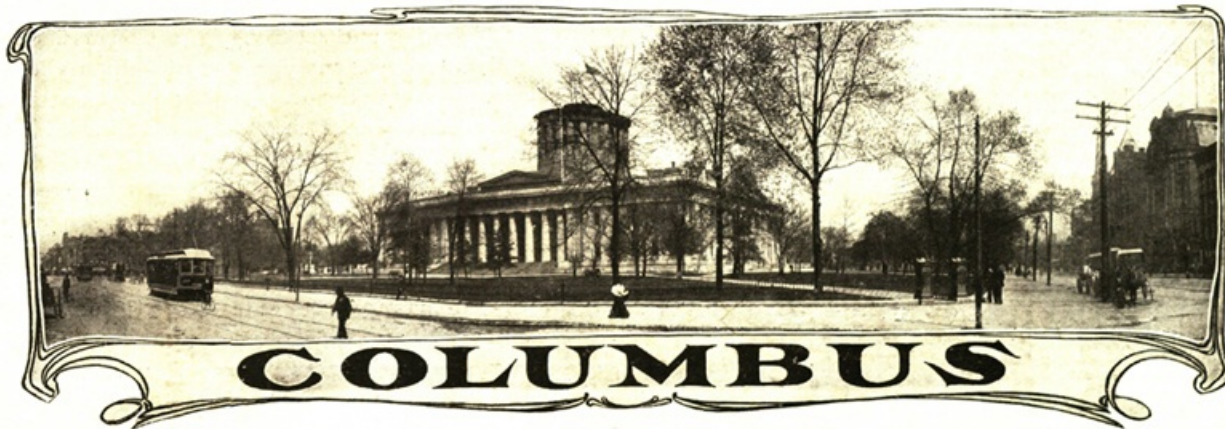




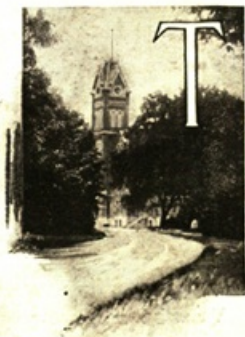
COLUMBUS
OHIO

Compliments of
The BOARD of
TRADE



COLUMBUS

Area of Columbus in square miles, 16.25.



THAT many HISTORIES OF COLUMBUS have been written, bountifully illustrated, replete with details concerning every stage of progress associated with the remarkable mutations through which the city has passed, is doubtless already known to the readers of this booklet; and it might be well to state, in such consideration, that this publication is not intended to be A HISTORY.

Beginning as an Indian village on the west bank of the Scioto river, superceded by a white settlement of early pioneers, who looked in wonder across the river at the surveyors sent to lay out, in the woods, what was destined to prove the site of the Capital of Ohio—the Capital that should so be christened, and ever after, bear the name of the “Great Discoverer.” Although not a single house then occupied the ground chosen by its daring projectors, there sprang up the hamlet of Columbus on the east bank of the Scioto, which, in a few years, was incorporated as a borough to begin the growth that has known no halt or hurry, no slack or feverish haste, but a growth that, in four score years and ten, has carried a struggling village to an enterprising modern city of commercial importance—fair of proportions, and with prospects before it, of character so bright, as no other city of its size in America can hope to transcend.

It is, indeed, an inviting field, reading as it does like a romance, and no wonder so many writers have essayed the pleasant task of its telling. But to narrate this story in its entirety, is not, as we have said, the purpose of this modest publication. Neither is it within its scope to present a complete statistical array of the present belongings of this beautiful city.

To tell of its delightfully shaded streets and broad stretches of parks; to describe the happiest people on earth, where climate, fertility of soil, and congeniality of a contented citizenship conspire to create a veritable paradise in the center of the great State of Ohio; to describe its many busy factories and marts; to enumerate the multitude of manufacturers and merchants who produce, handle and dispose of such an amazing amount of this world's precious goods of every sort—made therein—gathered from every clime—distributed to

Altitude of Columbus 750 feet.



CITY VIEW
OF
SCIOTO RIVER



BIRDSEYE VIEW OF HIGH ST. LOOKING SOUTH

In 1815 the population of Columbus was 700.
 In 1820, 1,500.
 In 1830 2,435.
 In 1840, 6,251.
 In 1848, 12,804.
 In 1850, 17,811.
 In 1860, 25,227.
 In 1870, 31,551.
 In 1879, 52,194.
 In 1891, 88,150.
 In 1900, 125,506. In 1904 (estimated on basis of registered voters and school enumeration), 160,000.

every country; to set forth in just terms its exceptional educational facilities; its unparalleled transportation advantages; would require pages vastly more ample and extended than at our command in the restricted space here allotted us. We must, therefore, content ourselves in presenting the veriest glimpse of what we are—we can only undertake to show the merest samples of what we have.

