects.

Major Sources for this Study

In view of the fact that three local newspapers were published during part or all of the thirty year period from 1865 to 1895, the newspapers were included as an important area to check in seeking data for this study. Both the Marion Democratic Mirror and the Marion Independent were published during the entire thirty years. Files of these newspapers are available at the Ohio State Museum Library in Columbus, Ohio, but they fail to qualify as an important source of data for this investigation primarily due to the oddity that these papers printed little, if any, local news. Evidently the editors followed the presumption that the inhabitants of a small town automatically would acquire the local news by other means, thus deleting the necessity of their including this type of news in their papers. This situation changed, though, with the great increase in Marion's population during the last several decades of the 1800's and the trend by the end of the century was for these newspapers to include local news along with their coverage of state, na-
tional, and world news.

Another newspaper, the Daily Star, was established in 1877. Like the other two newspapers, it also usually excluded local news items. This paper did serve as an important source of data for this investigation, though, because later, after its name had been changed to the Marion Star, it published two special industrial editions; the first and more extensive of these on July 15, 1895, and the second one as part of a special centennial edition published July 15, 1922. Certain of the articles included in these editions were written by prominent citizens and industrial leaders who put forth the effort to check the records and other references then available, with the result that the information placed in these articles tended to be quite accurate.

Three histories of Marion and Marion County have been published. Of these, the History of Marion County, Ohio, written by J. Wilbur Jacoby and published in 1907, proved to be the most valuable and accurate source of reference. The History of Marion County, Ohio, edited and published by Leggett, Conaway, & Co. in 1883, also served as an important source of information for this study. Yet, several inconsistencies were noted in this book, and I deemed it thus necessary, when possible, to check the information acquired from this book with other sources to insure the correctness of the

38. J. Wilbur Jacoby, History of Marion County, Ohio, p. 257.
data. The latest of the three histories, Marion County, Ohio, written by Sylvia D. Wilson and Ruth E. Wilson, and copyrighted in 1950, has no real value for this study, as it is basically a brief and incomplete summation of the information found in the two more profound histories.

Other major sources for this study included George W. King's book, The Marion Steam Shovel Company Family. This book, written by a man who played a vital part in several of the events described within it, gives detailed and accurate accounts of the lives of Marion's early industrial leaders, along with specific information concerning the founding of Marion's early basic industries. In a different research area, the first few annual reports of the railroad companies which laid their tracks through Marion were found to contain detailed data concerning their early development.

Magazines were made use of as another important source area. As examples of this, several articles which appeared in issues of the Ohio Historical Quarterly were found to contain important information dealing with Ohio's early railroads; while the May, 1907 issue of Ohio Illustrated Magazine dealt almost completely with the industrial development of Marion. A different type of source, an unpublished collection of papers entitled Pioneer Records of Marion County, Ohio, and edited by Ora E. Leeka, also had great value to my research due to its detailed description of the way of life of the early inhabitants of Marion.
While many other books, unpublished records, documents, etc., have been made use of in this study, the preceding paragraphs have been a summary of the most important sources for an investigation concerning the history of the city of Marion.

It should be noted that in view of the fact that students will be using this paper who have not previously studied history to any great extent, the writer has deemed it necessary to include general basic information before discussing the more specific detailed information concerning Marion's past. An example of this is found in the first few pages of Chapter III, in which the early railroad development in Ohio is summarized before information is given concerning the coming of the railroads to Marion.

In regards to this particular study, Chapter II serves the purpose of providing an extended summation of the history of Marion up to 1865, this being included to serve as background material for a more thorough understanding of the industrial development of the town which was to follow. The basic factors which tended to facilitate Marion's industrial growth are discussed in Chapter III; whereas, in Chapter IV, the actual early industrialization of the city of Marion is portrayed. This is followed by a summary and conclusion, and then a bibliography listing the sources for this study.
CHAPTER II

GENERAL HISTORY

The date of the earliest Indian occupation of the present-day Marion vicinity cannot be definitely fixed, but it is thought to have been between 1700 and 1725.\(^1\) This area is known to have been the home of the Delaware and Wyandot Indians, and also the hunting ground of the Eries, Hurons, and Ottawas. As late as 1830, the two former tribes were still very much in evidence in the locality of Marion, with it being a very common sight for the early pioneers to see both Delawares and Wyandots within the village itself.\(^2\)

Settlement of the Marion Area

A major factor which helped to bring about an early settlement of the region was the development and use of the old "War Road" which ran from the Greenville Treaty Line north through the present site of Marion to Lower Sandusky, now Fremont. A treaty was signed by various Indian tribes at Brownstown, Michigan, on November 25, 1808, ceding a strip of land 120 feet wide to the United States for a roadway con-

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2. Ibid.
necting the treaty line with Fremont. 3

Several years later, in 1811, Governor Return Meigs of Ohio appointed two representatives to meet with the head chiefs of the Wyandots at Upper Sandusky to obtain their permission to build a road forty feet wide along the line of this grant through Indian territory from Lower Sandusky to the Greenville Treaty Line, which is the present southern boundary line of Marion County. 4 This was being done in anticipation of hostilities with the British around the west end of Lake Erie. The request was granted, and in due time Governor Meigs appointed three commissioners to be in charge of getting the roadway surveyed and opened. The chain carriers and blazers for the survey party were Captain William S. Drake, Major John Bush, and Jacob Foss. 5

Upon the return of the survey party, an incident somewhat memorable occurred. Encamped for the night on a small rise in what is now the southern part of the city of Marion, twenty miles south of the Wyandot village at Upper Sandusky, they had made supper on salt bacon and other food, but with no water. At the bottom of the hill, to the north, was a swamp, but the water was bad. Sleepless from thirst,


4. Historical Atlas of Marion County, Ohio, Harrison, Sutton, and Hare, publishers, p. 104. (Hereafter known as Historical Atlas)

5. Ibid.
Jacob Poos about midnight stated that he could stand it no longer, and was either going to dig down to a very hot country, or find water. Suiting his words to action, he took an axe and made a wooden spade. Finding a moist place, he dug down about four feet, and found an abundance of pure water. 6

The survey party moved on, but "Jacob's Well," as it came to be known, was thereafter used by many. Later dug deeper and enlarged to perhaps ten feet across, the sides being lined with stone, it continued to have good sweet water. The forest area around it came to be a favorite stopping place for travelers. General William H. Harrison and his troops, marching north toward Upper Sandusky on the "War Road" during the War of 1812, camped at Jacob’s Well on the night of December 17, 1812. 7 In this fashion, eight years before the land sales at Delaware made the region open for settlement, the resources of the area became well known. Thousands of General Harrison's troops, from Pennsylvania, Virginia, Kentucky, and southern Ohio, passed through the present site of Marion on their way northward to help fight the British and their Indian allies. 8 When this territory


7. J. Wilbur Jacoby, History of Marion County, Ohio, p. 239. The Chillicothe Supporter, dated December 26, 1812, declared that General Harrison and his troops had just recently arrived at Upper Sandusky.

8. The Chillicothe Supporter, December 26, 1812, p. 2.
was finally opened for settlement, the lands made accessible by the pioneer War Road were the first appropriated.

There was nothing at the future site of Marion in 1812 but trees and the well. Further south along the soldiers' route, at Norton, there was a settlement, for Norton was below the Greenville Treaty Line. Nearby was built Fort Morrow for the protection of the settlers, and as a temporary stopping place for the passing troops.\(^9\) The Indians had resisted the settlement of the Ohio area, and not until the Battle of Fallen Timbers in 1794 was the danger diminished. By the resulting Treaty of Greenville, a line was drawn which left the north-western part of present-day Ohio to the Indians.\(^10\) The fact that the greater part of present-day Marion County was north of the Greenville Treaty Line thus served to retard its settlement.

Settlement was postponed until a new treaty with the Indians made land available for sale at Delaware beginning August 15, 1820.\(^11\) These land sales were referred to as being for land in "the new purchase" from the Indians. From that time on, a steady stream of settlers moved across the


Greenville Treaty Line and came into every part of the county. Marion County, itself, was established, named, and attached to Delaware County by an act of the State Legislature on February 20, 1820.\(^{12}\)

The Ohio Legislature on February 10, 1808, had organized Delaware County with the Greenville Treaty Line forming its northern boundary.\(^{13}\) By an act of February 17, 1809, all that part of Franklin County lying north of Delaware County was attached to the latter.\(^{14}\) From this date until its organization as a county, the territory embraced in the present limits of Marion County had remained a part of Delaware County.

The first settlers in the area were almost all native-born Americans. They came from the older counties to the south; from Virginia and Kentucky; from the New England area and New York; from Maine came the founder of Marion; and lastly and in the largest numbers they came from Pennsylvania, being descendents of the Dutch who located there.\(^{15}\)

\(^{12}\) Jacoby, op. cit., p. 59.

\(^{13}\) Ibid., p. 58.

\(^{14}\) Opha Moore, History of Franklin County, I, p. 71. Mr. Moore states that when Franklin County was formed in 1803, it extended from about the present-day center of Pickaway County, north to Lake Erie. Franklin County was literally cut in two by the formation of Delaware County in April of 1808. However, the next change by the State Legislature (1809) attached the isolated northern part of Franklin County to Delaware County.

\(^{15}\) Jacoby, op. cit., p. 60.
Thus, while the north-eastern part of the state was settled by Connecticut Yankees; the Virginia Military Lands, in the vicinity of the Scioto and Miami River Valleys, by the aristocracy of Virginia; and the north-western part of Ohio by Germans; Marion was, because of its location and time of habitation, settled by a diversity of people.

Beginning with 1832, immigration to Marion began from Germany. The German immigrants continued to come during the decade of the 1840's in ever-increasing numbers, many of them having taken part in the revolutionary movement in Germany. 16 Many of the pioneers of that period had an abundance of hard toil, attended with much suffering from sickness, but the Germans in and around Marion had even more difficulties. Other settlers referred to them as "raw Germans." 17 While they had many commendable qualities, some of these immigrants were uncouth, and were often misunderstood by their native-born neighbors. These German people worked hard for a meager living, usually attaining only the bare necessities, with life being full of many discouragements.

Whereas the population of the village of Marion in 1830 was 285, the next ten years saw this figure doubled, and by 1850 it had increased to 1,311. 18 The countryside of


17. Ibid., p. 17.

north-central Ohio during this period still bore many of the earmarks of a pioneer region. During the decade from 1850 to 1860, many immigrants came to Marion from Ireland. This addition to the citizenship of the town continued for three decades. The Irish immigration to the vicinity of Marion, in most cases, were forced from their native land by famine and oppression. These people, for the most part, prospered along with the general prosperity of Marion following the period of the Civil War.

Founding of the Town

At the land sales which had been held in Delaware in August of 1820, Alexander Holmes, who lived in Newark and was a businessman and judge with political connections, bought what is now downtown Marion, then an oak forest. Holmes sent Eber Baker in 1821 to this area as his agent to lay out the town and dispose of the lots. At that time the entire site of what is now Marion was a dense woods except for a clearing made by squatters and a swale which ran east and west where now runs Columbia Street. Deer were plentiful, and so were wild hogs, so that no one need suffer for want of meat. Panthers, black bears, porcupines, wild-

20. Ibid., p. 60.
cats, wolves, foxes, and many other species of wild animals, along with a great variety of birds, were in evidence in every part of the forest. The creek waters contained many types of fish that have, long since, become extinct in the area.

Eber Baker was born on a farm near Litchfield Corners, Maine, in the year 1780, of English parents. He enlisted in the army during the War of 1812, but soon employed a substitute, on account of his regiment being assigned to guard and camp duty. With his wife and five children, he moved to Wheeling, Virginia (now West Virginia), in 1813, and in 1814 went on to Newark, Ohio. He remained there seven years. Then becoming the agent of Mr. Holmes for the surveying and sale of his land, Eber Baker, now called "the founder of Marion," arrived in the locality of present-day Marion on March 4, 1821, bringing with him his family and a brother-in-law, Reuben Smith.

Although Alexander Holmes never came to Marion to live, his sons, William, Alexander Jr., and James, came there shortly after Eber Baker did in 1821, and lived in Marion for some time, eventually moving further west to acquire a greater amount of cheaper land, as did others. Another

23. Charles Clement Fisher, editor, Marion Centenary Celebration, p. 5.
24. Ibid.
25. Leggett, Conaway & Co., editors, The History of Marion County, Ohio, p. 488. (Hereafter known as Leggett)
son, Samuel, first settled two or three miles north of Marion as a farmer, and later moved into town, where he lived until he died.

It is not known who was the first white settler within the present limits of the city. John and Ebenezer Ballentine, who arrived in the fall of 1820, shortly after the land sales in Delaware, found a double log cabin on the east side of what is now South Main Street. It was occupied by two squatters, John Chandler and Edmund Hanford, who left shortly after the arrival of the Ballentines. 26 A man by the name of Wright also lived nearby.

When Eber Baker arrived in March of 1821, he found in the neighborhood, the Ballentines, Alexander Berry, and Calvin Barnet. 27 Mr. Berry farmed and owned 160 acres of land near Jacob's Well, embracing what later became known in Marion as "Gospel Hill." This area is now well within the corporation limits.

Mr. Baker, with his family, immediately took possession of the cabin abandoned by the squatters, Chandler and Hanford. Here he soon opened the first tavern in the village, a rather high class place, patronized principally by circuit riders and lawyers. 28 Several additions were added to the original double log cabin by Mr. Baker within two

27. Ibid.
years of his arrival; the latter one being a frame building twenty feet square. The boards for this were sawed out with a whip-saw by Eber Baker's sons, Lincoln and Charles.\textsuperscript{29} Several other taverns and hotels were soon built in the locality. The tavern and hotel business must have been one of the chief commercial enterprises by 1825, as about one-fourth of the population were engaged in it.\textsuperscript{30} The rates of these establishments in Marion, in the year 1825, were six and one-fourth cents for lodging, twelve and one-half cents for feeding a horse, and eighteen and three-fourths cents for a meal.\textsuperscript{31}

During the winter of 1821-22, Samuel Holmes, who had a farm north of the present site of Marion, seems also to have been qualified as a practical surveyor, and was employed by Eber Baker to survey the village plat.\textsuperscript{32} In April of 1822, Eber Baker, along with Alexander Holmes, filed for record the town plat of Marion.\textsuperscript{33} This was done with the recorder of Delaware County, and by him was duly recorded on April 18, 1822.\textsuperscript{34} The plat of the new town extended from the present locations of George Street on the north to the

\textsuperscript{29} \textit{Historical Atlas}, loc. cit.

\textsuperscript{30} \textit{Leggett, op. cit.}, p. 491.

\textsuperscript{31} \textit{Ibid.}

\textsuperscript{32} \textit{Historical Atlas}, loc. cit.

\textsuperscript{33} \textit{Leggett, op. cit.}, p. 488.

\textsuperscript{34} \textit{Historical Atlas}, loc. cit.
public library on the south, and a block and a half in each direction from Main Street. The county had already been given the name of Marion in honor of General Francis Marion of South Carolina, who was the "Swamp Fox" of the Revolutionary War. Accordingly, the proprietors of the new town, Baker and Holmes, gave it the same name. After the platting of the village, according to a prior agreement, Baker took that part to the east of Main Street and Holmes took that portion to the west.

Thus, by legal means the town had been created; while in fact, there was not much more than one log cabin and a patch of ground—perhaps five or six acres—that had been occupied earlier by squatters, and now by Eber Baker; the rest was wooded.

Selection of the County Seat

While Marion County's boundaries had been defined, and Marion County, itself, had been established and attached to Delaware County by an act of the State Legislature as early as February 20, 1820, a county seat had not been selected. The first step to accomplish this was taken on January 28, 1822, when the State Legislature passed the fol-

35. Henry Howe, Historical Collections of Ohio, II, p. 189.
36. "In the Beginning," loc. cit.
ollowing resolution: "Resolved by the General Assembly of the State of Ohio, that Isaac Minor of Madison County, Thomas Hurford of Stark County, and Cyrus Spink of Wayne County, be and are hereby appointed commissioners to fix the permanent seat of justice in the county of Marion." 38

Claridon had already been platted by James Kilbourn of Columbus several years prior to this date. 39 Byron Kilbourn, while never living there, had also laid out a paper town with the name of Bellevernon, five miles east of Marion. 40 Shortly after this, Eber Baker and Alexander Holmes had recorded the plat for their town of Marion. Eber Baker lived in Marion, and a few others lived nearby, but to the north, Big Island, receiving its name from a large grove of trees in the prairie which covered the country a few miles to the north of Marion, already had quite a few families living there. But while Marion had few people, it had good water and it had Alexander Holmes. And even though Alexander Holmes never lived in Marion, he had influence. 41

Upon the arrival of the commissioners to inspect the proposed locations, they found vigorous competition going on between the proprietors of Bellevernon, Claridon, Marion, and the settlers of Big Island. After being "wined and

38. Ibid., pp. 59-60.
39. Ibid., p. 60.
40. Ibid.
41. Myers, loc. cit.
dined" at various receptions held by the citizens in the respective communities, the commissioners selected Marion as the county seat. The size of Marion, as compared with the 102 acres laid out by Claridon's proposal to be the county seat, seems meager, indeed. The final selection was due, probably to a certain extent, to the influence of Mr. Holmes, but also, perhaps to an even greater extent, to the ease with which water could be obtained in the region around Marion. As county seat, Marion would grow, and it did. Yet, its growth during the immediately following years was neither rapid nor up to the expectations of its proprietors.

Gradual Growth and Progress

Following the selection of Marion as county seat, the proprietors of the village, Eber Baker and Alexander Holmes, executed a bond for $800 to the acting treasurer of Marion County, which stated that the county seat had been located on lands owned by them, and contained the provision that Baker and Holmes would provide land to the county for a courthouse and also for a jail. It was also stated that they would furnish the materials for the jail at their own expense. Baker and Holmes likewise gave several other lots to the county; four for church purposes, four for edu-

42. Leggett, loc. cit.
43. J. Wilbur Jacoby, loc. cit.
44. Ibid., p. 91.
cational purposes, and a tract of land for a cemetery. 45

On December 15, 1823, the Ohio State Legislature passed an act which became effective March 1, 1824, removing all of Marion County's ties with Delaware County, thus organizing Marion County into a separate and distinct county, while at the same time providing that Crawford County should be attached to Marion County for all judicial purposes. 46 The act further included provisions that an election should be held on the first Monday of May, 1824, for county officials. 47

One of the first official acts of the Marion Board of County Commissioners in 1824 was to provide for erecting a two-story log jail on Lot No. 10 of the town plat of Marion. 48 Eber Baker contracted to build the jail that same summer. He deeded Lot 10 to the county for its site, built the jail, and received $400 for these actions, "which the said Eber Baker and Judge Alexander Holmes were bound to pay the county of Marion." 49 In this way the proprietors of the town of Marion were able to fulfill their obligation to the county.

With the selection of judges, a court was established.

