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COLUMBUS, OHIO:

ITS

History, Resources, and Progress.

WITH

NUMEROUS ILLUSTRATIONS.

JACOB H. STUDER,

Entered according to Act of Congress, in the year 1873,

By JACOB H. STUDER,

In the office of the Librarian of Congress, at Washington, D. C.

first vice-president; M. Spain Jay, second vice-president; and Jos. F. Culbertson, secretary and treasurer.

Executive Committee: John W. Moore, J. N. Horner, and E. Morrell.

PRUDENTIAL LIFE INSURANCE COMPANY.—Incorporated in January, 1873, with a capital stock of \$200,000, in shares of \$100.

Incorporators: John G. Doren, C. P. L. Butler, R. N. Brown, W. A. Hershiser, Isaac C. Aston, P. B. Ewing, Frank S. Osborn, John Seltzer, Peter Ambos, Joseph Falkenbach, W. H. Belville, W. H. Platt, O. C. Maxwell, A. S. Bates, John C. McKenny, and S. R. Stimson.

THE COLUMBUS STREET RAILROADS.

THE COLUMBUS STREET RAILROAD was the first street railroad constructed in the city, and it is generally known by the name of the High Street railroad. The company to build the road was incorporated in 1863; the road was constructed and went into operation the same year, with a double-track, and continued to use the double-track until 1866. The directors finding the enterprise unprofitable, took up the double-track and laid a single one, with turn-outs, six in number. Its entire length of track, including turn-outs, switches, etc., is about three miles. Its rolling-stock, horses, and other personal property is valued at about \$80,000. Its value has been very much impaired by the occupation of High street as a switch-yard by the railroad companies.

The present officers of the company are Edward T. Mithoff, president, and Wm. Ferson, secretary and treasurer.

FRIEND STREET RAILWAY.—Incorporated April 10, 1868, with a capital stock of \$22,000. Corporators: Thos. Miller, M. C. Lilley, H. H. Kimball, Isaac Eberly, N. Merion, and Horace Wilson.

The length of the road is three miles, running east from High, on Friend, to the county fair grounds. The road was constructed in the summer of 1870, and in the fall of the same year cars commenced running.

Officers and directors: M. Haviland, president; Thomas Miller, acting superintendent; J. McAarty, F. Michael, John Joyce, D. C. Wax, and N. Miller.

FAIRWOOD STREET RAILROAD COMPANY.—Incorporated March 3, 1870, with a capital stock of \$5,000.

Corporators: B. F. Martin, B. F. Stage, Frederick Michael, M. Haviland, and Samuel Galloway.

This road commences at Rose avenue, connecting with the Friend Street railroad where the latter diverges from the National

Road to the county fair grounds, and runs east along the north side of the National Road, about three-fourths of a mile, to a point very near to Alum creek.

The company organized by electing as directors B. F. Martin, B. F. Stage, Thos. Miller, Michael Haviland, R. C. Hoffman, Frederick Michael, and E. W. Livingston. The board of directors elected the following officers: B. F. Martin, president; Thos. Miller, vice-president; B. F. Stage, treasurer; E. W. Livingston, secretary—who still continue in office. The road was constructed in the winter and spring of 1871.

EAST PARK PLACE STREET RAILROAD COMPANY.—Incorporated in 1870. Capital stock, \$25,000.

Corporators: William S. Sullivant, W. B. Hawkes, A. D. Rodgers, S. S. Rickly, F. C. Sessions, and John G. Mitchell.

The length of the road is one and one-fourth miles, running east from High, on Long, to Albert street. It is contemplated to be extended to the county fair grounds. The road was constructed in the year 1871, at a cost of \$13,000, and cars commenced running in January, 1872.

Officers and directors: A. D. Rodgers, president; James Watson, secretary; S. S. Rickly, treasurer; Wm. E. Ide, John G. Mitchell, W. S. Sullivant, Orange Johnson, William Trevitt, John M. Pugh, and William B. Hayden.