In arranging our enterprises, (Educational, Commercial and Industrial) our public buildings, our palatial residences, our places of amusement, our Hostleries, our State Institutions, our scenes of urban and suburban attractiveness, etc., into pictorial groups, we have necessarily left untouched vastly more than we have shown.

Indeed, if the reader desires to know us as we really are, he must come and see us—come and partake of the generous hospitality for which our citizens are noted, and he will discover for himself how very inadequate this Booklet must appear when viewed as a medium of portrayal of WHAT THE CITY OF COLUMBUS ACTUALLY IS.



The first impression had by the traveler on approaching Columbus by rail—as the train threads its way through the labyrinth of tracks, imposing warehouses and factories, rising in stately magnificence on every side—is that he is about entering A GREAT INLAND METROPOLIS.

BIRDS-EYE VIEWS OF COLUMBUS



LOOKING SOUTHEAST

LOOKING NORTHEAST

This feeling is accentuated as the train rolls majestically into the Union Station—admitted by all to be architecturally the finest, most ornate, and most commodious in the Middle West.

The traveler, alighting, passes up the easy flight of steps that carry him to an immense elevated platform, safely above the score of trains that are discharging and receiving, simultaneously, the multitude of passengers which daily come and go.

As he glances down at this busy arena, where many throbbing locomotives eagerly await the moment when the throttle valve shall be drawn and send them flying with their burden of precious lives, across the fair face of Ohio, he cannot fail to notice the absolute order and safety in which each



RESIDENCE OF F.W.SCHUMACHER



HOME OF E.J.SMITH



BIRDS EYE VIEW OF COLUMBUS

embarking or disembarking passenger goes his way, without necessity of crossing track or passing locomotive.

Joining the stream of passengers, he soon finds himself at the gates, that, swinging open at his approach, allow him to mingle with the multitude which throngs the passageway leading to the palatial waiting rooms or public street.

If the passenger be a gentleman who has missed his connection, and is required to wait over a time, he will not find it necessary to order a carriage and drive to some hotel to possess himself of all needed comforts for the "outer" and "inner man."

In addition to a perfectly conducted Information Bureau, there are elaborate toilet-rooms, private smoking-room, barber-shop, bath-rooms, dining-room, lunch-counter and buffet. In fact, he finds within the building the comforts and conveniences of the first-class hotel—all save the sleeping apartment.



T. & O. C. DEPOT



INTERURBAN STATION



UNION STATION

The Union Station, one of the finest in the country, is centrally located, and reached by all the principal street railway lines in the city.

Columbus was established the Capital of Ohio in 1812.

If the passenger be a lady, she will find herself no less fortunate than the gentleman. In supplement to the above, she has at her command a luxuriously furnished parlor, EXCLUSIVELY FOR LADIES, and a woman attendant, ready to lend her service and helpfulness in every way possible. Thus the terror of a lady traveling alone (so far as Columbus is concerned) is entirely mitigated; the gloom of waiting for a belated train, or missed connection, is absolutely dissipated by the convenient, up-to-date, and luxurious appointments of this modern and model railroad station of the Capitol City.

If passengers do not wish to enter the waiting rooms, they join the throng that is moving outward. If they wish a conveyance of any sort, or have baggage to be sent to any part of the city, they pause at the Transfer Company's Office, where a courteous official attends to their wants. If they do not desire a conveyance, as they pass on their way to the public street no avaricious cabman obtrudes himself in their path, or afflicts their ear with his loud-mouthed advice.

Emerging from the station through the grand archway, they find themselves facing High street, on which a street-car passes every half minute, bearing its patrons to such part of the city as their business or

pleasure may suggest; while uniformed officials stand everywhere ready to give direction, or make courteous answer to all interrogatories.

If it be the traveler's first visit to Columbus, and if his arrival be after night-fall, as the cars carry him southward on High street, he will doubtless be profoundly impressed with the sight presented to his view. As if by the touch of magician's wand, he should have been suddenly transported to some realm of fairy-land,



HIGH STREET AT NIGHT

his senses are bewildered by the brilliancy of the scene spread out before him. An avenue of electric-light arches stretches away its luminous decoration, farther than he can see; and as the cars move swiftly under this arcade, completely spanning the street of one hundred feet in width, he can get some foretaste of the enterprise and public-spiritedness which characterize the business men of Columbus—the expense of this nightly illumination being borne by them, and paid by subscription.



COLUMBUS IS EASILY THE GREATEST "CONVENTION CITY" ON EARTH! Many good and practical reasons might be given for this.

The fact is, Columbus has become educated in the treatment and handling of Conventions. Since it was a small village, it has been the Capital of Ohio, and, naturally enough, the State Conventions drifted to the

Was incorporated as a borough in 1816.