45. Leggett, op. cit., p. 489.
47. Ibid.
48. Ibid., p. 98.
49. Ibid.
The first regular term of the Common Pleas Court began on September 23, 1824, with Ebenezer Lane as the presiding judge. The first case on the docket was entitled the "State vs. Eber Baker." In this indictment, Mr. Baker was charged with selling whiskey without being properly authorized to do so. Mr. Baker pled guilty, when arraigned, and was fined one dollar and costs.\(^{50}\)

Marion in the year 1825 included a total of eighteen families.\(^{51}\) During the same year it contained three combination hotel-taverns, plus a variety of workshops. While as of yet, there was no church building in Marion. Mr. Baker, however, had already deeded a tract of land to the Methodist Church for a church-yard and cemetery, and preparations were underway to erect a small stone church, which, when completed, became the first church edifice in Marion.\(^{52}\) There were also a total of three stores, either within Marion or in the nearby vicinity. Elisha Crosby had started the first dry-goods store on the original town plat. It was situated at the corner of Main and South (Church) Streets.\(^{53}\) This location for a few years was the business center of the town.

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52. "In the Beginning," *loc. cit.*

53. *Historical Atlas, op. cit.*, p. 105. Throughout this chapter, the present-day street name is included in parentheses immediately following the earlier name for the street.
John and Ebenezer Ballentine also had a small store about two miles north of town, while William and James Holmes had a small stock of goods in a cabin. 54

Along with the stores and taverns already mentioned—one of the latter being operated by Eber Baker—Marion in 1825 contained two blacksmith shops, one tanning shop, one shoe shop, and also a chair and bedstead shop. 55 These made up the main portion of the commercial or manufacturing establishments that Marion had at that time. The population of the town also included two doctors, one lawyer, and one minister. Even with the influence and presence of the latter, Elder Bradford, at times the jail was well filled. 56

Canals played a large part in the rapid development of Ohio from 1815 to 1850. But Marion was left out of this means of progress. Previous to the passage of the act which provided for the construction of the Ohio Canal from Portsmouth to Lake Erie, and the Miami Canal from Cincinnati to Dayton, protests by citizens were heard in various counties, including Marion County, that they were being "saddled with taxes." 57 It was evident that a part of the opposition was due to the fact that the routes of the proposed canals would not cut through their area of the state. Work on the canals

54. Ibid.
55. Ibid.
56. Ibid.
started in 1825. Cities and towns along the canals grew with phenomenal rapidity—but not Marion.

During the early years, people in the Marion area experienced great difficulty in getting their grist ground. Mills were located at both Cardington and Delaware, but when the water level became low, thereby hindering the grinding, travel facilities were better and the mills busier than ever. Eber Baker remedied this problem by building a horse-mill in Marion, which was operated for some time by his son, George W. Baker, who later became a local minister. He received a portion of the grain as his pay, the rate being one-fourth for corn and one-sixth for wheat.

The early settlers made their own clothing from wool acquired from the sheep they raised. By 1830 they were able to take their wool to "King's Mills," located on the Olentangy River. By this date, Titus King was operating at this location a carding mill and a fulling mill, in addition to a sawmill.

Large trees still existed by the end of the 1820's upon the present courthouse square and all through what is now the business district. Main Street and a swale in town

58. Ibid., p. 94.
59. Leggett, loc. cit.
60. Ibid.
were still the only parts clear of timber.

The first public building erected in Marion was located in the west portion of the original town plat, just west of the present corner of Prospect and Center Streets. 62 The county commissioners, in July of 1824, decided to erect by means of subscription, "a house in the town of Marion for the use of a court, school, and meeting house," and appointed Eber Baker, Dr. George Miller, and Adam Uncapher to supervise its construction; said committee to receive thirty dollars for their services. 63 There was a brief delay while the necessary funds were collected, but in 1826 the building was completed. 64 It was constructed of brick produced locally through the medium of small hand molds. The building was not only used for religious, political, and instructional purposes, but also for a variety of recreational activities. In this building, school was held in an intermittent fashion until about 1850. At first the school was supported by popular subscriptions and then later by meager local levies plus small amounts of state funds. 65 During these early years, school was usually provided for several months out of the year.

63. Ibid., p. 97.
64. "In the Beginning," loc. cit.
The year 1828 was memorable for the fact that Marion's first newspaper, the *People's Advocate and Marion and Sandusky Advertiser*, was started on October 8th of that year by Leonard H. Cowles and Jason Case. The publishers consistently advocated the building of a separate courthouse, and accordingly, in June of 1828, the county commissioners took action to provide for a sixteen by twenty foot, two-room structure. This courthouse was erected on the lot just north of the present courthouse site, where later stood the Martin Miller block. Prior to this, court had been held in some of the stores, and then, after its construction, in the small brick schoolhouse located on what is now North Prospect Street.

It was soon found out that this two-room courthouse was too small, and therefore the county commissioners, on July 21, 1831, gave Solomon Zeller, a son-in-law of Eber Baker, the contract to build a new courthouse for the sum of $5,770. The building was to be situated on the land which is the site of the present courthouse, and was to be completed by September 31, 1833. Mr. Zeller received $362 for extra work, and also, on October 7, 1833, received an

66. "In the Beginning," *loc. cit.*


68. "In the Beginning," *op. cit.*, p. 2.

69. J. Wilbur Jacoby, *History of Marion County*, *loc. cit.*
extra allowance of $500 for loss sustained in building the
courthouse, thus raising the initial cost of the building to
over $6,000. 70 The structure, a brick, two-story edifice,
thirty-six by fifty-six feet, complete with lightning rods,
cupola, and veranda in front supported by four massive Doric
columns, was considered one of the finest buildings in the
state and served the county well for over fifty years. 71
The last term of court held in this courthouse closed Febru-
ary 3, 1883. 72 It was torn down shortly afterwards, and the
present sandstone courthouse was erected during the summer
of 1884 on the same site at a cost of about $115,000. 73
Marion's population growth, while it was not rapid
during these years, was steady. The State Legislature, on
February 22, 1830, passed a special act incorporating the
village of Marion. 74 This act provided for an election to
be held on the third Monday of March, 1830, and on the third
Monday of March annually thereafter, to elect a mayor, re-
corder, and five trustees. These individuals constituted

70. Ibid.
71. "In the Beginning," loc. cit.
72. J. Wilbur Jacoby, History of Marion County, loc.
cit.
73. "Marion is Well Supplied with Public Utilities,"
74. J. Wilbur Jacoby, History of Marion County, op.
cit., p. 93.
the town council. 75 The council had the authority to levy taxes not exceeding three mills. Hence, it is easily understood why the early inhabitants had to travel in the mud, and acquire most public improvements by popular subscription. Along with a council-appointed marshall, the mayor was the maintainer of law and order, and had powers in this area equivalent to a justice of the peace. The population of Marion at this time was 285, but by 1840 the figure had advanced to 570. 76

The stocks of goods in the stores of Marion during the years up to about 1840 consisted mainly of whiskey, tobacco, powder and lead, cotton cloth, and calico. 77 These were the staple items. There was very little money to be had in the area. Coon, mink, and deer skins were usually accepted as legal tender, and great quantities were collected by the storekeepers. It was customary that credit was freely given to the people, and as some of them who had no family ties eventually moved on, credit, in a number of cases, was about equal to gains. All business was conducted on a small scale.

The merchants not only accepted furs from the people in trade, but also cattle, horses, hogs, and grain. They then exchanged these items for either trading goods or money.

75. Ibid.
76. Ibid., p. 92.
77. Leggett, op. cit., p. 498.
Wheat was hauled by wagon to towns on Lake Erie, such as Sandusky, and the wagons came back loaded with goods. This entire procedure of transporting and selling the various items taken in for goods, plus the task of replenishing the stores' depleted inventories, amounted in all to a great chore. There was such a variety of risks involved, and so many changes in value, that in many cases failure was not uncommon. The long string of slow-moving wagons, with its night encampments and campfires, loaded with grain for the Lake, has disappeared from the scene along with the old-fashioned store with its small stock of staples, its handy whiskey bottle and tin cup, and its ledger.

During these years in Marion, very few people were able to "break even" financially; even less made anything beyond a living. This condition helps to account for the slow growth of the village during this period. By 1840, though, several of the merchants were gradually doing away with the old system of commerce, by selling for cash at small profits. The merchants prospered, for they ceased to lose their profits in bad debts. The farmers profited, as their expenses at the stores were reduced due to the fact that the merchants operating on a cash basis could afford to lower their prices. Hence, the business of the community expanded. Instead of stocks of goods amounting to $2,000 or

78. Ibid., p. 500.
79. Ibid.
$3,000, stores now became common with stocks of $20,000 or more. 30

Shipping facilities to and from Marion during the 1830's and the 1840's were still very meager. The only connection between Marion and the outside world was the stagecoach line between Columbus and Sandusky, which carried the mail. State roads had been established from Mt. Vernon, Mansfield, and Kenton to Marion, and these roads were surveyed and opened by the State, but they had been only slightly improved. By an act of the General Assembly, passed February 4, 1822, a state road had been established from Norton in Delaware County, thence to the city of Sandusky by way of Marion, thus connecting Columbus with Sandusky. 31 This road was built by a private company and completed during 1834. 32 Tolls were charged, even though it was only a clay road. Goods were acquired from Sandusky, or brought over the mountains from the East in Conestoga wagons drawn by four or six horses. Horses and cattle were usually driven to Detroit and there sold. 33

By 1840, Marion had developed into a good-size village. The Methodists' small stone church was already too

30. Ibid.
32. Weisenburger, op. cit., p. 91.
33. "In the beginning," loc. cit.
small, and they soon built the stone church which yet stands between the railroads on State Street. 84 This church building was later used as the first Huber Company shop and now serves as a portion of the Houghton Slinky Company works. What is now the business section of the town was fairly well developed. Buildings were erected up and down the old stagecoach route (Main Street) for a block and a half to the north and a block to the south of the courthouse. 85 Marion at this time had four hotels, with Eber Baker having already constructed the Mansion House, a stone structure in later years renamed the Exchange Hotel, where the Hotel Marion at present stands. 86 For twenty years, this hotel and tavern was considered by many prominent individuals to be the best one between Columbus and Sandusky.

In 1840, all of the territory north of what is now Mill Street was yet a dense woods, and there were but a few houses on State Street, then called East Street. Prospect Street, at that time still known as West Street, was thinly populated. Center Street was chiefly remarkable for the magnificence of the old Holmes homestead (Samuel Holmes), this being considered the finest residence in the county, to the south of which stretched a swale. The rest of present-day Marion was still wooded. A fine tavern stood two miles

84. "In the Beginning," loc. cit.
85. Ibid.
86. Ibid.
north of town where today Main Street divides into the Bucyrus and Upper Sandusky roads, from which point north to Marion, occasional lights gleamed through the woods at night, denoting the presence of a home and fireside. 87 During this time, the triangle of land running from the present Christian Science Church east to Greenwood Street was used as a drill field for the local militia. A boulder extended several feet above the surface near the north edge of the field. Here on this boulder in 1846 stood the recruiting officer who accepted enlistments for the Mexican War, which began in that year. 88

While Marion's development during the latter part of the 1830's looked encouraging, the first half of the decade of the 1840's was not particularly noted for progress. This is shown by the fact that the State Legislature repealed Marion's charter on February 23, 1843. 89 The corporate business seemingly was not sufficient to justify the expense of the organization. So little interest was taken in town affairs that not a single entry was made in the journal of the town council proceedings during the year ending March 17, 1841. 90 However, this situation changed by the year 1847,

88. Myers, loc. cit.
89. J. Wilbur Jacoby, History of Marion County, op. cit., p. 93.
and by this time the demands for a village government were such as to lead to a renewal of the charter. Whereas the population of the town in 1840 was 570, by 1847 this figure had increased to about 1,000 inhabitants. 91 Marion was thus again incorporated by special act of the Legislature on February 8, 1847. 92

It was quite evident to the people of Marion during the early 1840's that some kind of stimulant was needed if Marion were to continue to grow and prosper. Even though the village did have fine brick buildings, three churches, an academy, several newspapers, and twenty-one stores, the only actual industries which Marion had at this time consisted of one sawmill and one carding mill. 93

Accordingly, in 1845, the people of Marion began to agitate for the building of a branch of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, known as the Bellefontaine and Indiana, to run from Galion through Marion to Union City on the Ohio-Indiana border, there to connect with another railroad extending on to Indianapolis. After a delay of five years, construction on this railroad was begun. The first train was run from Galion to Marion on August 28, 1852. The general offices of the line were located in Marion.

91. Ibid.
92. J. Wilbur Jacoby, History of Marion County, op. cit., p. 94.
93. Howe, op. cit., p. 190.
By June of 1853, through trains were in operation to Union City. 94

Bucyrus, Delaware, Kenton, and other towns in this part of Ohio had received an impetus from the rails long before Marion did. But when Marion County was crossed by the Bellefontaine and Indiana Railroad in 1852, other railroads soon extended their tracks to Marion, and within a few years the community entered into a period of rapid growth. This era of extensive growth and progress did not begin immediately after the Bellefontaine and Indiana tracks reached Marion, as had been expected by many of the town's local inhabitants. In fact, no great progress or development was manifested during any part of the decade of the 1850's. This was due to various reasons, but primarily to the fact that Marion had an epidemic of Asiatic cholera in 1854, plus a period of economic recession in 1857. 95

The epidemic of Asiatic cholera struck Marion in the summer of 1854. It broke out about July 20th, and raged for six weeks. 96 After about ten deaths had taken place during the first week, many of the people fled in terror and the streets were desolate, with all business being suspended for a time. The cholera epidemic made a great impression on the

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96. Leggett, op. cit., p. 433.
small town, and cheated Marion of the growth expected following the building of the railroad. 97 The final list of sixty-five dead included some of the village's most promising and substantial citizens. 98 A number of those who stayed in Marion during the epidemic exhibited great courage in caring for the sick and burying the dead.

Marion's Religious Development

As has been previously stated, the Methodists were the first ones to build a church in Marion. This was a stone, one-story building, twenty-four by thirty-six feet, with three windows on each side, and it stood on North East (State) Street near the entrance to the old Marion Cemetery. Construction on this place of worship was begun in 1831, and it was finally completed in 1834, serving in this capacity for a period of ten years. 99 Prior to the construction of this church, Methodist services had been held in the public building on North Main (Prospect) Street. Circuit riders took care of the ministerial duties during the early years of the Methodist Church in Marion. The Marion circuit, under the charge of James Gilruth and formed in 1826, was a large one, embracing Marion, Bucyrus, Little Sandusky, Wyandot, and


98. Leggett, loc. cit.

several other smaller communities.\textsuperscript{100} The Presbyterians also held their first meetings in the schoolhouse on North West Street, in 1828.\textsuperscript{101} Later, in 1832, they began construction of a small church on the west side of the same street, the church being completed during 1834.\textsuperscript{102} This was a plain brick building, but the seats had backs, which was a luxury the Methodist Church did not have. This church edifice was used until 1849, when a storm blew off the roof and deposited it on Elisha Hardy's store a half block away.\textsuperscript{103} As one wall of the church had already caved in during the previous year, this second misfortune led to the erection of a new church building on the same site. Completion of the new church occurred in 1851.\textsuperscript{104}

The Free-Will Baptists had organized in Marion as early as 1824, and for years had held their meeting in the little brick schoolhouse. This group, for a period of time, found itself without a pastor and became much reduced in size. In 1850, Rev. George W. Baker took charge of the congregation and revived it, with the resulting erection of a church building in 1852.\textsuperscript{105}

\begin{itemize}
\item[100.] Ibid., p. 29.
\item[101.] Leggett, \textit{op. cit.}, p. 520.
\item[102.] Ibid., p. 521.
\item[103.] Myers, \textit{loc. cit.}
\item[104.] Leggett, \textit{loc. cit.}
\item[105.] Ibid., p. 520.
\end{itemize}
During these years, a Lutheran Church was also established within Marion, this being a result of the high rate of German immigration to the village during the 1830's and 1840's. In several of the early churches of Marion it was not uncommon for the services to be conducted in both German and English. The first Lutheran congregation was formed in the county during 1835. In 1838, this group, along with the German Reformed congregation, erected a log church on a piece of land southwest of Marion donated to them by John Jacoby, Jr. Rev. J. Van Linger came to Marion in 1841 and preached for both of these congregations, holding services in the courthouse and other places for several years. Finally, in 1843, these two groups together built a brick church on North State Street. The lot which it was built on had been reserved for church purposes by the proprietors of the original town plat. This church building was used on alternate Sundays by the Lutheran and Reformed congregations until 1883. 106

By the year 1850, all of the lots provided by Eber Baker for churches were in use, so he purchased a lot on the corner of South High and Center Streets for the site of the Episcopal Church, which was erected in 1852-53. 107 This church, St. Paul's, was the one that Eber Baker and his

family joined.

There were few Catholics in Marion prior to 1849. By this year, though, there was a sufficient number to organize St. Mary's Catholic Church. At first irregular services were held in the homes of different members by priests from neighboring towns. The first permanent place of worship was the old stone building located at the present corner of State and Railroad Streets. This building had been constructed by the Methodists as a place of worship, and had then been used by the Huber Company as its shop, prior to the time when the Catholics made use of the building. Land to build a church on North West Street was donated in 1853 to the congregation by Timothy Fahey, who had purchased it from Eber Baker. Work was not begun on the church until 1861, and it was completed the next year. Within thirty years, the Catholic congregation had outgrown this church, and today the Catholics make up an important portion of Marion's population.

Early Educational Opportunities

As soon as the community of Marion had a sufficient number of children to justify the hiring of a teacher, this was done. As before mentioned, the brick schoolhouse was erected on West Street in 1826, and school was conducted

108. Fite, op. cit., p. 35.
110. Fite, loc. cit.
there until 1850 or a little later. During the 1830's this school had as high as 120 pupils. These students were under the instruction of Mr. William L. Uleyate. \footnote{111}

The Land Ordinance of 1785 had provided that section 16 of each township in the Northwest Territory be devoted to public school purposes. \footnote{112} Concerning the same topic, the Ordinance of 1787 stated: "Religion, morality, and knowledge, being necessary to good government and the happiness of mankind, schools and the means of education shall forever be encouraged." \footnote{113} In accordance with these ordinances, the Ohio State Legislature in 1827 provided for the sale of the designated lands within Ohio's boundaries and turned the money over to the state treasury. \footnote{114} Most of this land in Marion County was sold during the decade of the 1830's, for the total sum of $12,243.17. \footnote{115} Each township then received annually 6 per cent interest on the money received from the sale of its section. \footnote{116} While the amount of money the village of Marion received each year was small, it was added to

\footnote{111} Anna Fite, "Our Schools," \textit{The Marion Star}, June 15, 1895, p. 9.

\footnote{112} Roseboom and Weisenburger, \textit{op. cit.}, p. 143.