THE NORTH COLUMBUS STREET RAILWAY COMPANY.—Office, No. 5 Odeon Building. This company was incorporated September 12, 1871, by Samuel Doyle, Wm. Dennison, Rudolph Williams, M. M. Green, Henry M. Neil, Wm. Preston Brown, and Joseph Guitner; but was not organized until November 2, 1872, when the following gentlemen were elected directors for 1872-73: Samuel Doyle, president; James Finley Brown, secretary and treasurer; Wm. Neil Dennison, E. L. De Witt, H. M. Neil, Joseph Guitner, George M. Peters, and George Williams. Capital stock, \$75,000.

The line of the road is as follows: Beginning on High street, at the west end of Swan street (on the line of the High Street railroad, one block north of the Union Depot), and running east on Swan street to Third street, north on Third street to First avenue, east on First avenue to Summit street, north on Summit street to the Mock road (the north line of the city limits), thence west on the Mock road and Second street to Monroe street, in the Northwood Heights addition, thence north on Monroe street to the Columbus Sewer Pipe Works, at North Columbus, two blocks east of High street, extending three and three-fourth miles, through elevated and beautiful suburbs of our city.

The grading on the line of the road has been completed, at a

cost of about \$20,000. The track will be laid with T rails, thirty pounds to the yard. The equipments for the passenger traffic will consist of two of Baxter's steam street-cars, which are noiseless and smoke-consuming. The gauge of the road will be 4 feet 8½ inches, so as to allow the transportation of freight and coal cars without breaking bulk.

M. S. Doyle, the president of the company, who has the contract for the construction of the road, expects to complete and equip the same by the middle of April next.

Estimated cost of construction, \$45,000; of equipments, \$15,000; total, \$60,000.

GLENWOOD AND GREEN LAWN STREET RAILWAY.—Incorporated April 23, 1872, with a capital stock of \$50,000.

OAK STREET RAILWAY COMPANY.—Incorporated January 23, 1872, with a capital stock of \$20,000.

THE STATE AND OAK STREET RAILROAD.—Incorporated March 13, 1873, with a capital stock of \$30,000.

Corporators: Luther Donaldson, John M. Pugh, R. C. Hoffman, Wm. C. Stewart, and D. W. C. Jones.

The line of the road is to be as follows: Commencing at the east end of the State Street bridge, thence running east on State to Seventh, north on Seventh to Oak, east on Oak to an avenue on the east side of Stewart and Jones addition, thence north to the Fair Ground avenue, and thence east on Fair Ground avenue to the fair grounds.

COLUMBUS GASLIGHT AND COKE COMPANY.

The act creating Joel Buttles, Samuel Medary, Chas. Scott, J. S. Abbott, Dwight Stone, Jno. Miller, James D. Osborne, James Westwater, S. D. Preston, and Wm. Armstrong a body, corporate and politic, with perpetual succession, by the name and style of the Columbus Gaslight and Coke Company, was passed by the legislature February 21, 1846, and signed by Elias F. Drake, speaker of the House of Representatives, and Seabury Ford, speaker of the Senate. A meeting of the incorporators named in this act of incorporation was held at the office of Gilbert & Baldwin, on the 21st of May, 1846. Wm. Armstrong was appointed chairman, and J. D. Osborne, secretary. At this meeting, Gilbert & Baldwin were authorized to open books at their office for subscriptions to the capital stock, from and after that date.

The records do not show that any stock was subscribed until November, 1848. From that time to January 4, 1849, about one thousand shares, of \$10 each, only were taken, notwithstanding that the enterprise was warmly recommended to the people by

such reliable business men as J. Ridgway, Jr., Jno. Miller, D. W. Deshler, Jno. L. and W. A. Gill. The first meeting of stockholders was held December 6, 1848, and John Miller, D. W. Deshler, J. Ridgway, Jr., Jno. Lockwood, and W. A. Gill were declared duly elected directors of the company. Jno. Miller was appointed president; J. Ridgway, Jr., secretary; and D. W. Deshler, treasurer. The president and secretary were made a committee to prepare by-laws. At a meeting held at the American Hotel, January 5, 1849, the secretary was directed to procure from the engineer of the Cincinnati gas-works, plans and specifications for gas-works, suitable for the wants of the city.

