

WELCOME ARE THE INTERURBAN LINES.

The New Loop is Formally Declared Open for Travel.

A Joyous Celebration Marks a New Epoch
in the History of Columbus.

A great Day for the West Side

Scenes and Incidents of Initial Trip.

(Saturday Columbus Dispatch, June 29, 1901) – Columbus has officially welcomed the entrance of the interurban cars over the loop.

Amid the salvos of cannon, the cheers of the populace along the line of the entrance, and the waving of flags and bunting the first three cars speeded over the following route and entered the City:

Starting at Hague avenue and West Broad street, the two took on there the horseshoe of good luck from the Hill Top association and the mammoth key to the city and the people of the west side, and shot over to Sullivant avenue. Thence they sped east to Central avenue. All along the run, the people waved flags and cheered the Nile green cars as they sped cityward, and the crews of the car wore their brand-new metropolitan uniforms that are as handsome as any in the country.

When the run over Central avenue was completed, the cars swung into Town street and then east until they rumbled over the bridge at Town street and whirled into the loop.

All the residents of that part of the city were out to see the turn and the officers about the central police station stood at attention as the green beauties sailed around the curve.

There was a burst of music from the Boys' Brigade band, a roar from the cannon and the first official interurban car to enter Columbus had opened a new era in the transportation facilities of the state.

The entrance of the first interurban car means more than the blare of bands and the burning of gunpowder. It means more than the fact that pretty cars are going to run to a certain point. It means more than the fact that speeches have been made and that people have assembled to see the new cars and to cheer them on their first trip.

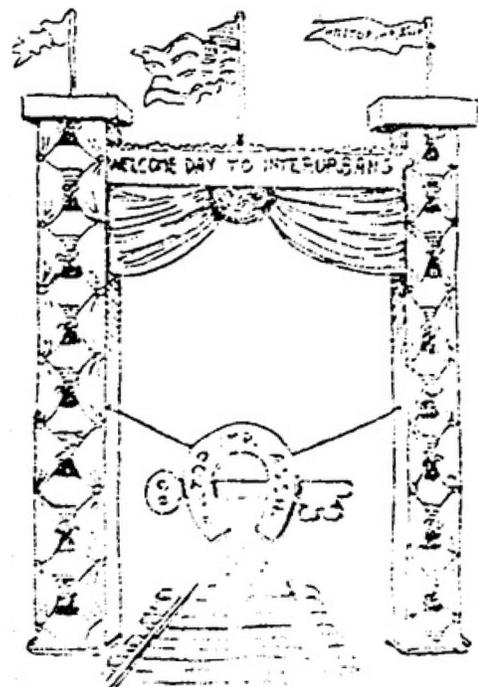
The opening of the loop means that new trade is to come to Columbus and that new fields are to be opened in which the Columbus merchants can reap their harvest of dollars.

It means that the country merchant will soon be able to cater to a trade he did not dream of and to get goods in an hour where formerly he could not be supplied in several.

The Hill Top people are jubilant, and the association has worked hard to make the entrance of the first car a feature.

The Hill Top Improvement Association's committee on street railway repairs, Mr. W. D. Potts, Mr. R. G. Warner, Mr. W. H. Thompson, Mr. N. C. Ault, and Councilman Engler have labored faithfully to make the day a success. At the corner of Hague avenue and Broad street where the C., L. & S. road winds in, a beautiful 20-foot arch gaily decorated in the national colors and the correct picture of which appeared in The Dispatch of Friday has been erected. All morning, the pretty green cars of the Grove City line have been jogging slowly up and down the track in order that they should be in perfect condition when the trip to the loop began.

The motormen and conductors were spick and span in new blue uniforms, beautifully trimmed in gold braid, and the crowd was eager to have the train of three cars moved up to the arch, where the keys and horseshoe, provided by the Hill Top association, was fixed to the front car. On the cars were banners stating that the Hill Top association was for a public west side park, better sewers, fire protection, and other improvements. While still other banners proclaimed the fact that on July 4 the Hill Top association will give a mammoth outing at the beautiful grove in the rear of the Columbus hospital for the insane.



THE WELCOME ARCH

There were three cars in the train, the first of which was in charge of Chairman Potts and Secretary R. G. Warner, of the committee on street railway repairs of the Hill Top association. In the first car was the band, representatives of the press, and other invited guests. The second car was in charge of Councilman McLarren and in this were the ladies and members of the Hill Top association. The third car carried the cannon and was in charge of N. C. Ault and W. H. Thompson, and all along the line, this gun boomed the announcement that the first official cars were about to enter the interurban loop.