Capital—first, because it was the Capital; and second, because IT WAS IN THE CENTER OF THE STATE, and has always commanded superior railroad facilities.

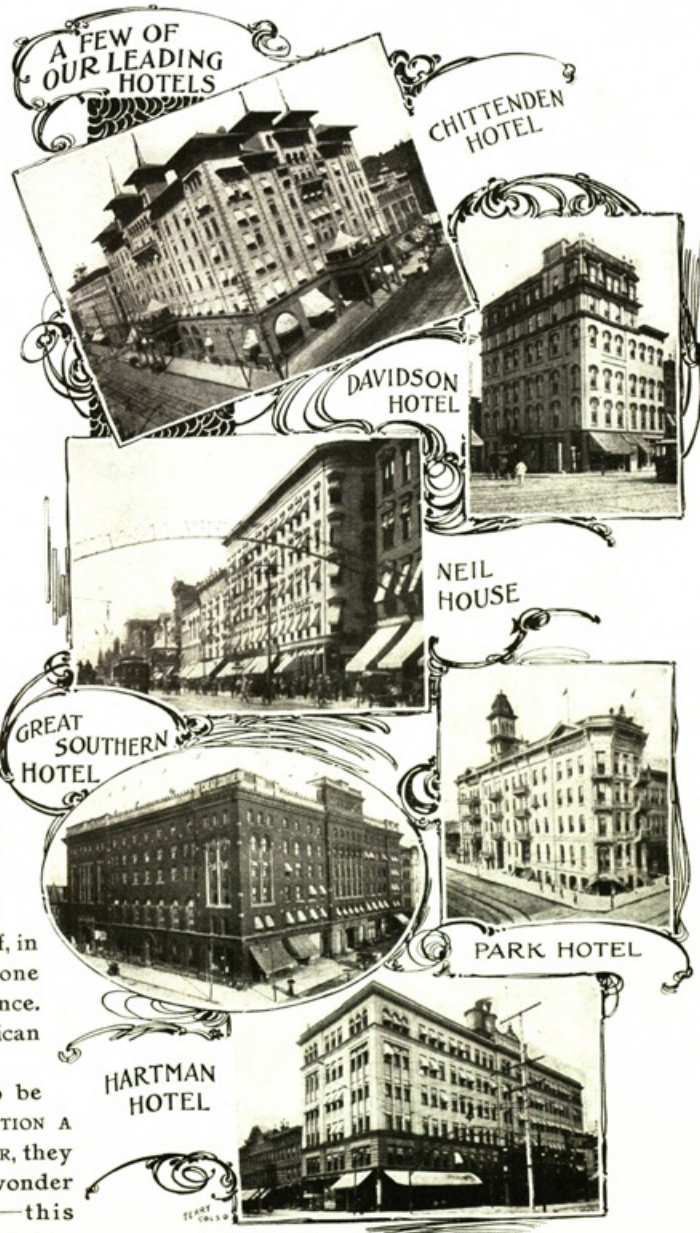
It does not disturb the equanimity of Columbus to be congested. An unexpected influx of a few thousand people produces no consternation.

A number of EXTRAORDINARILY LARGE assemblages of people have gathered in Columbus, and the city has ever shown the capacity easily to adjust itself to such demands.

As long since as 1865, over 50,000 people were collected here, from outside the city, to view the remains of our assassinated president, Abraham Lincoln, then lying in the State House. The "Ohio Centennial" brought countless numbers. The "Grand Army of the Republic," in 1888, brought, at a meeting here, another multitude, in addition to the 40,000 "Old Veterans," themselves, who gathered together at that time. At Camp Bushnell, just without the city limits, during the Spanish American war, 10,000 soldiers were encamped; and for two or three weeks their friends, by thousands, came pouring in, from day to day, from all parts of the populous State of Ohio.

These crowds were handled as if such congestion were the usual thing. "The American Medical Association," with its several thousand delegates, and scores of daily simultaneous meetings of the various sections, expressed itself, in resolution, unanimously approved, as having had one of the most satisfactory conventions of its existence. Similar expressions were made by the "American Microscopists," and others without number.

Conventions in Columbus may be said to be "the order of the day." MORE THAN ONE CONVENTION A DAY, ON THE AVERAGE, FOR EVERY DAY IN THE YEAR, they come and go. The uninitiated might well wonder where, and how, they all find entertainment—this never-ending stream of visiting human life, that ebbs



Halls and theaters have combined seating capacity of over 40,000.

Forty-seven hotels in all—a number of which are spacious and splendid structures, fireproof, and conducted on modern lines of elegance and refinement.

The Columbus Auditorium seats 8,000 people.



THE SOUTHERN THEATRE

The Memorial Hall Auditorium seats 6,000 people.