\footnote{113} \textit{The Ordinance of 1787, Article III} (Passed by the Continental Congress of the United States, sitting in New York City, July 13, 1787).

\footnote{114} J. Wilbur Jacoby, \textit{History of Marion County, op. cit.}, p. 217.

\footnote{115} \textit{Ibid.}

\footnote{116} \textit{Ibid.}
by means of small levies through the years so that the school
could be kept open. During the 1830's, several small pri-

tate schools were also in operation.

To meet the supposed demand for higher education, an
academy, predecessor of the public high school, was organ-
ized in Marion in the year 1838. On March 16th of that year,
a bill was passed by the State Legislature incorporating the
Marion Academy. This organization had an authorized capital
amounting to $50,000, divided into $10 shares, but the re-

response was not enthusiastic, as only $3,170 was ever paid in.
Altogether, there were sixty-two stockholders, this number
including most of Marion's prominent citizens.117

The academy began its first session on January 5,
1841. The faculty at that time consisted of Ozias Bowen,
president; John J. Williams, principal; and three male in-

structors. This first term was held in the town's Masonic
Hall and lasted for only five months, with thirty-five stu-

dents enrolled. The enrollment for the following autumn
showed some progress, as the figure by that time totaled

115 students. During this year, class was held in a stone
building on South Main Street, and due to the larger enroll-

ment, Mrs. John Williams was hired as an assistant instruc-
tor.118

117. Charles C. Fisher, "The Schools of Marion," Mar-


118. Leggett, op. cit., p. 535.
George H. Busby sold the academy a plot of land on what is now Oak Street in December of 1841, and shortly after this, the academy officials provided for the building of a two-story brick structure for the sum of $2,448. This building was completed in August of 1843. By that time, the academy offered a variety of courses, all college preparatory in nature. 119

Within a few years it became evident that financially the academy was a failure. By 1846 the academy was no longer in existence, and the building which had served this purpose was rented for the school term of 1846-47 to Mr. J. M. Christian, who proposed to establish his own private school. His effort was also doomed to failure. In 1851, the building was leased to the newly organized board of education, to whom it was sold three years later. Thus ended the attempts at private education for Marion's children during this period. 120

The public school system made slow progress during these early years in Marion, as it did in many Ohio communities during the corresponding era. The Ohio Constitution of 1851 made arrangements for a rapid change of this situation, though, when it proclaimed: "The General Assembly shall make such provision, by taxation or otherwise, as, with the


120. Fisher, loc. cit.
income arising from the school trust fund, will secure a thorough and efficient system of common schools throughout the State...."121 Marion's educational program made advancement in the same year, as, on the 19th of April, the voters chose to organize a village school district. An election was then held in Marion on May 3, 1851 which resulted in the formation of a board of education.122 Marion's newly elected board of education then proceeded to hire W. L. Terrill, for the sum of $500 a year, as principal of the Marion Union Schools.123

During the year, the academy building was rented for $100 to serve as the high school building while the primary grades were held in the old brick school building on Prospect Street and in a little white schoolhouse on North State Street, plus several other small buildings rented for the purpose.124 From that time on, Marion's public schools progressively developed into an effective educational system. In 1856, the board of education passed a resolution to place on the ballot a proposal to build a new high school building. The issue passed and the structure was completed by the end

121. The Constitution of the State of Ohio, as adopted in 1851, Article VI, part 2.
122. Leggett, op. cit., p. 536.
123. Ibid.
124. Anna Fite, loc. cit.
of 1857.  

The outbreak of the Civil War temporarily hindered the progress of the public schools, as the superintendent, E. B. Olmsted, immediately enlisted and was elected a captain, with many of the older boys following his leadership. Graduation and commencement exercises were not held again until June, 1872. 

Marion's Contribution to the Wars

At the time of the Mexican War (1846-1848), most of the population of Marion belonged to the Whig Party, and as the war was considered to be the result of the annexation of Texas by the opposite political group, there was very little enthusiasm for this war in Marion, with the result that there were very few enlistments. No organized company went from Marion to fight the Mexicans. Those who did go were volunteers and went singularly. The total enlistment from all of Marion County, so far as is known, totaled only twelve. 

Marion County prior to the Civil War was a center of anti-slavery sentiment and contained several "underground railway" stations through which escaped slaves were helped to safety in Canada. In 1839, Marion was the scene of a

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126. Ibid.
riot following the trial of "Black Bill," a runaway slave who had gained the respect of many of the townspeople. A group of eight Virginians, who had come to Marion to take him back to his owner, were roughly handled by a local mob. The result was that Black Bill was allowed to escape, with this event being national news at the time. 128

Marion's contribution to the Civil War was outstanding for a town of 1,844 people (1860 census). 129 Yet, few of the local citizens were abolitionists, and even less wanted war. There were even some Copperheads in Marion, though this number was definitely a small minority. The town and county of Marion were represented in this war by the enlistment of 1,755 volunteers; this in comparison to a voting population of 3,500, or to one-ninth of the total population. 130

Within four days after the firing on Fort Sumter, April 12, 1861, two companies of volunteers were organized in Marion: Co. K, 4th Ohio, Captain A. H. Brown, 110 men; Co. H, 4th Ohio, Captain James H. Godman, 112 men. 131 Other


129. J. Wilbur Jacoby, History of Marion County, op. cit., p. 92.


131. Ibid. Captain James Godman attained the rank of brigadier general, the only Marion Officer to reach that position. He was disabled by several serious wounds while leading a charge at Fredericksburg, but later recovered. Following the Civil War, he served a term as auditor of the state.
companies soon followed.

Marion and the corresponding area were represented at Gettysburg by nearly five companies of troops. The same number were at Fredericksburg and Chancellorsville; four companies in Sherman's famous march to the sea; two companies at Chickamauga, Chattanooga, Atlanta, Second Bull Run, Shiloh, Corinth, Vicksburg, the Wilderness, Cold Harbor; and one full company at Appomattox. Also, a full company of "Squirrel Hunters" was sent to Cincinnati when Kirby Smith moved his troops into the northern part of Kentucky and threatened the "Queen City of the West." 132

Many accomplishments by men from Marion and the surrounding area during the Civil War have been recorded. The total casualties, including dead, wounded, and missing, from the town and county of Marion numbered 713, or over 40 percent of the total number of men involved. 133

Municipal Improvements

Marion's municipal improvements for the years preceding the Civil War included the construction, in 1842, of a two-story stone jail on the same site where the old log jail built by Eber Baker had stood. Horse thieves were among the main occupants of the new jail, as they did a thriving

132. Ibid., pp. 62-63.

133. Ibid., p. 61.
business in this part of Ohio during the early days.\footnote{134}
Prisoners at times escaped by breaking through the stone wall. As an eventual result, in 1878 this stone jail gave way to a newly constructed jail and sheriff's residence, which was erected at a cost of $28,000.\footnote{135}

Marion's first fire engine was purchased on April 10, 1848, from McMillan, Irish, and Co., of Middlebury, Ohio, for the sum of $950. Its complete operating force consisted of sixteen men, and with its two brass pumps, it could discharge a stream of water through a two and three-quarter inch hose to a distance of 160 feet. By the early 1880's, the fire department had increased in size to three companies composed of nearly seventy volunteer members, and included a hook and ladder department. An engine house had already been erected, and the equipment then in use included a Silsby rotary steam engine and a small hand engine.\footnote{136}

To satisfy another definite need, a town hall, having dimensions of thirty-five by eighty feet, was constructed during the summer of 1857 on the northeast corner of South and West (Church and Prospect) Streets.\footnote{137} By the first decade of the 1900's the first story of this building was

\footnote{134} Winter, \textit{op. cit.}, p. 506.
\footnote{135} J. Wilbur Jacoby, \textit{History of Marion County}, \textit{op. cit.}, p. 97.
\footnote{136} Leggett, \textit{op. cit.}, p. 517.
\footnote{137} \textit{Ibid.}
being used as the central station for the fire department; the second story was used for the mayor's office, municipal court, police headquarters, and sleeping quarters for the firemen.\footnote{138}

Marion's streets acquired gas lighting during the decade of the 1860's, with the inception of the Marion Gas Light Company on the corner of Columbia and West Streets in November of 1861. This was possible as a result of natural gas deposits being present in the community. \textit{Within} a short time after this date, Center Street had gas its whole length, with a lamp post at each prominent corner. The aim of the company was to keep the gas as near twenty candle power as possible. By 1895 the firm's capital had increased to $50,000, and over five miles of street mains existed in Marion. The daily capacity of the gas plant at this time was eighty thousand feet.\footnote{139}

Some small effort was made early in Marion's history in relation to having the streets graded and paved. As early as January 2, 1836, a meeting of the interested citizens was held in the courthouse and $700 subscribed to be expended on Main Street for this purpose.\footnote{140} Extensive improvements of this nature were not introduced, though, until the decade of

\footnote{138}{J. Wilbur Jacoby, \textit{History of Marion County}, \textit{op. cit.}, p. 99.}
\footnote{139}{"Fine Gas Service," \textit{The Marion Star}, June 15, 1895, p. 20.}
\footnote{140}{Leggett, \textit{op. cit.}, p. 499.}
the 1890's. A bond issue was passed in May of 1894 which provided $100,000 for paving and other street improvements, with work to begin as soon as possible on Main and Center Streets.\footnote{141} By the next year, Main and Center Streets were finished, State Street was in the process of being paved, and the contracts had been let for the paving of Church and Prospect Streets.

Emphatic demands were made during the decade of the 1860's for the construction of better roads connecting Marion with other points. Thus it was that the Marion and Waldo Pike Company was organized on September 12, 1868, with an authorized capital of $25,000, to construct a turnpike south from Marion to the county line, as a part of the route to Columbus.\footnote{142} When completed, this road had cost a total of $21,000, and was operated as a toll gravel road until 1883, at which time it was sold to the county and made a free pike.\footnote{143} At this time (1883), only the two miles nearest to Marion had been macadamized with a layer of crushed stone.

The Marion and Middletown Turnpike Company was capitalized in 1870 with $10,000 in stock. It built a road which extended five miles in the direction of Middletown, now Prospect. In 1883 this road also was sold to the county and

\footnote{141} The Marion Star, May 12, 1894, p. 5.

\footnote{142} Leggett, \textit{op. cit.}, p. 379.

\footnote{143} J. Wilbur Jacoby, \textit{History of Marion County}, \textit{op. cit.}, p. 139.
became free.  

The Marion Electric Light and Power Company, located on Mill Street, was incorporated in 1888 with a capital of $25,000. The firm started with facilities for operating 60 arc and 250 series lamps. Gradually the company added to its equipment until by 1895 it operated over 3,000 incandescent, 165 arc, and 250 series lamps, besides supplying power for the new street railway system which had just begun operation on four miles of Marion's streets that year.  

As early as the winter of 1881-82, the establishment of a water-works system was proposed in Marion. The effort failed at that time, but in 1888 the matter was brought up again, and a special election was held on December 27, 1888, for the purpose of approving an ordinance allowing a private company to construct a water-works system. The measure passed, and the works was constructed at a cost of $240,000 by the Scioto Water Company. The company's pumping station, located three miles west of the town, was equipped with two immense engines, each with a pumping capacity of one and a half million gallons in twenty-four hours.  

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144. Ibid.


147. Ibid.

water tank had a capacity of 332,480 gallons.\textsuperscript{149} The water, drawn from a reservoir fed by large springs, supplied one hundred and fifty-eight fire hydrants and fourteen miles of mains.\textsuperscript{150}

Approximately ten weekly newspapers had been in existence for short periods of time in Marion prior to the Civil War. Probably the most important newspaper in Marion during the era of the Civil War was the \textit{Marion Democratic Mirror}. This paper was first published on June 4, 1842, with William Robins as editor and J. R. Knapp as publisher.\textsuperscript{151} Although no longer in existence, it continued to be published past the turn of the century as a recognized Democratic Party paper.

Another newspaper, the \textit{Marion Independent}, was established on January 18, 1863, when George Crawford took over the office of the defunct \textit{Marion County Unionist}, and continued in existence until 1897.\textsuperscript{152} During this period Mr. Crawford remained the editor and published a strong Republican newspaper. Following the Civil War, both the \textit{Independent} and the \textit{Democratic Mirror} published weekly editions, although the latter launched a daily edition in 1890.\textsuperscript{153}

\textsuperscript{149} Ibid.
\textsuperscript{150} Ibid.
\textsuperscript{151} \textit{Historical Atlas, op. cit.}, p. 106.
\textsuperscript{152} Ibid.
\textsuperscript{153} Winter, \textit{op. cit.}, p. 502.
Increasing Progress

The years 1850-1880 saw the Industrial Revolution reach Ohio. Cities grew at a rapid rate, railroads advanced to the most isolated parts of the state, and the old way of life disappeared forever. Ohio was not purely an agricultural commonwealth before 1850, for it ranked fourth in the nation in the value of its industrial products by the census of that year. But outside of Cincinnati, which was the third most important manufacturing city in the nation, the factory was almost unknown. At this time, most of the state's population lived either on the farm or in the small village. By the time of Eber Baker's death on October 6, 1864, he had lived to see the village he had laid out become a town of approximately twenty-two hundred inhabitants. One important railroad already connected it with other parts of the country, and another was in the process of construction.

As immigration continued and Marion's population continued to increase, local enterprising men with capital laid the foundations for its industrial progress. The beginning of modern industrialization in the area dates back to 1865,

155. Ibid.
156. Ibid.
when Edward Huber came to Marion to manufacture the revolving hay rake which he had invented, thereby creating the nucleus of the Huber Manufacturing Company.\textsuperscript{158} Within a few years this company had become widely known, not only for its rakes, but also for farm engines, threshers, road rollers, and road scrapers.

In 1883 the first steam shovel was manufactured in Marion, and this quickly developed into a major industry, the Marion Steam Shovel Company, known the world over for its industrial machinery.\textsuperscript{159} With the founding of these and other industries, plus the acquisition of railroads, Marion was soon transformed from a typical county seat of an agricultural county into a city thriving upon its great diversity of industries.

The growth of Marion during these years was quite rapid, and therefore, in 1890, the village voted to advance to the status of a city.\textsuperscript{160} Whereas, in 1865 the population of Marion had been approximately 2,200; by 1890, when it became a city, the population was 8,327 and increasing at a steady, progressive pace.\textsuperscript{161}

\textsuperscript{158} The Ohio Guide, American Guide Series, p. 428.

\textsuperscript{159} George W. King, The Marion Steam Shovel Company Family, p. 18.

\textsuperscript{160} J. Wilbur Jacoby, History of Marion County, op. cit., p. 94.

\textsuperscript{161} Ibid., p. 92.
Marion in 1895

Marion in 1895 had five railroads, great manufacturing industries, lime and stone quarries, a fine sewerage system, an electric light company, a telegraph system, a works plant, fire and police departments, three newspapers, fine schools, modern hotels, one of the finest Y.M.C.A. buildings in Ohio, elaborate churches, and an opera house on the way. An electric car system operated on four of Marion's broad thoroughfares. A successful telephone company was also in operation. During this year, additional effort was being made to pave the streets, and five miles of paved thoroughfare was complete in the city. The population of Marion at this time was estimated to be approximately ten thousand inhabitants.

The Marion Star boasted in 1895 that Marion was a city without an empty house. While the claim may have been exaggerated, the city's healthy economic situation was partially due to the fact that Marion was surrounded by a fertile agricultural district peopled by thrifty and progressive farmers. Yet, Marion looked upon her manufacturing enterprises and superior shipping facilities as the great magnets which drew to her, yearly, the great accessions to

162. "In the Beginning," loc. cit.

163. J. Wilbur Jacoby, History of Marion County, op. cit., p. 92.

164. "In the Beginning," loc. cit.
the city's growth. Backed as the industries were, by home capital, and managed by home people, they advertised safe investments and ample returns. The factories were of a stable character and operated the year round without shutting down. The incorporated companies by 1895 represented a combined capital stock of $3,000,000, which aptly speaks for the business activity of the town. 165

Marion as It Exists Today

Marion lies in a region of north-central Ohio approximately ten miles south of the Ohio watershed divide. This accounts for there being neither navigable rivers nor lakes in the nearby vicinity. The city's elevation at the courthouse is 985 feet. 166 Compactly built, Marion has the appearance of an industrial city rather than a center for an agricultural community, though it is both. Factories are concentrated in the western part of the city; the main business district radiates from the courthouse, and residential areas dominate the other sections. The location of Marion is latitude forty degrees, thirty-five minutes north, and longitude eight-three degrees west of Greenwich. 167

Marion's claim to fame is based partly on the fact that her most distinguished citizen was Warren G. Harding,

165. Ibid.

166. Leggett, op. cit., p. 487.

167. Ibid.
the twenty-ninth President of the United States. Mr. Harding was born in the nearby town of Corsica, which is now called Blooming Grove. Warren G. Harding came to Marion to engage in newspaper work. In 1884 he became owner and publisher of the Daily Star. 168 Later he served in the Ohio Senate, was Lieutenant Governor of Ohio, and eventually United States Senator before becoming President.

Marion, center for the steam shovel industry during its era, has been known as the "Shovel Center of the World," and is sometimes called the "Shovel City." Although these slogans are still descriptive of Marion, the city now has a great variety of industries and is no longer dependent mainly upon the power shovel companies for its economic stability. 169 At present Marion contains seventy-three industries and approximately five hundred commercial stores. 170

The population of the city of Marion as of the 1960 census was 37,079. 171 Not only is it the largest city in Marion County, but it also serves as a trade center for six surrounding counties. From this area it has a potential buying population of approximately 236,640 people, a large ma-


169. Marion Area Chamber of Commerce Activities (Unpublished bulletin, Marion, Ohio, 1962), p. 7. (Hereafter known as Marion Chamber of Commerce)

170. Marion Education Association Welcome Bulletin (Unpublished bulletin, Marion, Ohio, 1962), p. 3. (Hereafter known as M. E. A. Bulletin)

171. Marion Chamber of Commerce, op. cit., p. 11.
jority of whom earn their livelihood to some extent from agriculture. 172 Approximately 75 per cent of the total industrial activity in the United States and 50 per cent of the nation's entire population fall within the six hundred mile radius of which Marion is the hub. 173

The city covers an area of 6.31 square miles. 174 Latest available figures show that real estate, public utilities, and personal valuation for tax purposes in Marion totaled $95,630,280 in 1961. 175 During the same year, bank debits for the three banks which serve Marion amounted to $844,979,143. 176 The payroll income for the 13,724 workers in Marion covered by Ohio unemployment compensation laws during 1961 amounted to the sum of $65,465,778. 177 This figure did not include approximately forty-two hundred commercial, service, and professional workers not covered by the Ohio unemployment compensation laws. Total employment in Marion, as of January, 1962, was 17,975. 178

Perhaps the two most important reasons for Marion's steady and constant growth in recent years have been its

172. Ibid., p. 12.
173. Ibid., p. 1.
174. Ibid., p. 2.
175. Ibid., p. 3.
176. Ibid.
177. Ibid., p. 8.
178. Ibid.
stable manufacturing concerns and ideal shipping facilities. Marion is centrally located in reference to the acquisition of needed raw materials, and also in reference to the distribution of finished goods to the majority of Eastern, Northern, and Central-Western markets. The city is located on two major national highways: U.S. Routes 23 and 30-S.\textsuperscript{179} U.S. Route 30-S extends from the East to the West Coast, while Route 23 connects Michigan and northern Ohio with the southeastern part of the United States. State Highways 4, 95, 529, and 793 also pass through the city.\textsuperscript{180} These highways furnish an excellent system of connection in all directions. Marion is also a rail center serviced by four major lines: the Erie-Lackawanna, the New York Central, the Pennsylvania, and the Chesapeake and Ohio.\textsuperscript{181}

\textsuperscript{179} J. Hull Wilson, "Marion on the Go!" \textit{Beautiful Ohio}, II (September, 1960), p. 13.