At a subsequent meeting held on the 15th of February, 1849, a contract was entered into between the directors and Jno. Lockwood, by which said Lockwood was to furnish plans and specifications, with an estimate for constructing the works, which, if satisfactory to the directors, should be executed, and if not, then said Lockwood and his associates might construct gas-works on their own responsibility. At the annual election of directors, held on the 1st day of April, 1850, W. A. Gill, Jno. Miller, Peter Hayden, Thomas Moodie, W. A. Platt, J. Ridgway, Jr., and D. W. Deshler were elected; and on the following day, W. A. Gill was elected president of the board; W. A. Platt, secretary; and T. Moodie, treasurer. A committee was also appointed at this meeting, consisting of D. W. Deshler and W. A. Platt, to purchase grounds for the erection of gas-works.

On the 4th of April, 1850, a committee was appointed to contract with Jno. Lockwood for the erection of gas-works, and the committee on the purchase of grounds were authorized to purchase from Lewis Mills and C. Niswander, lots Nos. 249 and 250. On the 10th of April, a committee was appointed to procure from the city council a satisfactory ordinance, conveying to the company the right to use the streets and alleys for laying down pipes. The ordinance was passed on the 14th of May, 1850, and accepted on the day following by the gas company. The contract for the erection of the works was concluded with Jno. Lockwood, on the 18th of May, 1850.

The first requisition on the stock subscribed was made June 10, 1850. Joseph C. Vance was appointed secretary of the company December 18, 1850. The gas-works were accepted from the contractor as complete December 24, 1850, and by order of the board of directors, a supper was tendered to Lockwood and Barringer at the American Hotel. On the 5th of March, 1851, a committee, appointed for that purpose, reported a contract entered into with Grafton Douty as superintendent. The original capital stock of \$40,000 was increased to \$50,000

on the 30th of April, 1851. The first balloon inflated by the company was for John M. Kinney, July 4, 1851. The experiment of using Roman cement for joints in gas-mains was authorized by the board of directors, in May, 1851, since which time the company has used no other material.

On the 6th of April, W. A. Platt was elected president, and J. C. Vance resigned the office of secretary at the same date, and was succeeded by H. Z. Mills. Large extensions of main pipes in the principal streets were made during this season, and more grounds purchased for the necessary extension of the works, which the business already showed would soon be necessary.

The capital stock was increased (May 18, 1854,) \$50,000, and on the 20th of January, 1858, the price of gas was reduced from \$3.25 to \$3.00 per one thousand cubic feet, without discount. The capital stock was increased, April 23, 1860, to \$125,000; April 17, 1863, to \$150,000; June 25, 1867, to \$200,000; May 26, 1869, to \$250,000, and April 24, 1871, to \$400,000. There are now twenty-four miles of main pipe laid in the streets, and the consumers of gas number over two thousand; besides, six hundred and sixty-one street lamps are supplied with gas.

The company are erecting a large three-story building for a fitting-shop; and will, during the present season, build a large gasometer and enlarge the retort-house, so that the capacity of the works will be nearly or quite doubled.

Officers and board of directors for 1873: W. A. Platt, president; John F. Bartlit, John Miller, John L. Gill, George McDonald, W. G. Deshler, P. W. Huntington; A. B. Robinson, secretary; Grafton Douty, superintendent, and C. A. Platt, foreman.

CHAPTER XX.

MANUFACTURING INTERESTS.

COLUMBUS AS A MANUFACTURING CENTER.

Columbus has grown from small beginnings to be one of the most important business and manufacturing centers in the West; and its facilities and prospects for future growth are unequaled. While yet a small village, it owed much to the enterprise and energy of its citizens. These form the true secret of its prosperous condition, inasmuch as these sterling qualities