THE EMPIRE

The Board of Trade Auditorium seats 2,000 people.



THE HIGH ST. THEATRE

FOUR PRINCIPAL THEATRES

and flows in such transitory volume. BUT THEY DO, AND OF THE BEST AND MOST COMFORTABLE KIND!

The explanation is that we have one great auditorium (seating 8,000) and many convention halls; a magnificent array of splendid hotels; a long list of excellent restaurants; and a goodly quantity of capacious lodging houses; and that we have, in addition, "grown used to it." It has happened so often that we have acquired the art, to use the homely expressions, of "bulging out" and "shrinking up" to fit the size of the crowd. All have a good time while they are here; and those who do not remain with us, having once come, go away happy and with pleasing recollections of their sojourn.

Conventions may always be reckoned upon as certainly NUMERICALLY successful in Columbus. It is so easily reached from any quarter of the United States—ALL THE TRUNK LINES TOUCH THIS POINT. The very best trains enter the city and sleepers and parlor-cars may be secured for any direction. Whether the delegates come from the east or west, from the north or south, Columbus is readily accessible to all; and from whatever section of our country they may hail, they are sure to be edified and entertained, as there is much to be seen within our confines calculated to interest. Every reasonable facility for enjoyment is here—parks, theaters, opera-houses, roof-gardens, race-course, baseball grounds, etc., with a street-car service at their command, extending everywhere, that cannot be surpassed.



The origin and growth of cities furnish a most interesting subject for the modern philosopher to speculate upon.

It is believed by many that while man's energy can greatly assist in the building-up of cities, yet is he powerless to create those conditions which determine their location, or limit the size of their growth.

Why does a city spring up in this place rather than it that? How does it come to pass that one city

THE GRAND OPERA HOUSE



ceases to grow when it has reached a certain size, while another steadily progresses until it has attained greater proportions, and another advances further still?

Is the establishment and growth of cities dependent upon the will and enterprise of man—or is their growth, in great measure, like that of trees—dependent upon natural conditions, over which man may exert certain modifying influence, but cannot wholly create or defeat.

In times gone by, the location of cities was determined by the confluence of navigable rivers, by the existence of some favored harbor on the seashore, or great-lake side, where it was convenient for ships to make landing, and from whence "Commerce might wing its flight."

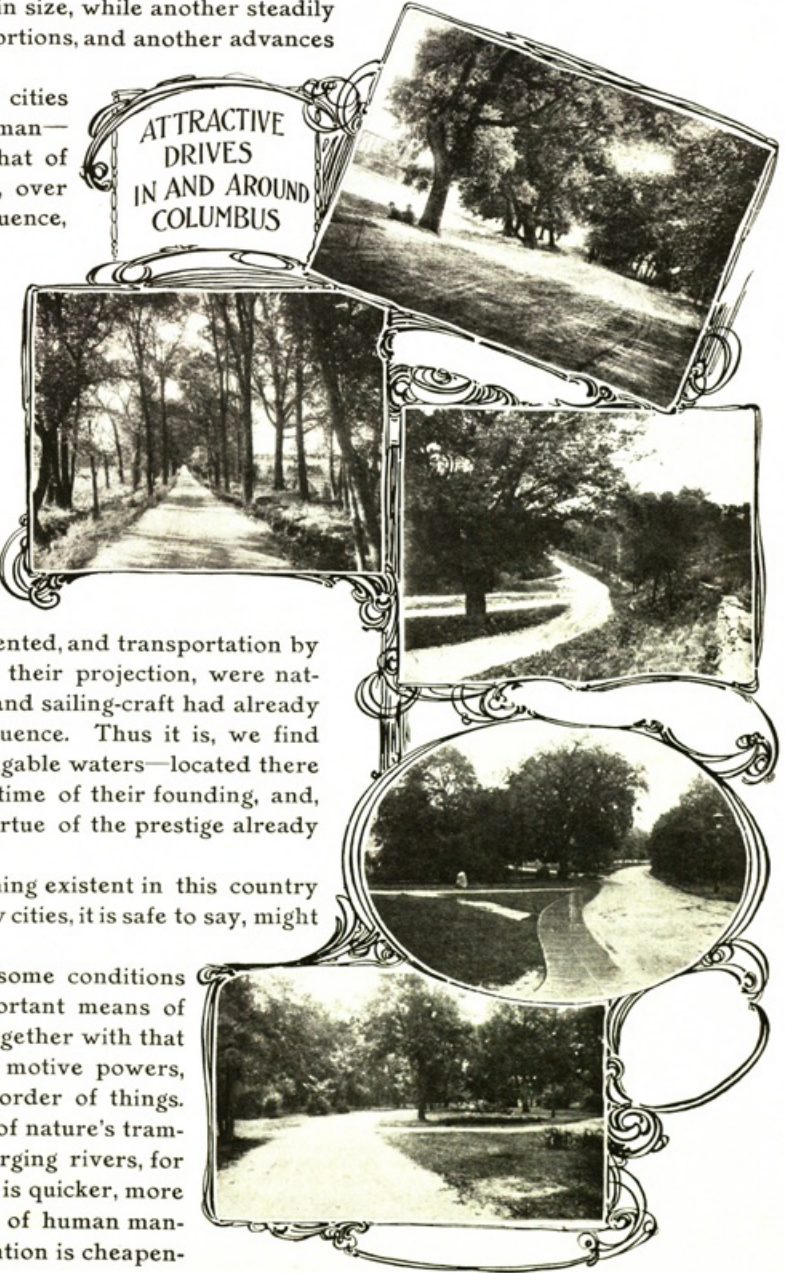
The carrying of the world's commerce in those days was by water; and wind and current, freshet and tide—"the bellying sail"—were forces that man had to take advantage of and reckon upon.