\textsuperscript{180} Ibid.

\textsuperscript{181} Ibid.
CHAPTER III

DEVELOPMENT OF FACTORS BASIC TO MARION'S INDUSTRIALIZATION

One of the main influences upon Marion's prosperity and growth has been its splendid highway and railway transportation facilities. These facilities have been basic to the city's industrialization, primarily in regards to the bringing in of raw materials and the shipping out of manufactured goods.

The development of transportation facilities was an important movement in the United States during the nineteenth century. In regards to Ohio during the same period, the most far-reaching changes the state had yet witnessed in transportation occurred between the years 1830 and 1860. The National Road, the canal system, the stage coach lines, and the turnpike and plank road companies reached their peaks and began to decline during these years as the railroads came into their own. Yet, in 1832, there were no railroads in Ohio, and only 229 miles in all of the United States.¹

Introduction of Railroads into Ohio

The first railroad track to be constructed in Ohio be-

¹ J. Wilbur Jacoby, History of Marion County, Ohio, p. 139.
longed to the Erie and Kalamazoo Railroad Company. This track was in operation from Toledo to Adrian, Michigan, in 1836, a distance of thirty-three miles. But, while a few miles of the railroad were in Ohio, the company had actually received its charter from the State of Michigan. 2 The Ohio Central and Steubenville Railway Company was the first railroad to actually be chartered in Ohio. Its charter had been granted on February 23, 1830, but this railroad was never built. 3

The Mad River and Lake Erie Railroad was the first one to be both chartered and constructed in the state. It was built from Sandusky to Dayton by way of Springfield. For the most part, the early railroads in Ohio were built in a north and south direction with the idea of joining Lake Erie and the Ohio River. This company's charter was granted in 1832, and work on the road began in 1835, with it being opened to Bellevue (sixteen miles) in 1839. The complete road to Dayton was finished and in operation in 1844. When the Little Miami Railway was built from Cincinnati to Springfield in 1846, these two lines together formed the first through-railway from the Ohio River to Lake Erie. 4

A little more than one hundred years ago there was

2. Henry Howe, Historical Collections of Ohio, II, p. 156.
4. Daniel J. Ryan, History of Ohio, p. 82.
 hardly a village or town in all of Ohio which did not foresee for itself rapid growth and immense wealth as soon as the great eastern lines had pushed their way to the border of the state. Due to this expectation, east and west railroads were becoming the center of attention by the decades of the 1840's and 1850's. But it was plainly evident that for a place to benefit from the oncoming rails, it had to be located on a railroad itself. Cities like Columbus and Indianapolis, later on, literally owed their significance to the railroads.

As a result of this eagerness to share in a prospective good thing, the decade of the 1840's saw seventy-six railroad companies chartered in Ohio. In 1841, there were only thirty-six miles of railroad in Ohio. From this year, however, the increase was steady, so that by 1850 the total railroad mileage in the state amounted to 292 miles. It was seemingly evident that once the Pennsylvania Railroad had crossed the Allegheny Mountains and reached Pittsburgh, the trade of the West would be directed towards it in three main routes, originating in Cincinnati, St. Louis, and Chicago, the three principal western cities. The first railroad to connect the coastal region with the West was the


7. Ryan, loc. cit.

Erie, which reached Lake Erie in 1851.\(^9\) The Pennsylvania connected Philadelphia and Pittsburgh during the next year, and in 1853 the Baltimore and Ohio reached Wheeling, Virginia (now West Virginia).\(^{10}\)

The devastating competition of the railroads ruined the canals. With the completion of the Miami and Erie Canal in 1845, Ohio possessed two great routes of water transportation connecting the Ohio River and Lake Erie; the older Ohio Canal extending from Portsmouth to Cleveland, and the Miami and Erie from Cincinnati to Toledo.\(^{11}\) At first these canals greatly prospered. But during the 1840's, both the Mad River and Ohio (from Sandusky to Dayton) and the Pennsylvania and Ohio (from Pittsburgh to Massillon) Railroads had been opened for business.\(^{12}\) Also, by 1851, the Cleveland, Columbus, and Cincinnati Railroad had thrust down across Ohio from Cleveland to Columbus, where it connected over the Little Miami Railroad with Cincinnati.\(^{13}\) From 1851 to 1856 the decline in canal business was very rapid, and finally, in the latter year, receipts for the first time fell below expedi-


The 1850's were great years for railroad construction in Ohio, and it was during this decade that the state built most of its important railroads. Ohio in 1850 had slightly less than three hundred miles of railway, but the total miles of rails by 1860 had advanced to ten times the amount at the beginning of the decade. Towards the end of the 1850's, the enthusiasm for railroads waned somewhat due to the effects of the economic recession of 1857. A number of localities in the state, eager to enjoy the benefits of rail transportation, had subscribed funds for the building of the railroads. Many individuals who had given such aid later regretted it. The costs of construction were often greater than expected and hence, in certain cases the railroads were never completed. The general collapse of speculative enterprises in 1857 ended the dream of many Ohio communities concerning the supposed prosperity to be brought by the coming of the rails. Less than 17 per cent of the total Ohio railroad mileage had actually paid dividends by 1868.

The Civil War stimulated railroad promotion and building somewhat, but progress was no-where near what it had been.

15. Ibid., p. 112.
17. Roseboom, op. cit., p. 115.
18. Ibid.
during the 1850's. By 1870, thirty-two railroads were operating in Ohio with total capital stock paid in amounting to $196,000,000. 19 Actually, though, the increase in Ohio's railroad mileage from 1860 to 1870 was only four hundred miles. 20

It was during the decade of the 1850's that combining of short lines began to develop, as the value of Eastern connections became manifested. The process of railroad development in the Eastern part of the United States following the Civil War became one of absorption and consolidation, resulting in the emergence of the New York Central, Pennsylvania, Erie, Baltimore and Ohio, and Chesapeake and Ohio systems, all of them either crossing or extending to the boundary of Ohio. 21

Marion's Early Railroads

Although railway companies were incorporated in both 1832 and 1836 in efforts to connect Marion with distant points by rail, nothing came of these enterprises, and it was not until 1852 that the Bellefontaine and Indiana Railroad was constructed through Marion. This road ran from Galion (where it connected with the Cleveland, Columbus, and Cincinnati

20. Roseboom and Weisenburger, loc. cit.
21. Ibid., pp. 221-222.
Railroad) to Union City, Indiana. 22

Efforts were being made by local citizens to bring a railroad to Marion as early as February 8, 1832. On that day, the Columbus, Delaware, Marion, and Sandusky Railroad Company was chartered by an act of the State Legislature, to connect Columbus and Sandusky via Delaware, Marion, and Bucyrus. Twenty-five incorporators of the company were named by the legislative act to serve in the role of commissioners to receive subscriptions for the capital stock of the company. The local incorporators selected were Sanford S. Bennett, James H. Godman, Eber Baker, Hezekiah Gorton, and George H. Busby. These commissioners were to receive as compensation for their services 5 per cent on all stock sold, with the company being capitalized at $1,000,000. 23

Under the terms of the company's charter, it had five years to begin construction and fifteen years to complete the railroad. The company failed to meet the first condition, whereupon, in 1842, the State Legislature revived the charter and gave the company an additional time extension, but this particular road was never built. 24

On February 26, 1836, the Columbus, Delaware, Marion, and Upper Sandusky Railroad Company was incorporated with a

22. A Brief History of Marion County (Unpublished pamphlet, by Marion County Bank, Marion, Ohio, 1939), pp. 5-6.
24. Ibid., p. 140.
proposed capital of $500,000, and with a charter containing conditional time limits similar to those had by the previously attempted railroad through Marion. The commissioners from the Marion area were Elisha Hardy, Sanford S. Bennett, Cory A. Darlington, Eber Baker, George H. Busby, and Nathan Peters. The route was to be from Columbus, through Delaware and Marion, to Upper Sandusky, there to intersect the Mad River and Erie Railroad. The State Legislature revived and extended the charter on March 8, 1845, but sufficient funds were not acquired and therefore the road never got past the planning stage.25

As previously stated, the Bellefontaine and Indiana was the first railroad to reach Marion, doing so in 1852. From this date on, Marion began to develop more rapidly. The original charter of the Cleveland, Columbus, and Cincinnati Railroad Company was granted by Ohio's Legislature on March 14, 1836.26 This charter was later revived on March 12, 1845.27 Capital amounting to $50,000 was subscribed in Columbus and Cleveland in 1847, with the company being organized in the same year.28 The road from Cleveland to Co-

25. Ibid.

26. Leggett, Conaway and Co., editors, The History of Marion County, Ohio, p. 380. (Hereafter known as Leggett)

27. Thirteenth Annual Report of the Cleveland, Columbus, Cincinnati, & Indianapolis Railway Company (For the year 1880), p. 3.

lumbus, by way of Galion (138 miles) was completed with the first train making the complete through-trip on February 22, 1851.29

About the time the survey crew of the Cleveland, Columbus and Cincinnati Railroad reached Galion, in late 1845, the people of Marion and the surrounding area became aware of the advisability of acquiring a branch railroad line, connecting at Galion and ultimately extending westward. Accordingly, later on, Marion County voted for $100,000 stock in this branch to be called the "Bellefontaine and Indiana Railroad," which was to extend from Galion through Marion to Union City, on the Ohio-Indiana border. The stock sold moderately well, but construction of the branch did not begin for five years.30

It was in 1848 that the Indianapolis and Bellefontaine Railroad Company acquired a charter from the State of Indiana, allowing it to sell capital stock worth $1,000,000.31 This company then began construction on a railroad beginning at Indianapolis, and extending east to Union City for the purpose of linking up with the proposed Bellefontaine and Indiana Railroad from Galion.32 This, of course, had many implications for the people of Marion, because the Bellefon-

29. Ibid.

30. Leggett, loc. cit.


32. Ibid.
taine and Indiana Railroad would then be part of a main line, rather than just a branch. Bellefontaine and Indiana stock then sold much better.

The actual building of the Bellefontaine and Indiana Railroad was due, to a great extent, to the efforts of a local lawyer, James H. Godman. He was actually the chief promoter of the railroad. In 1848, he drew up the act and helped secure its passage by the State Legislature, which chartered the Bellefontaine and Indiana Railroad Company. During the same year he was elected president of the company, and then worked to complete its organization, with the main office of the company being established in Marion. The line was soon after surveyed from Galion through Marion, Bellefontaine, and Sidney, to Union City. The company issued $800,000 in stocks and bonds, with Mr. Godman directly influencing residents of both Marion and Shelby Counties to buy stock. Under his management, the road was built and equipped in a little over two years. He then continued as president of the company until the fall of 1856, when he resigned to practice law in Marion. 33

When the survey was being made for the railroad through Marion, a bitter dispute broke out between residents and merchants as to the exact route to be selected through the village. The merchants, led by James H. Godman, wanted the road

to follow Center Street, while certain residents, led by Judge John Bartram, wanted it to be located by their homes on North (now Mill) Street. Judge Bartram won out, and the track was laid along North Street, about a block north of Center Street, through a residential district. The first train was run from Galion to Marion on August 28, 1852. In June, 1853, through trains to Union City, a distance of 119 miles, commenced to run. Marion, from this time on, grew at a much faster pace, as can be evidenced by the fact that Marion's population in 1852 was twelve hundred people, but this figure had more than doubled by 1870, and had increased by 1895 to almost ten thousand inhabitants.

On April 1, 1856, in accordance with the provisions of a contract accepted by the boards of directors of the Bellefontaine and Indiana, and the Indianapolis, Pittsburgh, and Cleveland (previously the Indianapolis and Bellefontaine) Railroad Companies, the operation of the two roads was consolidated, thus forming a through-line from Galion to Indi-


35. Ibid. It was not long until the winners had acquired reasons to regret the railroad's location, and ever since, property south of Center Street has been given preference for home sites. As a result, the city grew more to the south rather than to the north.


37. Leggett, loc. cit.

38. The Marion Star, loc. cit.
anapolis. By the provisions of the contract, the stock of the corporations remained separate, with each road to receive the full benefit of its receipts, but the engines and cars were thrown into common stock. An executive committee was created, composed of two directors of each company, and the president of the Bellefontaine and Indiana line, for the purpose of having control of matters connected with the operation of the combined road. 39

The Bellefontaine and Indiana Railroad was successful from its beginning. The gross earnings of the line from the date of its opening for through-business on July 1, 1853, to the end of that year amounted to $100,423. 40 The gross earnings for 1856, when the company consolidated with the Indianapolis, Pittsburgh, and Cleveland Railroad, totaled $395,950. 41 In this year, the directors of the Bellefontaine and Indiana Railroad declared a dividend of 4 per cent. On capital stock, this amounted to $75,264. 42

Railroad lines were opened through to St. Louis in 1855, and this resulted in a great increase in the freight traffic carried by the Bellefontaine and Indiana and the


41. Ibid.

42. Ibid., p. 10.
Indianapolis, Pittsburgh, and Cleveland Railroads. The immense amount of freight concentrated at Indianapolis from the East, and from Cincinnati, was greater than the roads west of that point could handle, thus causing delays in shipping. The result was that the Bellefontaine and Indiana had to refuse large amounts of freight offered at Marion, Galion, and also Crestline, because it could not be forwarded. During the three months of August, September, and October, 1856, the company refused more freight than it transported. This problem helped to develop a desire among the inhabitants of Marion for another railroad to pass through the town.

Both the Bellefontaine and Indiana and the Indianapolis, Pittsburgh, and Cleveland had the same problem from 1855 to 1862—too small an amount of equipment. This had been a reason for joining the roads, but as each had the same problem, one could not help the other. In 1861, the Cleveland, Columbus, and Cincinnati Railroad Company purchased

43. Ibid., p. 15.
44. On April 11, 1853, the Ohio & Pennsylvania Railroad had completed a line from Pittsburgh to Crestline, Ohio. At the same time, the Ohio & Indiana Railroad Co. was building a line from Crestline west to Fort Wayne, Indiana, completing it on November 1, 1854. The Bellefontaine & Indiana was then quick to extend its rails six miles northwest of Galion, to connect with these lines at Crestline.


both these roads. It was then quite evident that the amount of motive equipment had to be increased, but as this was done, there developed increased maintenance expenses, as the rails wore out faster. Thus, heavy expenditures were made in 1863, and much larger ones incurred in 1864. The expenses of the Bellefontaine and Indiana portion of the road alone, in 1864, were $308,125 more than in 1863, much of this figure being spent on new cars and engines.

But along with the increase in freight during the war years went also a rapid increase in earnings. The gross earnings of the Bellefontaine and Indiana in 1864 amounted to $976,881, which was an increase of $225,659 over the previous year. The company's balance in 1864, after operating expenses, interest, and taxes, totaled $176,361. Thus, in this year, the company was able to pay a 6 per cent dividend to its stockholders.

On September 27, 1864, the Bellefontaine and Indiana and the Indianapolis, Pittsburgh, and Cleveland Railroad

49. Ibid., p. 8.
50. Ibid., p. 7.
51. Ibid.
52. Ibid., p. 13.
lines, stretching from Crestline, Ohio to Indianapolis, Indiana, were united and consolidated into one road, the Bellefontaine Railway Company, having an approved capital stock of $4,500,000. Four years later, in April, 1868, this road was consolidated with the Cleveland, Columbus, and Cincinnati Railroad Company, under the name of the Cleveland, Columbus, Cincinnati, and Indianapolis Railway Company. During 1880, the total gross earnings for this company amounted to the sum of $4,440,514. After all taxes, interest, and expenses were paid, the net earnings were $905,208; from which amount a 5 per cent dividend adding up to $749,540 was paid to the stockholders. Total freight shipped on this line from Marion in 1880 was 42,346,585 lbs., with live stock, stone and lime, lumber and other forest products, and manufactured items being at the top of the list of amounts shipped. The increase in business can be seen by the fact that 12,724,643 lbs. of freight were shipped from Marion in 1871 on this road.

56. Ibid.
57. Ibid., p. 36.
58. Third Annual Report of the Cleveland, Columbus, Cincinnati, & Indianapolis Railway Co. (For the year 1880), p. 24.
Years later, in 1889, after further consolidations, this road took the name of the Cleveland, Cincinnati, Chicago, and St. Louis Railway Company, or the "Big Four" system, as it was commonly known. This railroad at present is part of the New York Central system.

The second railroad to reach Marion was the Atlantic and Great Western, which eventually served to help connect Cincinnati with New York City. The Franklin and Warren Railroad Company was chartered March 10, 1851, to construct a railroad from Franklin, in the southwestern part of the state, through Marion and other communities to the Ohio-Pennsylvania border, by way of Warren, Ohio. On October 17, 1855, the name of this railroad was changed to the Atlantic and Great Western.

Marion County residents had bought over $100,000 worth of stock in this railroad company by the end of 1852. The local subscription list was headed by Bradford R. Durfree, Ozias Bowen, and J. S. Copeland at $5,000 each. Construction and grading soon commenced, but in a short time some of the subscriptions were repudiated, lawsuits followed, work came to a stop, and eventually most of the local stockholders lost the value of their stock.

The Atlantic and Great Western, while retaining its

60. Ibid.
61. Leggett, op. cit., p. 381.
same name, consolidated with several other railroad lines in August of 1865.\textsuperscript{62} Within a short time after this date, the rails of this company finally reached Marion.\textsuperscript{63} An 1875 railroad map of Ohio shows both the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad and the Atlantic and Great Western Railway passing through Marion.\textsuperscript{64} The Atlantic and Great Western Railroad carried on a somewhat precarious existence until January 6, 1880, when it was sold, and became a part of the New York, Pennsylvania, and Ohio Railroad.\textsuperscript{65} From that time on, the stretch of track which previously had been known as the Atlantic and Great Western did a much more prosperous business, due in part to better shipping facilities.\textsuperscript{66}

The third railroad to lay tracks through Marion was the Columbus and Toledo Railroad Company. This company was incorporated on May 28, 1872, for the construction of a railway from Columbus to Toledo, with the route to be located through the towns of Delaware, Marion, Upper Sandusky, Carey, and Portoria. A citizens' meeting was held in Marion early

\textsuperscript{62} Ibid.