As the cars approached the Gay street station, the cannon boomed afresh, and all along the line, people rushed out to cheer the beautiful Grove City cars as they wheeled

toward the city. At the interurban station, General Manager Fisher and others were on hand to meet the members of the Hill Top association, and a big salute was fired in their honor. As soon as quiet was restored, Mr. W. G. Potts, the chairman of the committee on street railway repairs, made a short and pithy address in which he called attention to the natural advantages of the west side for manufacturing plants and also to the advantages for suburban homes. He said:

Ladies and gentlemen, City and County Officials, Board of Trade and fellow Citizens:

On behalf of the Hill Top Improvement Association, precinct D of the fourteenth ward, composed of 103 members, is in the 103rd year of the first settlement of the west side hills, 13 years before the first settlement was made on the east side of the Scioto. Precinct D is larger than the town of Columbus as originally laid out. It is over two miles long and more than one mile wide.

So you will see that the Columbus, London, & Springfield railway, whose general manager is H. A. Fisher has kindly given the use of three elegant cars to the Hill Top association and its guests.

The celebration of this interurban day has been fittingly placed in the hands of the Hill Top association and this association has been given the place of honor as three miles of the company's road pass through precinct D of the Fourteenth ward.

This section of the city is historical, when 103 years ago, the first white people came to take the lands of the Indians of savage tribes who inhabited the virgin forests, which soon gave way to the thrifty farmers for almost fifty years. Then the National road was completed and the four-mile house which now stands opposite where Camp Chase was located during the war of '61 to '65, where the remains of 2,265 Confederate prisoner soldiers' graves are located with an elegant wall of stone, which will probably be a monument forever and kindly cared for by the United States government.

In the early '60s, the institution of the feeble-minded youth was located in the beautiful hills. There is also the state hospital for the insane, which is also located on the same hills and is the largest of the state charitable buildings in the world. And there is the celebrated iron spring located in the Sullivant grove, where a west side park is proposed, and the large picnic is to be held on the Fourth of July next, to which the West Broad street elegant new cars will carry the people to the Park avenue entrance.

We also have excellent manufacturing sites along the line of this Columbus, London & Springfield railroad, the Big Four, the Pennsylvania, the T., & O. C., and the B. & O. And as a suburban residence place for all classes, precinct D is unequalled.

Such well known additions as Wicklow, Sunnyside, Florence Landscape, Glenwood and numerous others are justly famed for their broad avenues and shady streets.

Come out and live with us on the line of the Columbus, London & Springfield railway. This ride from Camp Chase on West Broad, Hague, Sullivant, and Central Avenue, Town street, Scioto, Rich and Third streets over the route and loop to the Gay street station on the best constructed road bed in the city at this time will be remembered for ages to come.

I will now introduce a west side citizen who will deliver the keys on this interurban opening day which is only the opening of a new and greater Columbus. It gives me great pleasure to introduce to you ex-Mayor Samuel J. Swartz, who will now address you.

Ex-MAYOR SWARTZ.

Ex-Mayor Swartz spoke as follows:

Ladies, gentlemen and Mr. Mayor: to each of us has been delegated very pleasant duties in connection with this celebration. To me, that of announcing the formal opening for business of an important system of interurban railroads, to you, that official congratulations on behalf of the city to the men whose brains, energy, and capital have brought this new interest to our city.

I need not dwell on the many difficulties they encountered nor the energy and skill with which their tact and perseverance overcame them; their work and accomplishments speak for them and of the things they have achieved for Columbus no less than for themselves. To our people a new means of transportation has been opened, splendid, safe and economical in all its features, increasing our avenues of communication both for business and pleasure with a large and important section for our contributory territory. You will note, Mr. Mayor its advantages and splendid promises to the people and interest of the city over which you preside as chief magistrate. To them, we open through you, and to them, we now tender the services of this splendid property so far completed as to begin to do their work in its appointed field. It means to them advantages greater and more valuable than will ever be measured in the table of dividends to its stockholders. We hope its prosperity will be great and its value to its owners all they can desire but beyond all that, we believe in its importance and value to the city of Columbus.

In conclusion, I cannot withhold my public testimonial to the energy, perseverance, and tact of General Manager H. W. Fisher in projecting this road and securing it for our people, nor from the board of public works and city council that enacted the necessary legislation to secure for our citizens its great advantages.

MAYOR HINKLE

Mayor Hinkle accepted the property which was placed into his hands by ex-Mayor Swartz. He called attention to the avenue of trade which was opened up by the Columbus, London & Springfield and predicted that manifold benefits would come from the increase in the number of interurbans.

Mayor Hinkle said he could, in his imagination, look far ahead and see the growth of Columbus rapidly increased by the interurbans. He said that he received this line with pleasure and he hoped that he would have the pleasure of accepting many others.