When the steam engine had been invented, and transportation by rail had made its advent, the railroads, in their projection, were naturally directed to those points where ships and sailing-craft had already asserted their creating and controlling influence. Thus it is, we find most of the larger cities established on navigable waters—located there by the necessities confronting them at the time of their founding, and, afterward, continued and maintained by virtue of the prestige already acquired.

Had railway transportation been a thing existent in this country for the past two centuries, comparatively few cities, it is safe to say, might be found where they are to-day.

While water transportation is, under some conditions imperative, and must ever remain an important means of conveyance; the possibilities of steel rails, together with that of steam, electricity, and compressed air, as motive powers, have blazed the way to a wholly different order of things. No longer will cities be compelled, by force of nature's trammel, to seek deep-water harbors, or converging rivers, for suitable site. Transportation, on steel rails, is quicker, more certain, more completely under the control of human management; while advancing science and invention is cheapen-

ATTRACTIVE DRIVES IN AND AROUND COLUMBUS



Columbus, the Capital City of Ohio, is situated in the geographical center of the state, and practically in the center of population of the country.



MAP SHOWING TERRITORY WITHIN A FIVE HUNDRED MILE RADIUS

ing the cost, and making it practicable for man to consult better reasons in the location of a city than the one of mere adjacence to navigable water.

Cities, like nature's plants, should have roots reaching out in all directions, thus bringing greatest possible nourishment to support of stem and foliage; and while it is true that a plant can grow to large size and maintain for a time much vigor, standing against some huge rock or close beside deep waters, yet must it eventually suffer because of such disposition.

While it is true that a city located on lake or ocean, thus forced to draw its sustenance from the one side only, may thrive and expand to great proportions; yet, in these days of steam and electric development, it may, prospectively, find a handicap, rather than benefit, growing out of such location.

Take for instance the city of Columbus—planted in the very center of Ohio; a state of great wealth (natural and acquired), and teeming with population. Draw around the city a circle of a radius of twenty miles. Inside this circle is no waste area. Everywhere surrounding, substantial towns and villages are located, fertile farms abound, and swarming multitudes find employment.

Draw another circle, with a radius extending twenty miles further—still no waste. The area is but a repetition of the first—towns, villages, "cattle on a thousand hills," and every human enterprise calculated to make man richer and his existence happier. Draw another circle, and yet another, giving a total radius of eighty miles—and still no waste area is to be seen on any hand.

Look where we will—north, south, east, west—"it is a goodly sight to see what heaven hath done for this delightful land; what fruits of fragrance blush from every tree, what joyous prospects o'er the earth expand"—and in all directions is to be seen the dark



SMITH'S EUROPEAN HOTEL

WELL KNOWN
AND POPULAR
HOSTELRIES
OF COLUMBUS

FARMER'S
HOTELHOTEL
STAR

AMERICAN HOTEL

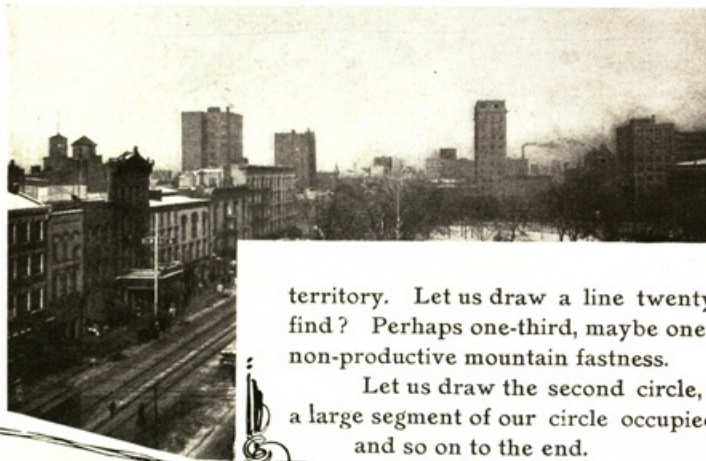
HOTEL
EMERSONHINKLE'S
HOTEL

CORRODI HOTEL

Hotel accommodations, in number and quality, unequalled by any other city of its size in America.