\textsuperscript{63} Ibid.

\textsuperscript{64} "Railroad Map of Ohio, 1875" (Prepared for the 1875 Report of the Commissioners of Railroads, by O. W. Gray & Son, Philadelphia), in Ohio Comes of Age, by Philip D. Jordan, pp. 112-13.

\textsuperscript{65} Leggett, loc. cit.

\textsuperscript{66} Ibid.
in the summer of 1873, at which time twenty-five local men were appointed to a committee to raise money for stock in the proposed line. 67 This committee collected altogether $165,000. 68 The subscription list included many of the prominent inhabitants of Marion, and was headed by Robert Kerr and Amos H. Kling at $5,000 each; J. J. Hane, J. Ballantine, and J. S. Reed at $2,000 each; and T. P. Wallace at $1,500, with many others at $1,000. 69

Construction began on the Columbus and Toledo Railroad on August 17, 1875, and by November, 1876, the stretch of track between Columbus and Marion (forty-six miles) was completed. This portion was then opened in consideration of the urgent requests of the stockholders, plus the businessmen along the line. The entire line between Columbus and Toledo was completed on January 10, 1877. 70

During the post-Civil War years, probably the most important Ohio railroad constructed was the Columbus and Hocking Valley, built in the late 1860's. 71 This tapped the mineral region of southwest Ohio and became the great coal road of the state. This railroad company, plus the Columbus and Toledo, and the Ohio and West Virginia, all of which M.

67. Ibid.
68. Ibid.
69. Ibid., p. 382.
70. Ibid., p. 381.
71. Roseboom, op. cit., p. 112.
M. Greene of Columbus was president, were consolidated into one company—the Columbus, Hocking Valley, and Toledo Railway Company—on September 10, 1881, with a total capital stock of $10,000,000. This was done for the purpose of further developing the Hocking Valley coal land by improving even to a greater extent its railroad facilities. Thus, while the Big Four System divided the state from the southwest to the northeast, connecting Cincinnati and Cleveland; the Columbus, Hocking Valley, and Toledo crossed Ohio from the southeast to the northwest, connecting the Ohio River with Toledo.

The usefulness of the Columbus, Hocking Valley, and Toledo Railroad to Marion commercial interests can be seen by the fact that in the year 1887, the total freight from Marion shipped on this line amounted to 222,910,195 lbs. Of this amount, the largest single item shipped, as listed in the company's annual report for that year, was stone and lime, which made up 142,551,526 lbs. of the aggregate freightage. Lumber, flour, grain, and manufactures also made up an important part of the total.

The initial agitation for the building of the Chicago and Atlantic Railway, to run from Marion west to Lima, de-

veloped in the local community prior to 1873. Leading Marion citizens who took part in this movement were Judge John Bartram, H. T. Van Fleet, Thomas McMurray, C. H. Norris, Ira Uhler, S. R. Dumbler, Timothy Fahey, and P. O. Sharpless. These individuals and others formed a committee to solicit subscriptions for stock in the proposed railroad. This was accomplished in a short period of time, and the grading of the line's route was thus commenced, being completed in the year 1873 between Marion and Kenton. But 1873 was a panic year for the economic interests of the United States, and thus, construction on this railroad was completely stopped for about six years.75

With the eventual return of prosperity, more funds amounting to about $50,000 were acquired from individuals in Marion and its surrounding area, with the result that the Chicago and Atlantic was finally completed from Marion to Lima in the summer of 1883.76 This railroad by 1895 had changed its name to the Chicago and Erie, and owned extensive yards and transfer freight houses in Marion.77

The Columbus, Shawnee, and Hocking was the last addition to Marion's railroads before the turn of the century. It was opened during the early 1890's, and extended from the coal fields of southeastern Ohio through Marion to Lake Erie.

75. Leggett, op. cit., p. 383.


77. Jacoby, History of Marion County, op. cit., p. 142.
at Sandusky.\(^{78}\)

Marion, by 1895, had thus been reached by five railroads which included the following: the Big Four; plus the two lines of the Erie system, being the Chicago and Erie, and the New York, Pennsylvania, and Ohio; and the two coal lines running from the coal fields of southern Ohio to Lake Erie, the Columbus, Hocking Valley and Toledo, and the Columbus, Shawnee and Hocking.\(^{79}\) By this year, Marion County contained a total of 110 miles of railroad track, not including the various sidings, and its rail facilities equalled or surpassed those of any city its size in the state.\(^{80}\)

Immigration and an Adequate Labor Supply

The railways coming to Marion stimulated agriculture in the area and gave impetus to the advent of manufacturing. But the rails by themselves were not enough to bring prosperity to Marion. Other things were needed for factories to develop; these included an adequate supply of men having business and industrial leadership ability, plus a sufficient working force. Marion was blessed with a number of the former, found in the inventive genius and business ability of members of such families as the Hubers, Barnharts, McMurrays, McMurrays, McMurrays,

\(^{78}\) "Five Railroads," *The Marion Star*, June 15, 1895, p. 20.

\(^{79}\) Ibid.

\(^{80}\) Jacoby, *History of Marion County*, op. cit., pp. 141-142.
Kings, Evanses, Owenses, and Faheys.

Marion has never had a period when it lacked sufficient workers for its industrial enterprises. An important reason for this during the 1800's, of course, was the fact that from 1830 on, many immigrants supplemented Marion's population and working force. Marion County's early pioneers were almost exclusively native-born Americans; being from further south in Ohio; from Kentucky, Pennsylvania, Virginia, and New York; and from the New England States.\footnote{Ibid., p. 60.}

Beginning with 1830, emigrants who had left Germany began to arrive in the Marion area. This German immigration continued for twenty years, many of these people having taken part in the revolutionary movements in the "Fatherland." During the two decades from 1850 to 1870, large numbers of immigrants also began to infiltrate into the local county and village from Ireland, having been driven out of that country by starvation and oppression.\footnote{Nevin O. Winter, A History of Northwest Ohio, I, p. 495.}

In 1880, Ohio's total population numbered 3,198,239 persons. Of these, 394,743, or slightly over 12 per cent, were foreign born. At that time, over 96 per cent of all the foreign immigrants to Ohio were either English speaking or German speaking people.\footnote{Jordan, op. cit., p. 255.}
Marion County's population in 1880 was 20,565. Of this figure, 1,761 were born in foreign countries; with 1,017 from Germany, 450 from Ireland, 193 from England and Wales, 69 from Canada, 16 from Scotland, and 16 from France.\(^{84}\)

From 1890 past the turn of the century, the growth in Marion's population was almost entirely American, usually from nearby counties.\(^{85}\) The one exception to this was the numerous arrivals from Italy, many of whom found employment with the railroad companies whose lines passed through the city.\(^{86}\)

Capital and Banking

Marion's manufacturing industries, from 1865 to beyond the first decade of the twentieth century, were almost entirely owned and controlled by local capital. These industries were built on home capital, with very little money being borrowed by Marion citizens from eastern capitalists.\(^{87}\) This was in part due to the fact that certain local citizens with moderate funds had here the opportunity to develop and expand the amount of their capital. But it was also due to the development of highly successful local banking enter-

\(^{84}\) Howe, op. cit., p. 189.

\(^{85}\) Winter, loc. cit.

\(^{86}\) Ibid., p. 496.

\(^{87}\) Frederick E. Guthery, "Industrial Marion," Ohio Illustrated Magazine, II (May, 1907), p. 429.
prises, which were able to make loans to the industries in time of need during their rather unstable early years of development. During the years following 1865, Marion had a larger capital in its banks than any of its neighboring towns. While Marion's growth dates from the time when it was connected by rail with the outside world, the inference that it owes its prosperity to its railroads and its manufacturing establishments alone is only partially correct. In Marion, much credit is also due to its financial institutions.

Prior to 1840, there were no banks in the county. Most of the banking by local individuals was done at Delaware or Columbus, although Sandusky was a strong competitor, as most of the grain raised in the county was hauled to that port for shipment. 88

The first attempt at local banking came as a side line of the mercantile business. What is now known as the Marion County Bank had its beginning when J. A. Reed and Dr. Henry A. True came to Marion from New York City in August of 1839. 89 Soon after his arrival, Mr. Reed opened a general store on North Main Street opposite the courthouse. The front of this establishment (Reed's Cash Store) was painted in squares like a checkerboard, and thus it soon acquired the nickname "The Checkered Store." 90 Dr. True, who had himself started the

89. A Brief History of Marion County, op. cit., p. 7.
90. Ibid.
practice of medicine, furnished the capital for Mr. Reed's venture. 91 Mr. Reed handled merchandise, grain, and cattle, and soon branched out into banking in a modest way. He began making loans at 10 per cent interest to cattle buyers, and eventually began also to receive deposits. 92 Finding these efforts to be profitable, he finally decided to pay exclusive attention to the banking business.

In 1840, Mr. Reed, Dr. True, and R. H. Johnson organized a regular bank, with a capital of $30,000, under the firm name of J. S. Reed & Co., with Mr. Reed as president and Dr. True as cashier of the bank. This establishment quickly became the money center for Marion and the adjoining counties, as people found it more convenient to do their banking at home. Three years later, in 1843, this firm was reorganized under the name of the Marion County Bank, this name being retained to the present time by its successor. 93 The organization prospered through the years, and in 1877 the capital was increased to $100,000, all the stock being held by local individuals. 94 By 1895, this bank had a paid up capital stock of $200,000, said total being acquired in 1891, 

92. Philomen Gregg and Dorothy Klehm, Marion County and City (Unpublished booklet, Marion, Ohio, 1958), p. 2.
When it became an incorporated institution. 95

The present National City Bank of Marion, known as the Farmers' and Mechanics' Bank in 1895, traces its origin from the Bank of Marion, organized September 27, 1851, by Judge Bowen, C. Brady, Robert Kerr, Abraham Monnett, and others. 96 Judge Ozias Bowen was its first president and Washington W. Concklin its first cashier. 97 Mr. John J. Hane, being a skilled bookkeeper, became cashier in 1860, and by 1895 was president of the organization. 98 This bank was incorporated in 1864 as the First National Bank, but five years later surrendered its charter and was again reorganized by seven partners as a private bank known as the Farmers' Bank. 99 Abraham Monnett was then president, with Robert Kerr and J. J. Hane as cashiers. 100 The capital funds of this firm had grown by 1884 to the total amount of $125,000. 101

For about a quarter of a century following its reorganization as the Farmers' Bank, the firm had continuous

95. Ibid.


97. Ibid.


99. Ibid.

100. Ibid.

increasing success. Then, within a short time of one another, both Mr. Monnett and Mr. Kerr died. Mr. Hane, who had been increasing his holdings from time to time, now became the principal owner of the bank. Mr. Hane wanted to enlarge the influence and usefulness of the bank, with the result that the Farmers' and Mechanics' Bank was incorporated under the state's banking laws in September of 1891, with a paid up capital of $200,000.

As principal owner of the Farmers' and Mechanics' Bank, Mr. John J. Hane rendered the Marion Steam Shovel Co. much valuable assistance during the economic depression of 1893-7. This company at times during these years was unable to meet the payroll, and Mr. Hane always managed to provide the required cash necessary to keep the company in operation.

Another financial organization established during this period, but of lesser importance to the economic prosperity of the town than the others, was the Marion Deposit Bank. It was established on June 10, 1854, by Orren Patten and T. P. Wallace. The bank continued under this proprietorship until 1872, when Mr. Patten died; Mr. Wallace then becoming sole proprietor. He was still serving as cashier of


103. George W. King, The Marion Steam Shovel Company Family, p. 64.


105. King, op. cit., p. 46.
the firm in 1895, having come to Marion in 1840 from Pennsylvania.106

The last bank to be established in Marion during the 1800's was the Fahey Bank. Mr. Timothy Fahey came to America from Ireland as a poor young man, and secured work in Marion on the Bellefontaine and Indiana Railroad, which was then under construction.107 Industrious and economical, he soon saved enough money to start a boarding camp for the men engaged in building the railroad. To that business he later added a line of groceries, then dry goods, and finally, in 1872, in one corner of his general store, he opened up a small bank, with a capital of about $12,000.108 This was jocularly known as "The Bank of Ireland."109

This bank, named Fahey's Bank after Mr. Fahey, had accumulated a capital of $60,000 by 1884.110 The institution was incorporated as the Fahey Banking Company in 1893, with a capital stock of $175,000, which was increased in April of 1895 to $225,000, all paid up.111 Today, the Fahey Bank, one of Marion's strongest financial houses, exists as

107. King, op. cit., p. 66.
110. The Marion Democratic Mirror, loc. cit.
111. The Marion Star, June 15, 1895, p. 8.
a result of Mr. Fahey's ability.

Thus, in summation of this chapter, it is evident that during the thirty year period following the Civil War, Marion either already had, or else then developed, the qualifications necessary for becoming an industrial metropolis. Its railroad facilities not only reached many markets, but were also capable of bringing to Marion the needed raw materials for manufacturing. An adequate labor force was available, as was sufficient local capital to build and maintain the industries. Finally, Marion had a supply of young men who, without formal training in the field, did have abilities which enabled them to become successful industrial leaders.
CHAPTER IV

INDUSTRIALIZATION: 1865-1895

Ohio was unsurpassed as a farming state in 1850. Yet, during the decade of the 1850's, Ohio began to feel the competition of western products grown on the rich prairies of the upper Mississippi region and sent east by railroad. Despite great agricultural progress between 1850 and 1880, Ohio lost ground relatively, as the prairies were quickly becoming the agricultural center of the nation. Ohio, by 1880, had dropped to third place in wheat production and fifth place in corn production, while its livestock, though far more numerous and valuable than in 1850, gave it only fourth place in 1880, in comparison to its being ranked as second in this area in 1850.¹

The agriculture of the whole country was undergoing revolutionary changes during these decades, and Ohio was a striking example, with the vicinity of Marion being an even more specific example. The use of farming machinery as a result of the Industrial Revolution, the advent of scientific agriculture, and the revolution in transportation wrought by the railway—these were all fundamental factors in the trans-

formation of agriculture. The Marion County farmers of the 1880's had reapers, thresher, mowing machines, cultivators, corn planters, wheat drills, steel plows, steam engines, and other labor-saving machines unknown or little used forty years before. The important fact to be noted here is simply that there thus existed an extensive local market for the manufacturing of farm machinery. As Marion industrialized to produce a variety of manufactures, local factories were established to take advantage of not only the local demand, but also the state-wide and nation-wide demand for farm machinery.

Industrial Leaders

Marion's industrialization and resulting prosperity was, of course, the work of many individuals, but a few in particular stand out. Of prime importance in this group were Edward Huber, Henry M. Barnhart, and George W. King. The prosperity of Marion was certainly influenced by the inventive genius, enterprise, economic ability, and integrity of these men. Mr. Huber, Mr. Barnhart, and Mr. King had a strong affinity for one another and seemingly took advantage of every available opportunity to be in one another's company. They seldom lacked for an interesting subject to talk about, for their natures were very much alike. While other men were eagerly seeking pleasures and pastimes, they were discussing business. But their business was a joy to them and they no doubt all benefited from their frequent exchange
of ideas.

EDWARD HUBER

Edward Huber, who was in reality the father of Marion's early manufacturing industries, for he figured quite prominently in the organization of most of them, was born on a farm near Kelso, Indiana, September 1, 1837.² His father, Philip Huber, was from Weildorf, Germany, where he had learned the cabinet maker's trade; and was one of four brothers who came to the United States from Germany.³ Philip Huber arrived in this country when yet a young man and settled in Philadelphia. He later married Miss Mary Kerns, who was also a native of Germany, having come to America in 1834.⁴ They then left Philadelphia and moved to Indiana, purchasing a farm near the town of Kelso, Dearborn County, Indiana.⁵

Soon after Philip Huber moved to the farm, he erected a cabinet shop to supplement the income from the products of the farm. There being little demand for boughten furniture in the vicinity of Kelso, he soon turned his attention to making doors, sashes, and even coffins. Edward, his second oldest son, at an early age showed a marked inclination to-

². George W. King, The Marion Steam Shovel Company family, p. 90.
³. Ibid.
⁴. Portrait and Biographical Record of Marion and Hardin Counties, Ohio, p. 131.
⁵. Ibid.
wards things mechanical, soon becoming quite adept with woodworking tools. Later, Philip Huber made woodwork for wagons, sending them with his son Edward to a blacksmith located in Kelso, who completed the wagons by doing the necessary ironwork. The boy at times volunteered to help the blacksmith with this work, and by the age of fifteen, Edward felt himself competent to "iron-off" the wagons by himself if a blacksmith shop were built for him. His father finally agreed to this, and Edward did his work so well that a great demand for his father's wagons was soon created.  

Edward Huber labored in the blacksmith shop at home for approximately ten years, gradually developing a decided ability as an inventor. He designed and produced numerous useful articles, and in 1863 invented a revolving hay rake, on which he secured his first patent. 7 Mr. Huber was a good business man as well as a mechanical genius; but, like a great many men of his time, he had no formal educational advantages other than those afforded by the public schools of his neighborhood.

In 1865 Edward Huber married Miss Elizabeth Hemmerle, of Kelso. By this time, being thoroughly convinced of the merits of his rake, he decided to seek a place suitable for a manufacturing site. Mrs. Huber's brother, John Hemmerle, had resided in Marion, Ohio for several years. Mr. Hemmerle

7. Ibid., p. 92.
advised Edward Huber of the abundance of hickory and ash that
grew in the vicinity of Marion; these woods being well suited
for the construction of the rake. Therefore, soon after
their marriage, the Hubers decided to move to Marion.8

The year 1865, with the arrival of Edward Huber to
Marion, marks the beginning of the town’s industrial career.9
Mr. Huber arrived in Marion with $500, and began the manu-
ufacture of his rakes in Kanable Brothers’ planing mill, lo-
cated on the corner of State and Mill Streets, Marion.10
Four hundred rakes were made at this mill, and they met with
a ready sale among the farmers, thus being established the
beginning of an important industry in Marion, eventually re-
sulting in the incorporation of the Huber Manufacturing Com-
pany.11 The invention of the rake proved a great boon to
farmers, and during the next thirty years, over two hundred
thousand of the Huber revolving hay rakes were produced in
Marion.12

It was through Mr. Huber’s instrumentality that Marion
had advanced to the manufacturing reputation which she enjoy-
ed by 1895. Mr. Huber continued to produce new inventions

8. Ibid.
10. Ibid.
during the thirty year period from 1865 to 1895, including a revolving road scraper, a threshing machine, and a traction farm engine. These developments gave him a reputation that extended throughout America, with Mr. Huber having acquired by the time of his death about fifty patents on his inventions and improvements.13

Mr. Huber's broad and energetic business spirit was not confined to the Huber Manufacturing Company alone, but was also prominently identified with many of the other industries in Marion. Many new enterprises received the benefit of his wide experience as well as his financial support. He served as president of the Huber Manufacturing Company and the Marion Steam Shovel Company from the time of their organization until his death. He was also president, for varying lengths of time, of the Automatic Boiler Feeder Company, the Marion Implement Company, the Marion Malleable Iron Works, and the Marion National Bank. Mr. Huber also served in other official capacities with nine other Marion industries and institutions.14

Edward Huber's death, on August 26, 1904, was a severe blow to the community of Marion, which his energy and inventive genius had helped convert from a country village into a city with a great variety of business and manufacturing en-

He had always been ready to cooperate with any worthy undertaking which was for the benefit of the city of Marion. His loss was deeply felt, as is evidenced by the fact that, to show respect for him and appreciation for his services to the community, all of the city's factories and business houses were closed on the day of his funeral.