[The next 24 lines are unreadable. During this missing text ex-Mayor Swartz returned to the podium]

After ex-Mayor Swartz had finished his address, speeches were made by Congressman Emmett Tompkins, ex-Director of Law Crumm, Mr. Ben Monnett, the first

man to grant a concession to the Columbus, London & Springfield railway, representatives of Columbus city government, and others.

Taking all in all, the advent of the interurban cars to the city of Columbus was a most auspicious event and, as has been stated in the introduction, means thousands and thousands of dollars and great comfort to the residents of Columbus.

ON BOARD.

A Lively Party Was That on Each Car.

Those on the first car were General Manager Fisher, Clarence Fisher, E. W. Junk, John Evans, Adam Rider, Ed Miller, Walter Smith, Courtland Ross, D. T. Mitchell, Joe Brobeck, William Schlazman, John Lucas, William Siebert, James Young, I. C. Mead, R. M. Holland, Samuel Swartz, Ed Eba, Frank Monroe, L. R. Evans, Harry Michaels, L. L. Peyton, G. W. Bretz, J. L. Millikin, Dr. R. W. Warner, Karl Weber, J. R. Cochran, V. O. Jeffrey, W. H. Ziebold. Charles Haldy, David Binns. C. V. Garner. F. C. Albright, R. K. Coy, M. L. Stevenson, and others.

The second – the ladies' car – was in charge of Conductor Owen Shirk and Motorman Tom Gallagher. On this car were: Mrs. Moore, Mrs. Kipp, Mrs. Clevinger, Nina and Ida Randall, Mrs. K. Webber, Mrs. R. G. Warner, Misses Anna and Margaret Madigan, Mrs. T. J. Madigan, Mrs. B. H. Van Fossan, Mrs. Charles Haldy, Mrs. O. W. Scott, Mrs. W.B. Potts, Mrs. B. W. Junk, Miss Hettie Harris, Miss Edith Harris, Mrs. J. R. Cochran, Mrs. W. H. Thompson, Mrs. H. R. Thompson, Mrs. Frank Daymude, and Mrs. Thomas.

On the third car were Conductor Britton, Motorman John Shoemaker, and Porter D. Kull, with Dr. I. B. Hamblin, Thomas D. Hubbard, Albert Watts, T. S. Postle, the Hill Top Band, and others.

THE INVITED GUESTS.

Invitations were extended to the governor and staff, the railway commissioner, the state officers, one representative from each of the newspapers in the city and county, the officers and directors of the board of trade, the mayor and board of public works, the members of the city council, the city clerk, city librarian and city engineer, ex-mayor Swartz and his cabinet, the board of education, the fire chief and chief of police, the county commissioners, sheriff, clerk, auditor, treasurer, prosecuting attorney, surveyor, infirmary directors and other county officers, the committee of the Hilltop association, the officials of the Columbus railway company, President A. G. Grant and staff of the Grove City line, the officials of the Columbus, London, and Springfield company, the Columbus rifles' band, Captain W. H. Fisher and staff of the Rifles, and Captain Joseph O'Shaughnessy and staff of the Hibernian Rifles, the officials of the Dayton, Springfield & Urbana road, General A. J. Axline, president of the Urbana, Mechanicsville & Columbus railway, and his staff, Vice President W. F. Burdell, of the Scioto Valley

Traction company and staff, Hon., D. J. Ryan and L. P. Stephens, of the Columbus & Johnstown road, President T. A. Simons, of the Worthington Electric railway and staff, and the officials of the Columbus, Buckeye Lake & Newark Electric railway.

It has been found that the first three cars will in no way accommodate the crowd and about three trips around the loop will have to be made.

The first car took on the horseshoe and the key to the city at 1 p.m. at Hague and Broad Streets.

The route was from Hague to Sullivant avenue, east to Central, north to Town, and east to the loop at Town and Scioto.

THINGS THAT HAPPENED.

Nobody Overlooked a Chance to Welcome the Arrival.

The guests of all the cars wore handsome light green badges bearing the inscription:

**“Interurban Opening day”,
Columbus, London, & Springfield Railway,
Saturday, June 29, '01,
Columbus, O.**

Everybody moved to the rear of the car when “motorman” Councilman Engler took charge of the brake and controller. They wanted to distribute the weight.

Councilman McLarren was voted the ladies’ man of the train, and he did the honors in perfect shape.

Red, white, and blue and plenty of noise and enthusiasm signaled the entrance of the first car on the loop.

It was a sort of holiday for the vast [???].

Two bands furnished the music for the occasion.

The trolley came down, out on the road, but General Manager Fisher borrowed a chair from a farmhouse and fixed it.

The start was made at 1:20 p.m.

Dispatches were put aboard the first car at Gay and High.

All along the line people cheered.

The Columbus Rifles band greeted the cars with a burst of music.