The extension of corporation limits to 30 square miles would add over 25,000 to the city's population.

The first railroad entered Columbus in 1850.



ABOVE THE HOUSE-TOPS

All the trunk lines reach Columbus.



clouds ascending from factory smoke-stack, and the white steam as it curls upward from a thousand locomotives, each bearing, or carrying, its valuable freightage to or from Columbus.

Let us institute comparison with a city located on lake-side, ocean-shore, or situated near some mountainous district containing only waste and sterile

territory. Let us draw a line twenty miles around such city, and what do we find? Perhaps one-third, maybe one-half of the circle we describe is water, or non-productive mountain fastness.

Let us draw the second circle, twenty miles further out. Again we find a large segment of our circle occupied by the same waste and barrenness—and so on to the end.

While, to be sure, the water may supply the means of a cheap transportation for heavy materials, yet this benefit must be reckoned a small one in comparison with the loss sustained by the city from its non-contributing surroundings.

Open a map and see, in such cities, the constricted manner in which the railways find egress and ingress. Like the roots of a great tree, forced by some barrier to turn all in one direction, they wind their tortuous way around.

Contrast with this, if you will, the pleasing sight the city of Columbus presents in such connection.

Gliding gracefully into the city, THE EIGHTEEN STEAM AND EIGHT ELECTRIC RAILROADS come from every point of the compass, as if their differing, but converging ways, had been originally planned out by one master-engineer, who, being given complete control in the premises, had sought, in his work, only the consummation of a perfect symmetry. So it is, the city of Columbus becomes a "railroad center," where its establishment is as beautiful to the eye, as it is convenient for the conduct

of the enormous traffic that daily makes draft upon its resources. ❀

A city occupying a level area enjoys a great advantage over cities located on an uneven surface. The immense amount of travel and

transportation necessary between different portions of the city is greatly facilitated by level streets. The prodigious tax on the vital resources of a city, occasioned by uphill and downhill streets is an item that is frequently overlooked.

Columbus is a city of level streets. There are no inclines worth mentioning, no ravines or hills to overcome. One horse can haul a larger load on the principal streets of Columbus, than four horses could in the average city.

A manufacturer, recently speaking of this feature of Columbus, said that he considered it worth to him at least \$5,000.00 a year that he had level streets to deal with. One sharp incline between a warehouse and the freight depot constitutes an incessant addition to a manufacturer's expenses. To be obliged to employ two drays, instead of one; or hitch four horses to a load, instead of two, foots up in the course of a year to a large sum of money, provided a considerable drayage is necessary.

The freight depots in Columbus are centrally located. Instead of being scattered about the city, here and there, they are all grouped conveniently accessible. It is a conservative statement to make, that many hundreds of thousands of dollars are saved to the wholesale merchants and manufacturers of this city, every year, by the accessibility of the freight depots, and the level surface of the streets.

Apropos of this subject, one of our smaller manufacturers made a comparison between himself and a small manufacturer in an adjoining city. He said: "Four horses do my dray work very nicely, while my competitor, in the other city, is obliged to use twenty horses to handle the same tonnage. And yet my competitor was induced to locate where he did because of a slight land concession. Why, sir, he has paid for that land five or six times over, in the last fifteen years, by his extra expense in cartage."

There is no city in the world that in this respect presents greater advantages than the city of Columbus. It is just such items as these that go to make up the

SOME OF
THE LEADING
FAMILY HOTELS



THE NORMANDIE



THE CUMBERLAND



HOTEL LINCOLN



THE LENOX



THE NORWICH

Total number
of passenger
trains enter-
ing and
leaving city,
daily, 148.

One hundred
and fifty-five
miles of
improved
streets.



NEIL AVE.



WEST ON RICH ST.



FRANKLIN AVE. LOOKING EAST



VIEW ON MAIN ST.



LOOKING WEST ON SPRING ST.



WEST BROAD ST.

sum-total of the extraordinary prosperity which merchants and manufacturers enjoy in the metropolis of central Ohio.