Henry M. Barnhart

The crowning success of the life of Henry M. Barnhart was the invention of the Barnhart Steam Shovel. Mr. Barnhart was born on a farm in Warren County, Ohio, on August 28, 1846, and while yet a young boy, moved with his parents to a farm about one mile east of the village of Marion. While having had few opportunities for gaining a formal education, he did, through observation and self-culture, acquire a substantial amount of knowledge, and became a well-read young man.

John Barnhart, Henry's father, while being a successful stock farmer, also had a strong mechanical tendency. He always tried to make use of the latest farm machinery, and showed great skill in repairing and taking care of it. Henry had the same aptitude as his father towards things mechanical, and showed ability far in advance of his years in looking after the farm machinery; but much to the disappointment


of his father, he never did become much interested in farming or in livestock. The Bellefontaine and Indiana Railway ran along the north side of his father's farm, and, as a boy, the younger Barnhart's ambition was to become a locomotive engineer. 17

After his marriage to Miss Martha Mouser on January 14, 1868, Henry Barnhart continued to work for his father on the farm, but having no natural taste for this type of work, he soon abandoned the farm and purchased an old dilapidated steam sawmill near Prospect, Ohio. The mechanical ability of Mr. Barnhart enabled him to make sufficient repairs on the old mill to put it on a paying basis, without a great expenditure of money. Later selling this mill, he erected another sawmill in connection with a planing mill and lumber yard on West Center Street in Marion, several blocks west of the courthouse. While operating this lumber yard and mill, he and his brother John formed a co-partnership, engaging in the contracting business. During the mid-1870's, they built many houses in the growing town of Marion. 18

Unfortunately for Henry and John Barnhart, their mill and lumber yard was completely destroyed by fire in 1876. They were only partially covered by insurance and their loss was a crushing blow. Mr. Barnhart and his brother thus had

17. King, op. cit., p. 86.
18. Ibid., p. 87.
to abandon the business they had started.\textsuperscript{19} 

Soon afterwards, a nation-wide panic developed in the United States, being seriously felt in Marion. There being nothing for Henry Barnhart to do in the contracting business, he accepted a position with the Columbus and Toledo Railroad, which had just recently been completed to Marion. Eventually he was put in charge of the company's carpenters and bridge builders. This position he held until the period of construction of the Chicago and Atlantic Railroad (completed in 1883), at which time he then accepted a similar position with the new road.\textsuperscript{20} 

Mr. Barnhart was also placed in charge of the gravel pits along the Chicago and Atlantic line, from which the ballast was acquired for the railroad bed. While serving in this position, Mr. Barnhart had periodic difficulty with the operator of the "Oswego Boom Machine:" this machine being a crude fore-runner of today's power shovels.\textsuperscript{21} Steam shovel operators were very scarce at that time, and this doubtless made the individual in question feel more independent. This particular operator frequently did not report for work, and, as this situation often caused serious delays in the work, Mr. Barnhart finally decided to operate the steam shovel him-

\begin{itemize}
  \item \textsuperscript{19} Ibid.
  \item \textsuperscript{20} Ibid., p. 88.
  \item \textsuperscript{21} J. Hull Wilson, "Made in Marion, Serving Man Around the World," \textit{Beautiful Ohio}, II (September, 1960), p. 23.
\end{itemize}
Mr. Barnhart did not run the shovel long, however, until he experienced trouble with the swinging gear. Its reverse motion was accomplished by means of a bevel gear and two pinions, which frequently broke, resulting in annoying delays. While in the midst of repairing these one day, it was pointed out to him by Colonel Smith, the individual in charge of building the railroad, that if someone could invent something to do away with the troublesome swinging gears, his fortune would be made. This set Mr. Barnhart's inventive mind to working, and he determined to build a steam shovel that would eliminate this feature, and would withstand the constant and heavy strain to which such a machine is subjected.

During the year 1883, Henry Barnhart developed a model of his invention, and this led to the incorporation of the Marion Steam Shovel Company in August of 1884. From this time until his death, September 25, 1890, the success of the Marion Steam Shovel Company was Mr. Barnhart's chief aim and he served the company in the capacities of director, vice-president, and general manager from 1884 to his death in the

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22. King, loc. cit.


24. King, op. cit., p. 88.

25. Ibid., p. 19.
year 1890. During these years, he continued to produce new inventions in the line of dredges and other excavating machinery, meanwhile making improvements on these plus his steam shovel.

Mr. Barnhart was also very prominent in the organization in 1888 of the Marion Electric Light and Power Company. He was among the first to foresee the convenience of incandescent lights in the home, and his was the first home in Marion to be lighted by electricity.

George W. King

George W. King was born on February 19, 1854, near "King's Mills" in Marion County, Ohio. His father, George T. King, farmed and also operated the woolen mills and saw-mill, as had his father before him. George W. King, after completing his education in the local district school, began to pay a great deal of attention to the mechanical operation

26. Ibid., p. 90.


28. J. Wilbur Jacoby, History of Marion County, Ohio, p. 274.

29. George W. King's grandfather, Titus King, was born near Rutland, Vermont, in 1793. After having operated mills in several other parts of Ohio, he moved to Marion County in 1830 and invested $500 in eighty acres of virgin black walnut forest land. Along with the land, he received a mill site on the Clentany River, which flowed through it. He built a sawmill and a woolen mill on this site, and they were known for many years after as King's Mills. Many of the early frame houses in Marion were built from lumber sawed in these mills.
of his father's mill, and displayed a good comprehension of practical mechanics while helping to make improvements in the mill. When George was eighteen years old, he assisted carpenters in rebuilding the sawmill, and during this period, Mr. Nelson Tallet, the millwright, taught him how to make mechanical drawings to scale and how to work from them. 30 The foundation of Mr. King's success was laid during his boyhood, by his acquiring the habit of saving a portion of his earnings, no matter how small they were, and when a business opportunity later presented itself, he was prepared to seize it.

Mr. King had no educational advantages other than a common country school education, yet when he was twenty years old, he designed and took charge of building a stone dam across the Olentangy River; the stone being quarried from a nearby location. 31 This deposit of stone later led to the development of important stone quarries near Marion. George King continued to work for his father until he was twenty-eight. During this period he designed and built a water wheel, and took the machinery out of the old woolen mill and converted it into a mill for grinding feed and corn meal. In making these changes, he frequently made wooden patterns and took them to the Huber Manufacturing Company to have castings

31. Ibid., p. 12.
made from them; in this way becoming better acquainted with Edward Huber.

During the early 1880's, Mr. Huber became interested in the wooden model of a hay carrier that Mr. King had designed. With the carrier, hay could be lifted straight up from the wagon until it cleared the beams in the barn, and could then be carried back into the mow any required distance. Mr. Huber felt the device was worthy of a patent, and an agreement was hence made whereby Mr. Huber would assist in getting one and would pay the patent fees in return for one-half interest in the carrier. The patent was acquired on April 25, 1882. An arrangement was then made whereby the Huber Manufacturing Company was to produce the castings, and Mr. King would then haul them to King's Mills, where they were to be assembled. During the first year a very good business was developed among the local farmers. In the following year, 1883, Edward Huber sold his interest in the hay carrier business to Mr. King, and then made arrangements for Mr. King to move to Marion, with room in the Huber shops on North Main Street to assemble his hay carriers there.

During the same year Mr. Henry Barnhart had interested Mr. Huber in the steam shovel which he had invented, and they decided to get a patent to produce it. A pattern maker was needed, and Mr. Huber, being aware of Mr. King's ability in

32. Ibid., p. 15.

33. Jacoby, History of Marion County, loc. cit.
that line of work, requested of him that he make patterns for the new shovel, while employing another man to assemble the hay carriers. During the month of August, 1884, the Marion Steam Shovel Company was incorporated, with Mr. George King being appointed general superintendent of the mechanical department, and also being included on the board of directors.\textsuperscript{34} To begin with, the company had little ready cash, and Mr. King, whenever he could afford it, accepted stock rather than wages for his work.

In January of 1885, Mr. Jacob Keiler, one of the other directors of the Marion Steam Shovel Company, offered to buy Mr. King's carrier business. Mr. Keiler could not pay cash, as he had put all of his money into the steam shovel company, and thus an agreement was made whereby Mr. King took shovel stock in return for his carrier business.\textsuperscript{35} From then on he was able to devote a greater share of his time to the interests of the Marion Steam Shovel Company. This firm was to become one of the chief factors in making Marion the progressive little city that it was by 1895.

Much of Mr. King's time from 1885 to 1888 was spent in erecting and starting machines in the field, and also in working in the pattern shops where he made such changes as his experience had taught him would make the shovels and bal-

\textsuperscript{34} King, op. cit., p. 18.

\textsuperscript{35} Ibid., p. 21.
last unloaders produced by the company more efficient. 36 He rose to the position of superintendent of the company's factory in January of 1888, and held this position until January of 1891, then taking over the office of general manager, which had been held by Henry M. Barnhart until his death in 1890. 37 Mr. King was also vice-president from January 1, 1895 until September, 1904, at which time, following Mr. Huber's death, he became president of the firm. 38 The company's present successful condition is due in great part to Mr. King's effort and ability, as, not only did he help provide the firm with leadership ability, but also patented over thirty improvements which he made in the company's shovels, ballast unloaders, and dredging machinery. 39

Mr. King did not limit his talents to the Marion Steam Shovel Company, but was also identified in an official capacity with a number of other Marion Business enterprises; among these being the Huber Manufacturing Company, the Farmers' and Mechanics' Bank, the Prendergast Lumber and Coal Company, and the Marion County Telephone Company. 40

35. Ibid., p. 23.
37. Jacoby, History of Marion County, op. cit., p. 146.
38. Ibid.
40. Jacoby, History of Marion County, op. cit., p. 274.
Beginnings of Modern Industrialization

The first faint signs of the trend towards industrial growth in Marion were manifested during the decade of the 1850's, following the construction of the Bellefontaine and Indiana Railroad. Even following this development, though, the increase in the number of industries in Marion was slow and gradual, continuing in like manner through the 1860's and 1870's.

The Civil War did not result in an increase of the town's industrial growth, as local factories did not exist that were capable of producing war supplies, and no new ones were created in Marion for that purpose. Actually, this war had just the opposite effect on Marion and hindered local industrialization during the 1860's, as it took from the area many of the young men who would have otherwise qualified as industrial workers or leaders. Conditions had returned almost to normal by the beginning of the 1870's, and as a result, the number of industrial enterprises being established was on the increase. The panic of 1873 hindered industrial expansion somewhat, but this was only a temporary setback.

Among the local enterprises which developed during the decades of the 1850's and 1860's were included a grain elevator, a flour mill, a small tile factory, and the Marion Gas Light Company. The latter company dated its inception to the autumn of 1861, when it was organized by local citi-
zens.\textsuperscript{41} By May of 1862, the capital stock had grown from $12,000 to $16,000, with the total capital invested in this company amounting to $50,000 by 1895.\textsuperscript{42} The city by 1883 had sixty-five street lamps lighted with natural gas taken from local deposits, besides forty more furnished with coal oil.\textsuperscript{43}

The manufacturing of sulkies, buggies, and other types of vehicles ranked high on the list in regards to industrial importance in Marion during the years immediately following the Civil War. Mr. William Cull had established a small shop in Marion during the year 1855 to produce carriages, buggies, and surreys.\textsuperscript{44} While his shop, at the most, produced a combined total of only twenty of these a year, he continued in this local business during the rest of the nineteenth century.

Marion, during the latter part of the 1800's, was to become famous in the world of horse racing. The McMurray and Fisher Sulky Company (as it was known in 1895) was established in 1866 by T. J. McMurray and R. H. Moore.\textsuperscript{45} The

\textsuperscript{41} Leggett, Conaway & Co., editors, \textit{The History of Marion County, Ohio}, p. 507. (Hereafter known as Leggett)

\textsuperscript{42} \textit{The Marion Star}, op. cit., p. 26.

\textsuperscript{43} Leggett, loc. cit.

\textsuperscript{44} "William Cull," \textit{The Marion Star}, June 15, 1895, p. 2.

\textsuperscript{45} Jacoby, \textit{History of Marion County}, op. cit., p. 146.
factory was consumed by fire in March of 1868, at which time Mr. Moore retired from the firm.\(^{46}\) Within a short time, Mr. McMurray had the works rebuilt, in the form of a two-story brick building located on North Main Street, and in 1870 W. B. Fisher became a partner in the firm.\(^{47}\) A few years later the firm had developed its product to the extent that it received a bronze medal for its sulkies at the World's Columbian Exposition held in Chicago in 1893.\(^{48}\) This company, while not great in size, had developed into the largest producer of race track sulkies in the country by 1895, and represented a capital investment of \$100,000.\(^{49}\) The market for these sulkies became quite extensive, with sales being made to customers throughout the United States, and also to customers in South America, Europe, and Australia.

The McMurray and Fisher Sulky Company was also noted for producing an extensive line of carriages, buggies, and spring wagons. During the 1880's, the combined total output of these items amounted to about three hundred annually. The total value of Marion's manufactures in 1881 came to \$56,151, with over half of this amount being for sulkies,

\(^{46}\) Ibid.

\(^{47}\) Ibid.


\(^{49}\) The Marion Star, op. cit., p. 3.
The McMurray and Fisher Company employed thirty workers by 1895, with the annual sales at that time amounting to approximately $50,000, and steadily increasing.  

The areas of manufacturing which were developing in Marion during the 1870's included the production of furniture, especially chairs. The chair factory that was in existence in Marion during this decade was located on the corner of West (Prospect) and Silver Streets. A small building had been erected on the site many years before, and it was used as a woolen factory and carding mill during and following the Civil War. The building was converted into a chair factory in 1872, and a flourishing business was conducted by this company, headed by Elisha Hardy, H. Copeland, J. R. Paddock, and M. J. O'Brien. This chair company lasted until July 25, 1876, when the factory burned down, at a loss of about $16,000 to the owners.  

Even though the chair factory was never rebuilt, several other producers of furniture established small factories in Marion during the next few years. Henry Shaffner, a local inhabitant, began the production in 1877 of various types of furniture in his small factory which he located be-

51. The Marion Star, loc. cit.
between South Main and East (State) Streets. Here he employed four men to help him with the work. William Ackerman, who concentrated primarily on the manufacturing of parlor furniture, established his factory and furniture store on South Main Street in 1885. Mr. Ackerman had come to this country from Germany in 1880, obtaining employment in one of the large furniture concerns in Chicago, and from that city came to Marion in 1885.

Basic Industries

The rapid development of Marion's prosperity during the fifteen year period from 1880 to 1895 was not due to any one industrial concern alone. A variety of industries developed in Marion, as is evidenced by the fact that Marion had, in 1880, a large hay rake factory, two harness and saddle manufactories, an extensive foundry and iron works, and several concerns engaged in carriage and wagon production, with one of these also producing sulkies. Other local enterprises included a furniture factory, a planing mill, a flour mill, several lumber yards, a grain elevator, a tile factory, a gas light company, and several stone quarries in the nearby vicinity of Marion. But several of Marion's industries of the period from 1865 to 1895 must be considered

53. Ibid., p. 503.
55. Ibid.
as basic to the community's growth and prosperity; this being in view of the number of workers they employed, plus the wealth which the sale of their products brought to Marion. The industries being referred to here are the Huber Manufacturing Company, the Marion Steam Shovel Company, and the local lime and stone quarries.

Huber Manufacturing Company

The Huber Company dates its inception to the year 1865, when Edward Huber came to Marion from Indiana, his intentions being to establish a shop in which to manufacture the revolving hay rake that he had invented. Upon his arrival, he made arrangements to rent the use of a machine located in Kanable Brothers' planing mill for twenty-five cents an hour, and thus commenced to produce his rakes. This mill was a stone building, located at the present corner of North State and Mill Streets.

In 1866 the firm of Kowalke, Hemmerle, Monday, and Huber was formed to manufacture the Huber Rake. The planing mill of Kanable Brothers was taken over by the firm to serve as its factory, and Mr. Huber was selected to serve as superintendent of the works. During this period Mr. Huber

56. The Marion Star, op. cit., p. 2.

57. Historical Atlas of Marion County, Ohio, Harrison, Sutton, and Hare, publishers, p. 106. (Hereafter known as Historical Atlas)

58. King, op. cit., p. 93.
designed and built a very ingenious machine, which was used in the construction of the rakes. This machine would bore and mortise the rake heads and insert the teeth in them automatically. This resulted in less expense in the production of the rakes, besides greatly increasing the output of the factory.

In 1870 Mr. Kowalk and Mr. Hemmerle retired from the business, and Mr. Huber organized the firm of Huber, Gunn, and Company; Mr. Monday withdrawing a little while later.\(^5^9\) The company continued to produce the rakes under this firm name until November 30, 1874, at which time the Huber Manufacturing Company was incorporated with a capital stock of $75,000, and with Mr. Huber as president.\(^6^0\) The incorporators of this concern were Edward Huber, E. Durfuree, J. J. Hane, Lewis Gunn, and M. W. Haines.\(^6^1\) When the new firm was established, it took over the properties and business of Huber, Gunn, and Company. But the old planing mill was no longer large enough for the accommodation of the company's rapidly increasing business of manufacturing and selling agricultural machinery. Therefore, further arrangements were made so that the firm was able to take over the properties of the Holmes and Seffner Machine Works on January 11,

\(^5^9\) Ibid.
\(^6^0\) Ibid., p. 94.
\(^6^1\) Jacoby, History of Marion County, op. cit., p. 143.
The latter company had been organized in 1868 by F. P. Seffner of Marion and William H. Holmes of Galion. 63

William Henry Holmes occupies an important place in the history of the Huber Manufacturing Company. He was born in 1833, in Newcastle, Delaware. As a youth, Mr. Holmes learned the machinist's trade at a locomotive works in Paterson, New Jersey, investing his first earnings in a shotgun. After his marriage, Mr. Holmes moved to Sandusky, Ohio, and worked for the Klotz and Kromer Company, builders of marine motors. Here he put his shotgun into commercial use by shooting ducks in the early morning and in the evening after work, for sale in Sandusky. In this manner he was able to save enough money to start a small machine shop in Galion, Ohio, in 1858. His little shop grew until he was building engines and sawmill machinery, plus many other items. 64

In 1868 William Holmes formed a partnership with Mr. F. P. Seffner, of Marion, and moved his shop from Galion to Marion, locating it near the Big Four Railroad track on North Main Street, and continued operation under the firm name of Holmes and Seffner. 65 This plant consisted of a machine shop, a foundry, a forge shop, a boiler shop, and a wood working department, it being the first actual machine

63. Ibid.
64. King, op. cit., p. 43.
65. Ibid.
shop in Marion. Unfortunately, Mr. Holmes died on December 18, 1871, with the result that the loss of the concern's mechanical head reduced its success.66 As has already been stated, the Huber Manufacturing Company was in need of additional factory space after its incorporation during November of 1874, and thus this concern purchased the Holmes and Seffner shops in January of 1875.67

The Huber factory rapidly expanded and was soon producing a variety of farm implements. In order to make additional use of the iron working department of the new company, Mr. Huber invented a revolving road scraper, which received first prize at the Centennial Exposition held in Philadelphia during the year 1876.68 Edward Huber also patented a farm traction engine in 1877, this type of engine serving primarily the purpose of providing the necessary power to operate separators for threshing grain.69 Meanwhile, the firm continued to manufacture hay rakes, producing seven thousand in 1877.70 The Huber Company was, by the next year, not only producing farm engines, hay rakes, and revolving and box steel road scrapers, but was also doing the most ex-

66. Ibid., p. 44.
68. King, op. cit., p. 94.
70. Historical Atlas, loc. cit.
tensive planing mill business ever carried on in the community. The business of the concern had increased to such an extent by 1878 that the company's shops covered an area of two town blocks, and the products of the firm were in demand throughout the United States and also in Europe. 71

In 1879 the Huber Grain Thresher was invented; this having been a joint project of Mr. Huber and Mr. Fred Stroble. 72 Shortly after this, Mr. Huber also developed and placed into production a self-feeder for threshing machines. A corn planter was another item which was soon being produced by the company. During the period starting with the middle of the 1870's and extending through the decade of the 1880's, Edward Huber acquired many patents, not only on his own farm machinery creations, but also on improvements which he made on other farm implements.

The Huber Manufacturing Company continued to make rapid progress during the early part of the 1880's. In 1881 the capital stock of the firm was increased to $150,000. 73 The company by 1883 employed approximately 150 men, and during that year manufactured about 150 farm engines, 150 grain threshers, 2,000 steel revolving road scrapers, 3,000 steel dump scrapers, and 6,000 revolving hay rakes. 74 The concern

71. Ibid.
72. Leggett, op. cit., p. 503.
73. Ibid., p. 502.
74. Jacoby, History of Marion County, loc. cit.
at this time occupied about five acres of land, with its
shops, offices, lumber yard, and shipping facilities, and
paid out in wages to employees about $60,000 annually. 75

During the panic of 1884, the Huber Company, as did
various other local industries, found itself in great finan-
cial difficulties. Production could not be kept up because
would-be customers did not have the money to buy the com-
pany's products. Thus, it came to pass that in 1884 Mr.
Huber, in order to prevent the closing down of the Huber
Manufacturing Company's works, arranged to have the firm
build two steam shovels for the Marion Steam Shovel Com-
pany. 76 The latter company had just been established, and
at that time did not yet have the proper facilities for pro-
duction purposes.

The Huber Company was quick to regain its prosperity
after 1884, and in a very short time even surpassed its ear-
lier success. During 1888 the firm's board of directors de-
cided to increase the size of the factory. Following the
completion of this construction, the Huber shops totaled
twenty-five buildings in all, being located on property be-
tween North Main and State Streets. This location was adja-
cent to both the New York, Pennsylvania, and Ohio and the
Big Four Railroad tracks. 77

75. Ibid.
76. King, op. cit., p. 21.
77. The Marion Star, op. cit., p. 4.
As has already been stated, the Huber Company made road scrapers, corn planters, and hay rakes. All of these were later taken out of production to make room for the growing threshing machine and farm engine trade. The traction engine produced by the firm was an excellent product, as is verified by the fact that it won every contest for engines of its class at the World's Fair held in Chicago in 1893. 78 But Mr. Huber felt that the rake business was too good to do away with it completely, as over two hundred thousand rakes had been sold by the firm by 1890. 79 Therefore, through his efforts the Implement Manufacturing Company was established in 1890 to produce the Huber Revolving Rake, plus other assorted farm implements and hardwood furnishings. 80 This company was incorporated under the laws of Ohio on October 27, 1891, with a capital stock of $25,000, and with Edward Huber as its president. 81 The concern, located at the corner of Greenwood Street and Wilson Avenue, already had annual sales of over $100,000 by 1895. 82

The capital stock of the Huber Manufacturing Company had been increased several times during the years following

78. Jacoby, History of Marion County, op. cit., p. 144.
79. King, op. cit., p. 94.
80. The Marion Star, loc. cit.
82. The Marion Star, loc. cit.
its incorporation until the paid up stock totaled $500,000 in 1895. By this year the firm's employees totaled nearly five hundred men, representing an annual payroll expenditure of about $200,000. The annual sales of the company in 1895 amounted to over $1,500,000. 83

Yet, even with the preceding figures, the Huber Company had not yet reached the peak of its success in 1895. By the time another decade had passed, the firm had developed into one of the largest threshing machine factories in the world, with thirteen branch offices throughout the United States. 84 The company's old quarters between Main and State Streets were inadequate by 1899, and therefore, in that same year, a new twenty acre site on Greenwood Street was acquired, with a new manufacturing plant then being erected upon it. 85 By 1906 the company's plant covered nearly thirty acres, with the capital funds invested in the firm amounting to $1,000,000, and the annual value of its products being over $2,000,000. 86

During the years following 1895, Mr. Huber continued to give the work of the Huber Manufacturing Company his personal attention, acting as mechanical engineer and superin-

84. Jacoby, History of Marion County, op. cit., p. 143.
85. King, loc. cit.
86. Jacoby, loc. cit.
tendent, as well as president, until his death which occurred on August 26, 1904. As has been manifested, under his personal supervision the Huber Company developed into a large industry, being one of the best of its kind, and Marion began to attract increasing attention as a manufacturing center.

Marion Steam Shovel Company

The first steam shovel was built in the year 1839, having been designed and patented by a Mr. Otis of Boston, Massachusetts. It was a very crude affair in comparison to later shovels, and while operating the machine near Springfield, Massachusetts, Mr. Otis was killed. Very little improvement was made over the early steam shovels until the year 1883, when Henry M. Barnhart of Marion, Ohio, developed a new structural design for a steam shovel. Mr. Barnhart, who later also developed new models of dredges and ballast unloaders, acquired his ideas from actual experience, having served in the position of operator on several different makes of steam shovels. While working in this capacity, he was continually annoyed by delays due to breakage in the machinery. In this manner the need for improvement in the construction of steam shovels was impressed upon him.

88. Marion Steam Shovel Company Catalogue, loc. cit.
89. Ibid.
Henry Barnhart's ingenuity and impatience deserve much of the credit for the founding of the Marion Steam Shovel Company. Concluding that he could eliminate the basic faults of other shovels in a machine of his own design, he made models of his improvements and then showed them to Mr. Edward Huber, from whom he sought financial aid to be used in the actual production of his shovel. Mr. Huber believed that Mr. Barnhart's ideas were practical, but to satisfy himself further on this point, he accompanied Henry Barnhart to Chicago, where examples of most of the steam shovels then in production were on exhibition. After seeing these exhibits, Mr. Huber proposed to Mr. Barnhart that he would take care of acquiring a patent on the shovel and would provide the necessary money to build an experimental machine in return for half interest in the invention. This was acceptable to Mr. Barnhart, and thus was laid the foundation for the Marion Steam Shovel Company. 90

Since Edward Huber was furnishing the finances for the building of the first shovel, it was decided that it would be constructed in the Huber shops on North Main Street in Marion. Mr. George King was hired to make the patterns for the new shovel, and he and Mr. Barnhart worked all winter during 1883 on the actual construction of the shovel. 91

90. King, op. cit., p. 89.
After this first shovel was completed, it was sold to the Cincinnati, Jackson, and Mackinaw Railroad Company, and was put to use in a gravel bank near Greenville, Ohio. The selling price of this shovel was slightly over $5,000. It was assembled by Mr. Barnhart himself after it reached its destination, and he also operated it the first season. This enabled him to note any defects which became evident through use of the machine, and he made the necessary improvements by working on the shovel at night. Hence, by the time the first season was over, the shovel had been developed into a very efficient piece of machinery, having embodied the better features of the machines on which Mr. Barnhart had experience, plus his own original improvements.

During Mr. Barnhart's stay at Greenville, he conceived a plan for a device that would unload gravel or ballast from railroad cars by plowing it off. When Mr. Huber was informed of the idea for the new ballast unloader, he proceeded to acquire a patent on it and then ordered the Huber shops to make one according to Henry Barnhart's plans. Both the steam shovel and the ballast unloader proved a great success and laid the foundation of what later became a great industry, surpassing both Mr. Barnhart's and Mr. Huber's most optimis-

92. King, op. cit., p. 18.


tic expectations. 95

On August 4, 1884, Henry Barnhart's inventive genius, Edward Huber's executive and financial ability, and George King's faculty for handling men and machinery combined talents and formed the Marion Steam Shovel Company. 96 The firm was incorporated on this date, with a capital stock totaling $50,000. 97 At a stockholders' meeting on August 21, 1884, the company organized by electing the following board of directors: Edward Huber, Henry M. Barnhart, Jacob Keiler, George W. King, and John A. Wolford. 98 Mr. Wolford was a prominent Marion lawyer who consented to serve on the board for a short time in order to give necessary legal advice. Mr. Keiler had established a planing mill and lumber yard in 1882 at a location west of the Columbus, Rocking Valley, and Toledo Railroad on West Center Street. 99 He operated this business until 1884, when he turned it over to the Marion Steam Shovel Company at the time when he identified himself with the firm. 100

The officials of the new company included Mr. Huber as president, Mr. Keiler as treasurer, Mr. Barnhart as gen-

96. Wilson, loc. cit.
97. King, loc. cit.
98. Ibid.
99. Ibid., p. 62.
100. Ibid., p. 56.
eral manager of the plant, and Mr. King as superintendent of the mechanical department. The first stock in the company was subscribed as follows: Mr. Keiler turned his planing mill and lumber yard over to the concern, taking stock for the same. Mr. Barnhart and Mr. Huber turned over their patents on the steam shovel and the ballast unloader, taking their value in stock. Huber, Barnhart, and Keiler added to their holdings by putting in additional cash, and George King and several of Mr. Barnhart's friends took as much stock in the new concern as they could afford. 101

During the autumn of 1884, stock in the concern did not sell readily, and the new enterprise did not meet with much encouragement. The panic of 1884 seriously affected the struggling young company and had it not been for Mr. Huber, who frequently came to its rescue with his own personal finances, the company would have probably then failed. This period was also discouraging for the company because it was then that Mr. Barnhart discovered by actual practice that various parts of the first shovel were either too weak or else improperly designed. As has been previously noted, he made changes in the design until the shovel was fully acceptable. The Marion Steam Shovel Company at this time had very little ready cash, and both Mr. King and Mr. Barnhart drew barely enough for their living expenses, taking the rest of

101. Ibid., p. 20.
their pay in company stock. 102

During the latter part of 1884, the construction of two shovels was begun, these being built for the firm by the Huber Manufacturing Company. 103 By the next spring, the Marion Steam Shovel Company was ready to begin production on its own premises, and during this year the dredge business was added to the company's products. 104 After the details of Henry Barnhart's inventions had been strengthened, adjusted, and tested in actual service, the shovels, dredges, and ballast unloaders built under the Barnhart patents marked a new epoch in the building of excavating machinery. To give an idea of the favor with which these machines were received, the company sold five steam shovels and nine ballast unloaders in 1885, whereas in the year 1890, fifty-eight shovels and one hundred and forty-three ballast unloaders were sold. 105 Dredges were also sold, but the company during these years was concentrating more on the production of machines for use in railroad construction, with many of their early shovels being rail mounted. 106 The Marion Steam Shovel Company built these machines in a variety of sizes, and other manufacturers began to copy the design principles as nearly as they could.

102. Ibid.
103. Guthery, loc. cit.
104. Ibid.
106. Wilson, loc. cit.
without infringements upon the company’s patents.

During the decade of the 1890’s, several new fields of usefulness were found for the steam shovel. There had been several attempts before the 1890’s to strip-mine coal by means of scrapers and excavators, but the machines used were very impractical, and not until the Marion Steam Shovel Company built a machine to accomplish this work was coal taken from this type of mine successfully. During this period the company perfected a shovel that was to revolutionize coal mining methods where coal veins did not lie more than fifty feet below the surface of the ground. 107 Also, about 1892, when a great amount of iron ore mining was developing in the Lake Superior region, steam shovels began to be used in the stripping and loading of this ore. 108

The Marion Steam Shovel Company was by 1895 the largest and best equipped factory in the United States for the building of the type of machinery it produced. 109 The firm in this year was the only manufacturer of ballast unloaders in the world, and King’s Ditcher, the invention of George W. King, was the only ditching machine of its kind manufactured. 110 The company’s capital had been increased in 1886

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110. Ibid.
to $100,000, and by 1895 the firm had a capital stock of $500,000, with $375,000 of this amount paid up.\textsuperscript{111} From two hundred to three hundred workers were employed during the latter year, representing a weekly payroll of approximately $2,000.\textsuperscript{112} The sales for the first complete year of business of the firm (1885) amounted to $19,000, but the business increased so rapidly that by 1895 it reached slightly over $325,000.\textsuperscript{113} Even this figure would have been greatly exceeded during that year had it not been for the economic recession which extended from 1893 to 1897 and forced the company to shorten the length of its working day and week for a period of time.\textsuperscript{114} The rapidly increasing growth of the company's business can also be evidenced by a statement of the number of its employees at given periods. During 1890 there was a monthly average of 150 men employed, whereas by 1900 the figure had increased to 310, and by 1906 this figure totaled 1,300 workers.\textsuperscript{115}

While the Marion Steam Shovel Company had begun the manufacturing of dredges as early in its history as 1885, the concern did not begin to emphasize this area of produc-

\textsuperscript{111} Ibid.

\textsuperscript{112} Ibid.

\textsuperscript{113} Portrait and Biographical Record, op. cit., p. 182.

\textsuperscript{114} King, op. cit., p. 46.

\textsuperscript{115} Jacoby, loc. cit.
tion as a major portion of its yearly output until about the turn of the century. From this time on, the company played an important part in adding to the total area of tillable fertile land in our country. The firm furnished many excavating machines and dredges which were used in irrigation works in the reclamation of arid lands in many western and south-western states, from Texas to Washington. Dredges were also produced which were responsible for draining vast tracts of swamp land in such areas as Illinois and around New Orleans, transforming them into productive and fertile regions. Other areas of usefulness for Marion's dredges included the deepening and widening of harbors and channels, while the elevator or continuous-bucket type of dredge became very important in placer gold mining, resulting in increasing the world's supply of gold.\textsuperscript{116}

Following 1895, the Marion Steam Shovel Company quickly proceeded to become the dominant figure among Marion's productive industries. Whereas the firm had originally engaged in the manufacture of steam shovels used by the railroads, it steadily expanded its operations until it became a leader in producing machines for some of the largest excavation and construction projects in the world, these including such as the building of the Panama Canal and Boulder Dam.\textsuperscript{117}

Since its organization in 1884, the firm had grown

\textsuperscript{116} King, \textit{op. cit.}, p. 38.

\textsuperscript{117} \textit{The Ohio Guide}, American Guide Series, p. 428.
from a small plant in an old planing mill into the largest factory of its kind in the world during the first decade of the 1900's. The company had steam shovels and dredges at work in every state and territory of the United States, plus in every province and territory of Canada, and in many of the other countries of the world. The annual sales of the company had increased during the same period from a few thousand dollars to over $3,000,000 by 1907. The firm's largest steam shovels during this year sold for approximately $15,000. In the dredge line, the prices for the dipper dredges ranged from $3,500 to $30,000, while an elevator or continuous-bucket dredge cost over $100,000. The plant had expanded by this time until it covered forty acres of land and consisted of twelve large buildings, with a capacity of producing forty machines per month. In 1907 the firm employed about sixteen hundred men, and the monthly payroll was approximately $75,000. The capital stock of the company by then had been increased to $1,000,000. Practically every dollar of this stock was owned by local citizens.

118. Guthery, op. cit., p. 431.
119. Ibid., p. 432.
120. Ibid.
122. Ibid., p. 146.
123. Ibid.
124. Ibid.
and it was distinctly a Marion enterprise. During the next few decades this firm was to figure more prominently in the upbuilding of the present industrial Marion than any other concern.

Lime and Stone Industry

In addition to the agricultural development of Marion County and the prosperous manufacturing industries of the city of Marion, another great asset which the area was noted for during the latter years of the 1800's was its extensive limestone quarries. Several outcroppings of this valuable building material were discovered immediately adjacent to the city of Marion as well as at other points in the county. Eventually it became common knowledge that a limestone formation extended in almost a direct line from Columbus to Lake Erie, bisecting Marion County. So far as is known at present, Marion County contains no other important mineral resource.

The early pioneers in and about Marion first acquired knowledge of these great stone deposits while involved in digging their wells. These pioneers produced lime in the most primitive fashion by burning the stone upon log piles. Pot kilns were also used for this purpose. At a very early date the stone made its appearance in the buildings of the town, with the stone Methodist Church which was built on East (State) Street during the early 1840's serving as an example. Following the log cabin period, many of the town's early
buildings were placed upon foundations of native limestone.

The vast beds of limestone were to become a source of enduring wealth for the community. The first individual to turn towards the local stone deposits on a full time commercial basis was Josiah S. Copeland, who started a blue limestone quarry about the year 1839.\textsuperscript{125} This original quarry later stopped producing, and has therefore since been filled up. Later on, in 1857, Mr. Christian Haberman discovered an outcropping of the stone on a piece of land about four blocks northeast of the courthouse.\textsuperscript{126} During the same year, he purchased half an acre of the land, paying $150 for it, and then proceeded to develop a small quarry for the purpose of producing blue limestone of a quality excellent for building purposes.\textsuperscript{127} This enterprise was successful, with the result that his original investment returned him thousands of dollars. The size of this quarry was eventually expanded, and by 1883 Mr. Haberman employed twenty quarriers to help him with the work.\textsuperscript{128} Nathan Peters was the first one to make highly extensive and profitable sales of the local stone, by furnishing large quantities of material for the construction of the masonry for the Atlantic and Great Western Rail-

\textsuperscript{125} Winter, \textit{loc. cit.}.
\textsuperscript{126} Leggett, \textit{op. cit.}, p. 504.
\textsuperscript{127} \textit{Ibid.}
\textsuperscript{128} \textit{Ibid.}
road shortly after the Civil War.\textsuperscript{129}

The community's pioneer in modern kiln lime burning was John Owens, a native of Wales. During the early 1860's, he began the industry six miles south of Marion on the outcrop located on the James Coffey farm.\textsuperscript{130} Years later, in 1876, the Columbus and Toledo Railroad Company laid its tracks adjacent to this location.\textsuperscript{131} With the impetus provided by the improved shipping facilities, this enterprise developed into the extensive Owen Station Quarry.