Several years ago there was a prosperous manufacturer in this city, who occupied, with his factory buildings, about five acres of ground. His breadth of enterprise, and the growing demand for his products throughout this country and abroad, had attracted attention in other cities. It was recognized that an enlargement of his plant would soon be necessary, and other cities began to bid for its location. He was invited by the Board of Trade, representing a city in an adjoining state (five or six times as large as the city of Columbus) to visit them, and see the inducements they had to offer. He went, and representatives of that body met him, on arrival. They showed him a plot of ground of ten acres, in the suburbs of their city. They offered him this plot of ground without cost, and agreed to pay all taxes on ground and buildings for the space of ten years, if he would move his plant, and locate in their city.

Being a careful, thoughtful man, he was not carried off his feet by this seemingly flattering offer. He looked the proposition all over. He considered offers, of like character, made by other cities.

But after weighing the matter thoroughly, all the reasons, pro and con, he decided to stay where he was—and LOCATED HIS ENLARGED PLANT IN COLUMBUS. There was no sentiment whatever governing his choice, he declared—it was simply a matter of business, treated in a business way. Notwithstanding the land for his plant, free from taxation for ten years, was offered, he chose rather

to buy land in Columbus, within the city limits, too, paying city taxes, and, without assistance of any sort, build up the large enterprise which he had planned.

This man's plant now occupies over thirty acres of ground; and is the greatest, of its kind, in the whole world.

His success amply justifies his judgment in making the choice. Desiring to know exactly what were his reasons for selecting Columbus

rather than some larger city, located upon navigable waters, and offering such special inducements for removal, an interview was sought. A summary of his reasons are as follows:

Those who locate in Columbus are sure to find four things: Easy success, Healthful climate, Social content, Educational privileges

Columbus is never disturbed by labor strikes.

Eighteen steam railroads and eight electric railroads enter the city.

First: Columbus is better located as to the supply of good steam-producing coal.

Second: It is a much better distributing center for my products.

Third: It is a healthier and pleasanter city in which to live and make your home.

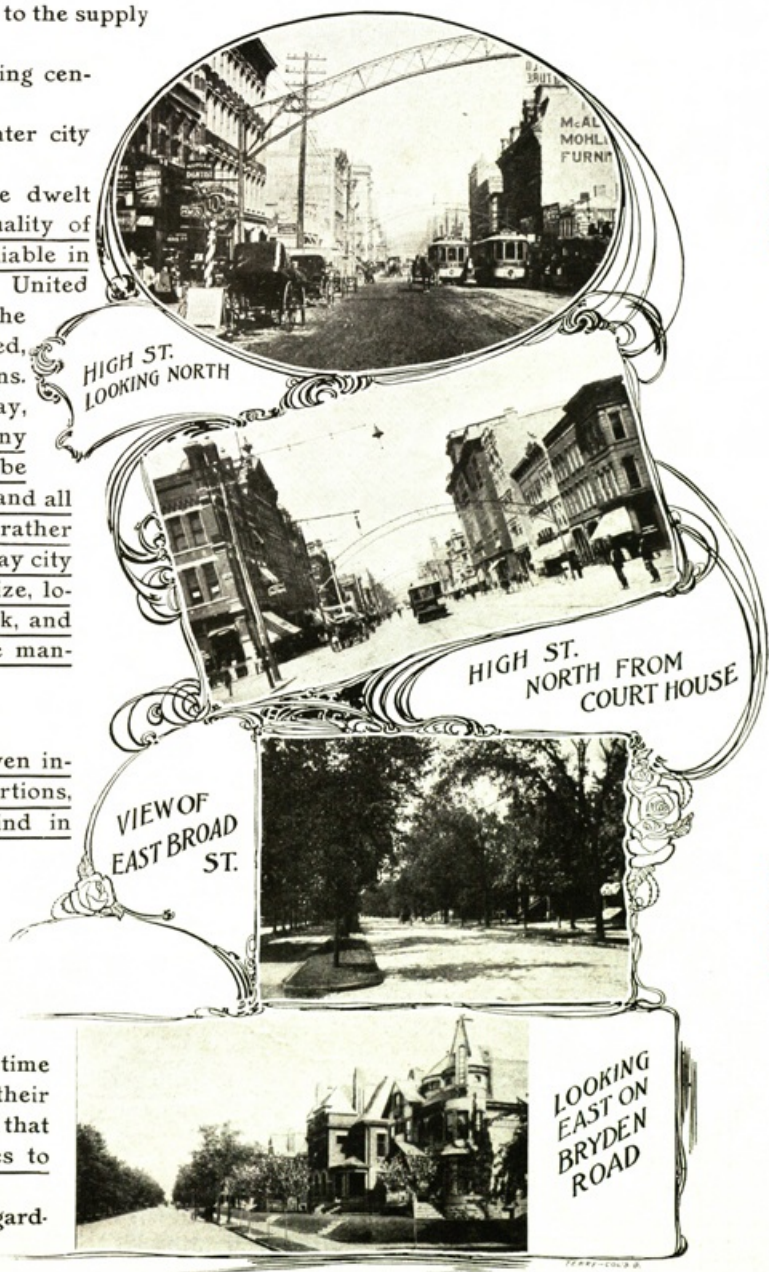
Fourth: (Which was the reason he dwelt upon with the most enthusiasm.) The quality of labor procurable in this city is the most reliable in the country. Of all the cities in the United States, he regards Columbus as furnishing the greatest proportion of intelligent, contented, industrious, reasonable, and skilful artisans. "For this reason alone," he went on to say, "I would not have my plant removed to any other city in the United States, if it could be done without a cent of expense to myself, and all the 'bonus' suggested thrown in. I would rather stay in Columbus, buy my own land, and pay city taxes, than to go to any other city, of any size, located anywhere, of which I can now think, and confront the labor problems which beset the manufacturer there."