The earlier stone interests were located to the south-east of Marion, but the greater development by 1895 was in the north and northwestern parts of the city, plus the adjacent region. This extensive outcrop of limestone was discovered in 1877 during the work of constructing that portion of the Columbus and Toledo Railway which extended on northwest of Marion towards Toledo.\textsuperscript{132} The first quarry opening established in this newly discovered stone deposit was made by a company organized by Squire Payne, of Marion.\textsuperscript{133} John Evans, who had previously been a Welsh miner, became propri-

\textsuperscript{129} "Splendid Oak Hill," \textit{The Marion Star}, June 15, 1895, p. 7.

\textsuperscript{130} George Christian, "Limestone Industry of Marion County," \textit{Ohio Illustrated Magazine}, II (May, 1907), p. 454.

\textsuperscript{131} Leggett, \textit{op. cit.}, p. 381.

\textsuperscript{132} "Splendid Oak Hill," \textit{loc. cit.}

\textsuperscript{133} Christian, \textit{op. cit.}, p. 455.
etor of this quarry in 1882.\textsuperscript{134} Meanwhile, the Marion Stone Company, created by C. E. Smith and George F. Smith in May of 1878, had established a quarry about one mile northwest of Marion, along the Columbus and Toledo Railroad.\textsuperscript{135} During 1882, the Norris and Christian Lime and Stone Company was organized by Caleb H. Norris and George B. Christian, and proceeded to begin quarry operations in the same vicinity.\textsuperscript{136}

The John Evans Quarries, located at "Stone Cut" on the lines of the Columbus, Hocking Valley, and Toledo, and the Columbus, Shawnee, and Hocking Railroads, comprised 239 acres of fine stone land by 1895. These quarries were producers of white lime, blue and grey building stone, and also crushed stone. The blue limestone used in building was of top quality, and the shipments of building stone from this quarry location averaged thousands of railroad carloads per year. Crushed stone was shipped from these quarries regularly for use in macadamizing roads and streets, with the crushing capacity of the Evans Quarries being sixty carloads per day. The white lime manufactured here also had a national reputation by 1895, with exhibits of the Evans stone and lime having won first prize at the World's Fair held in

\textsuperscript{134} "Splendid Oak Hill," \textit{loc. cit.}

\textsuperscript{135} Leggett, \textit{op. cit.}, p. 504.

\textsuperscript{136} "Splendid Oak Hill," \textit{loc. cit.}
Chicago in 1893.\textsuperscript{137}

The demands for the products of the Evans Quarries in 1895 were constantly increasing, and while the firm had a capacity of eighteen hundred bushels of lime daily, it was unable to keep up with orders. Employment during this year was given to between 75 and 125 men, with the payroll for the same year amounting to about $30,000. The firm at this time was under the control of Mrs. John Evans, who had assumed control at the time of her husband's death on February 24, 1894. She also owned a half interest in the Owen Station Quarry, this half interest having been purchased by her late husband in 1893.\textsuperscript{133}

The Norris and Christian Lime and Stone Company had by 1895 developed into one of the largest lime and stone producing companies west of the Appalachian Mountains. In 1882 Caleb H. Norris and George B. Christian purchased from Jacob Lust eighty acres of land northwest of Marion at a point adjacent to the Columbus and Toledo Railway. Here a quarry was established, and five kilns, having a capacity of thirteen hundred bushels of lime, were erected. At this time a stone crusher was also placed into operation. Later this firm purchased some adjoining land and erected a second plant, this one with a capacity of two thousand bushels of lime

\textsuperscript{137} "The Evans Quarries," \textit{The Marion Star}, June 15, 1895, p. 7.

\textsuperscript{138} \textit{Ibid.}
daily. Mr. James S. Reed, of the Marion County Bank, then purchased an interest in the business. This made available additional funds which were partially used by the concern to acquire additional quarry land. By this time, the property additions made by the firm located it immediately adjacent to the northwest city limits of Marion. A third plant, having a capacity of twenty-four hundred bushels of lime daily, was also then promptly constructed, this one including a large stone-crushing, screening, and separating mill. 139

By 1895 the Norris and Christian Company was operating a total of seventeen lime kilns. The firm's shipping facilities were very favorable, as both the Columbus, Hocking Valley, and Toledo, and the Columbus, Shawnee, and Hocking Railroads passed directly through its property. Direct connection by switch was also had with the other railroads passing through Marion. The total possible production of the firm in 1895 was nearly six thousand bushels of lime every twenty-four hours. Also, the company had facilities capable of producing ten railroad cars of building stone and twenty-five carloads of crushed macadam daily. At this time it would have required forty-seven railroad cars to contain the possible output of this company for a single day. It was not an uncommon thing for this company during the early 1890's to forward one hundred trains of its products during

three months of its busy season.\textsuperscript{140}

Lime was shipped by the Norris and Christian Company in both bulk and barrels, with the cooper shops of this concern having a capacity of one thousand barrels daily, this being no small industry in itself. The firm's commercial lime was made of stone measures that analyzed 67 to 70 per cent lime and about 30 per cent magnesia, this being considered an excellent combination for building, plastering, or chemical lime. The market area for the products of this concern stretched by 1895 from the Mississippi River to the Atlantic Coast. Plans were being carried out by the company during this year to add a fertilizer department to its plants with the intention of not only expanding along the lines of their past products, but also through the production of high grade fertilizer.\textsuperscript{141}

Marion and the adjoining area had a total of five quarries in operation during 1895, with the number of quarriers employed in these works amounting to nearly three hundred laborers. The combined payrolls of the local quarries at this time amounted to about $80,000 yearly. A great feature of this industry was that approximately 95 per cent of the product was exported to outside markets, thus bringing into Marion a constant revenue and contributing greatly to

\textsuperscript{140} Ibid.

\textsuperscript{141} Ibid.
a favorable balance of trade. 142

Marion's quarry business had not yet reached its peak in 1895. By the time another ten years had passed, the combined yearly output of the various quarries amounted to over two million bushels of lime and close to six hundred thousand tons of stone. The shipping value of these products by the middle of the first decade of the 1900's had risen to about $750,000, while employment in the works varied from 450 to 900 men. 143

Multiple Variety of Smaller Industries

By 1895 a variety of smaller factories, other than those already mentioned in the first part of this chapter, had been established in Marion. Most of these had developed during the fifteen year period preceding 1895. A partial list of the products of these smaller firms would include mattresses, washing machines, lumber and doors, railroad ties, delivery and undertaker wagons, candy, beer, flour, carpenter tools, farm machinery, boilers, and jacks. Any attempt to discuss all of these firms would extend this paper quite beyond a reasonable length. Hence, the writer has selected several to be summarized, these to serve as examples of the smaller concerns.

A Marion firm which by 1895 was rapidly developing

142. Ibid.

143. Christian, loc. cit.
into a substantial industry was the Marion Malleable Iron Company. This concern was incorporated on April 30, 1887, with an authorized capital stock of $50,000. Only $27,000 at this time was actually paid in. The management of this business was conducted with a marked degree of inefficiency, and the firm soon found itself $30,000 in debt. On January 1, 1889, the company was reorganized with Edward Huber in the position of president of the firm. From that time on, the patronage and prosperity of the company materially increased. The firm made a profit even in 1894, while, due to the prevailing economic condition of the area and nation as a whole, many other companies were simply trying to maintain their existence.

During 1895, the Marion Malleable Iron Company employed about sixty-five workers, with a weekly payroll amounting to approximately $700. The business of this concern was that of producing iron and brass air furnace castings, along with wood and metal pattern work of various descriptions, such as jacks, hoisting devices, hay carriers, and carriage hardware. The firm's annual sales at this time totaled over

145. The Marion Star, October 20, 1894, p. 8.
146. Ibid.
148. The Marion Star, loc. cit.
$100,000.\textsuperscript{149}

The Marion Brewing and Bottling Company was just in the process of development during 1895. This concern was incorporated on October 10, 1894, with a proposed capital stock of $100,000.\textsuperscript{150} Slightly over $90,000 of this subscribed amount was eventually paid in.\textsuperscript{151} The promoters of this industry represented the prosperous German element of the community. A five-story brewery plant was erected on Bellefontaine Avenue during the early part of 1895.\textsuperscript{152} The equipment in this plant made it one of the most modern businesses of this type in Ohio. Production began later that year, with the facilities of the firm being capable of producing twelve thousand barrels of its product, Pilsner and Lager Bottled Beer, per year.\textsuperscript{153} Actual production figures were closer to eight thousand barrels yearly, with about fifteen men being employed by the firm.\textsuperscript{154}

The Marion Manufacturing Company owed its existence to the inventive ability of Fred Strobel and J. W. Stringer.

\textsuperscript{149} "Malleable Iron Company," loc. cit.

\textsuperscript{150} Jacoby, History of Marion County, op. cit., p. 153.

\textsuperscript{151} Ibid.

\textsuperscript{152} "Marion's Brewery," The Marion Star, June 15, 1895, p. 6.

\textsuperscript{153} Marion, Ohio (Unpublished Marion Chamber of Commerce pamphlet, January, 1905), p. 9.

\textsuperscript{154} Jacoby, loc. cit.
In 1876 Peter LaTourette came to Marion from New York State and established a foundry and machine works in which he produced drain tile machines.\textsuperscript{155} This works later became the starting shops for the Marion Manufacturing Company. The concern was started on a small scale by Mr. Strobel and Mr. Stringer in 1886, at which time the company was incorporated with a capital of $50,000.\textsuperscript{156} By 1895 this amount had increased to $150,000.\textsuperscript{157} The items produced by this company included "Leader" threshing machines, traction engines, stationary engines, and boilers. During this period the annual sales of the company amounted to nearly $200,000, with the market area for these products extending from the Mississippi River east to the Susquehanna River, north through Michigan, and south as far as Tennessee.\textsuperscript{158} The firm by 1895 was employing from eighty to one hundred workers, with the total weekly wage amounting to about $1,000.\textsuperscript{159} The works by this time consisted of two large buildings, plus a number of smaller ones.

A business of an entirely different nature was the John F. Lust and Son Company. Mr. Lust was born in Germany

\textsuperscript{155} Leggett, \textit{op. cit.}, p. 602.

\textsuperscript{156} "Manufacturing," \textit{The Marion Star}, June 15, 1895, p. 4.

\textsuperscript{157} \textit{Ibid.}

\textsuperscript{158} \textit{Ibid.}

\textsuperscript{159} \textit{Ibid.}
and came to Marion in 1871. Here he soon afterwards established a small bakery. In 1873 he formed a partnership with another individual and purchased a confectionery store and bakery, this being known as John F. Lust and Company. Two years later Mr. Lust bought out his partner, and from 1875 until 1884 the firm was operated as a wholesale and retail confectionery and bakery. From that year on, Mr. Lust emphasized the exclusive sale of wholesale confectioneries, with the company's facilities consisting of a two-story factory on North Main Street. Much attention was given to the production of chocolates and creams, and in this line, Mr. Lust's candies were considered among the finest in the state. During 1895 this business, by then known as the John F. Lust and Son Company, employed between fifteen and twenty persons, and had a market area extending over Ohio and eastern Indiana. The company continued to expand even after the turn of the century, until by 1907 it shipped an average of one and a half tons of candy and nuts daily, and did an annual business of $100,000.

161. Ibid.
162. Ibid.
163. Ibid.
164. Ibid.
This completes the discussion of the industries that had been established in Marion by 1895. Most of these companies were backed by home capital, with the local incorporated companies at this time representing a capital stock of over $3,000,000. Marion's population had increased but two thousand people from the time of the town's founding until 1865. But industries were then beginning to develop, and, as a result, the town's population increased five-fold during the next thirty years, so that by 1895 the population of Marion was approximately ten thousand inhabitants.

168. Ibid.
SUMMARY AND CONCLUSION

The writer of this paper has indicated that in his opinion the prime objective in the teaching of history is to equip students with insights and understandings which will assist them in their roles in an ever-changing society. Our present-day society, with its emphasis upon industrial and scientific matters, requires that these insights encompass more than situations of just a political or military nature. This study helps to fulfill this requirement by providing for use by students, detailed resource material on the industrial growth of a single city. Thus, instead of this being an attempt to provide conclusions for pupils, the basic purpose of this study has been to make resource data available in order that students might make use of it in acquiring basic comprehensions and establishing their own conclusions.

Marion, from the date of its founding in 1822 until the period of time following the Civil War, had only slow and hesitant growth. The proprietors of the original town plat had thought that the selection of Marion as the county seat would produce a resultant rapid increase in the town's population, but in this opinion they were wrong. The town's inhabitants numbered only 285 in 1830. Progress was at such a standstill during the 1840's, that for a period of time
the town lost its charter. The prevailing attitude among Marion's local inhabitants during this decade was that the acquisition of a railroad would serve as a remedy for the town's stagnant advancement. The Bellefontaine and Indiana Railroad passed through Marion in 1852, but this event did not have the desired results, as it was followed within a short time by an epidemic of Asiatic cholera and then by a nation-wide economic panic. The railroads did help to bring prosperity to Marion, but not until the post-Civil War era. Following the example of the Bellefontaine and Indiana, four other railroads extended their tracks through the community during the thirty year period from 1865 to 1895, and thus today Marion has railroad facilities equaling or better than those of any city its size in the state.

In general terms, industry greatly increased and expanded in the North during the Civil War. This did not hold true for Marion, as no industries existed or were established in the town for the production of war supplies. The war actually had the opposite effect on Marion's possible industrialization during the 1860's, as it took from the community many of the young men who otherwise would have qualified as industrial workers or leaders. An economic recession which tended to hinder industrialization occurred in 1873, but by the middle of the 1870's conditions had returned to normal, and the development of factories, as a part of a nation-wide movement, was a definite manifestation in Marion during the
rest of the century.

Certain local industries which developed during the latter 1800's were basic to Marion's growth and prosperity: namely, the Huber Manufacturing Company, the Marion Steam Shovel Company, and the lime and stone companies. As a result of these plus a variety of smaller industries, rapid growth and prosperity were evident in Marion from the decade of the 1880's on. Marion in 1880 was still just a county seat town, but the next decade saw it blossom into a manufacturing center. Whereas the population of Marion in 1880 was 3,399, this figure had jumped to 3,327 by 1890. The next fifteen years saw Marion's population increase by still almost ten thousand more inhabitants.

The number of public buildings erected in Marion during the period from 1880 to 1895 gives evidence of the town's prosperity then. During those years, at least eight church edifices were constructed. Four new school buildings were also erected, as was a new Y.M.C.A. building, a new courthouse, and two new hotels. These were all in addition to the building of various factories and the passing of a bond issue for $100,000 to take care of the paving of the streets. It is simply against human nature for people to consistently provide funds or vote additional taxation for new churches, schools, and other public buildings and improvements unless economic prosperity is present, with all available evidence pointing to the probability that it will continue. The
Marion Star's claim in 1895 that Marion was a city without an empty house, plus the large number of Marion home owners in proportion to the total population were both also suggestive of the city's prosperity.

Marion's extensive industrialization during the latter 1800's was due primarily to the fact that the factors necessary for the development of factories were present or attainable. Marion had an adequate number of industrial leaders and workers, plus excellent shipping facilities. Its location placed it within reach of extensive markets for its manufactured goods. While the community did not have a great variety of raw materials other than wood and limestone, its location and railroads made the necessary materials and resources attainable. Its industries were almost entirely owned and controlled by local capital. Local capitalists with moderate funds had here the opportunity to develop and expand their holdings, free from the blighting effects of monopolistic competitors. Marion's industries were varied and the manufactured products were such as were in demand and salable the entire year, thereby providing constant employment for the laboring population, plus a resultant correspondingly high average yearly wage. This helps account for the fact that the town was unusually free from labor disturbances and discontent.

In the ensuing years following 1895, Marion's industries continued to increase and expand. Variety continued
to be manifested, with the development of such enterprises as the Gebhardt Piano Company and the Susquehanna Silk Mills, among others.

The depression years of the 1930's were a serious blow to Marion as a manufacturing city. The larger industries, such as the Marion Power Shovel Company and the Huber Manufacturing Company, were able to "weather the storm." But many of Marion's other industries, including among these the Marion Brewing and Bottling Company, the Gebhardt Piano Company, the Smith Mattress Company, the Lust and Son Confectionery Company, the Susquehanna Silk Mills, and the Implement Manufacturing Company, disappeared from the local scene either prior to or during the 1930's. Once again a major need stood above all others—to grow, Marion had to again emphasize the development of industrial enterprises.

Marion's civic leaders put forth much effort following World War II to bring new industries to the city. Their effort was successful as is evidenced by the fact that during the decade of the 1950's sixteen new diversified industries came to Marion. Of prime importance among these are the Whirlpool Corporation, the Eaton Manufacturing Company, and the Quaker Oats Company. A difference between the new industries and the community's early ones is that a majority of the new ones are not based on home capital.

Marion's early basic industries continue to be important to its economy. The Marion Power Shovel Company's man-
ufacturing facilities at present extend over 120 acres of plant area. As the city's largest single employer, with over two thousand employees, the firm's gross annual payroll amounts to almost $10,000,000. The company, as one of the world's leading manufacturers of excavating equipment, makes the "Mountaineer," the world's largest power shovel. Standing as high as a sixteen-story building, one bite with its mammoth dipper would excavate the average size backyard swimming pool. The Huber Manufacturing Company, now known as Huber-Warco, is still important as a producer of road building equipment, road scrapers, etc. In regards to the limestone quarries, while this is not as extensive a business as it was in the late 1800's, there are still several in operation in the county. Quantities of this product continue to be shipped to various parts of the country.

Marion's situation today is advantageous to future growth. There are few cities so advantageously located in view of transportation facilities and markets as is present-day Marion. The desire for additional factories is evident among civic leaders, and future possibilities for this look good, as Marion has many benefits to offer prospective industries. Thus it is quite feasible that Marion will be able to portray much the same phenomena of great industrial activity and resultant growth and prosperity during the latter decades of the twentieth century as it did during the same period in the nineteenth century.
This completes the writer's investigation of the early industrial history of Marion from 1865 to 1895. The writer believes that this treatment has illustrated that local history can be so written as to afford students insights concerning broad general movements, as in this case the industrial growth of a nation. This is due to the fact that such a microscopic study of a small community tends to be micro-cosmic—capable of reflecting in detail trends and movements present in the larger regional or national community. This, in the final evaluation, is the major importance of a sample study in the teaching or study of history.
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