We have, in the city of Columbus, seven industrial concerns, of such mammoth proportions, as to be reckoned the largest of their kind in the world.

If we had but one such institution, it might be thought reasonable to assign its establishment here to mere accident. But it cannot be deemed possible that seven distinctly different enterprises should have found their location in this city, all beginning in a modest way, and all expanding, as time went on, until they grew to be the largest of their kind in the world, save upon the hypothesis that Columbus furnishes some special advantages to the manufacturer.

That this statement may not be regarded as a mere idle boast, we append the



LOOKING EAST ON BRYDEN ROAD

Seven manufacturing establishments, located in Columbus, are the largest of their kind in the United States; and their products find market in all parts of the civilized world.



JEFFREY MFG. CO.



KILBOURNE & JACOBS MFG. CO.



CAPITAL CITY DAIRY CO.



THE M. C. LILLEY & CO.



THE WOLFE BROS. SHOE CO.



THE COLUMBUS BUGGY CO.



PERUNA DRUG MFG. CO.



THE LARGEST OF THEIR KIND IN THE WORLD

names of the institutions to which we refer. They are,

First: The Jeffrey Manufacturing Company, whose volume of product in electrical mining, lifting, carrying and loading machinery, excels that of any manufacturing company, of like kind, in the world.

Second: The Kilbourne & Jacobs Manufacturing Company, who take such rank, growing out of the immensity of their manufacture of trucks, road scrapers, wheel barrows, etc.

Third: The Wolfe Bros. Shoe Company, whose output of Women's and Misses' shoes is greater than that of any one factory in existence.

Fourth: The Capital City Dairy Company, who, in quantity and quality of high-grade Butterine, made and sold, stand without a peer in this or any country.

Fifth: The M. C. Lilley & Company, who turn out, from their great workshops, the largest amount of regalias, uniforms, church and lodge-room furnishings, of any establishment at home or abroad.

Sixth: The Peruna Drug Manufacturing Company, who have the largest output of proprietary medicines to be found in either hemisphere.

Seventh: The Columbus Buggy Company, whose manufacture of buggies and other vehicles has made Columbus famous; and finds market for its product all over the world—wherever "things go on wheels."

In glancing over this list it will be observed that the product enumerated is all of a varying kind,

requiring raw materials of an wholly different sort—iron, steel, glass, wood, leather, and fabrics of silk, wool, and linen.

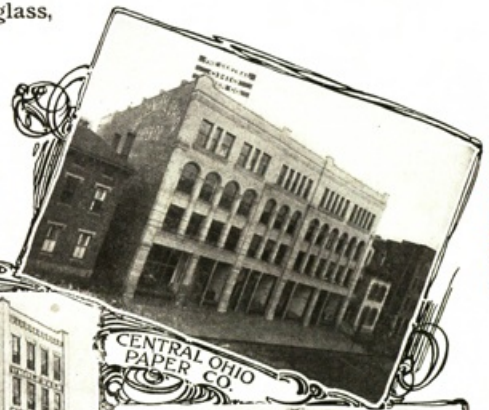
While it may sometimes happen that a wise administration, in the conduct of business, will succeed, under natural disadvantages and adverse conditions; yet, it cannot be accredited that this could, by chance or accident, REPEAT ITSELF SEVEN TIMES IN ONE LOCALITY; and unless Columbus has enjoyed more than ordinary advantages in the procurement of raw materials, the employment of labor, the means of distribution of product, there is no rational way to account for the enormous development of these establishments. And when we add to these the crowning accessory of our near adjacency to the great Ohio coal fields, it need cause no wonder that there should have grown up, with so many favoring conditions, SEVEN VARIED INDUSTRIES, EACH THE LARGEST OF ITS KIND IN THE WORLD.

We might add that only a fractional part of the product of these great industries are consumed in the United States. Possibly the greater proportion of their wares find way into foreign markets—making Columbus, Ohio, a recognized manufacturing center of such commodities throughout all nations of the earth.

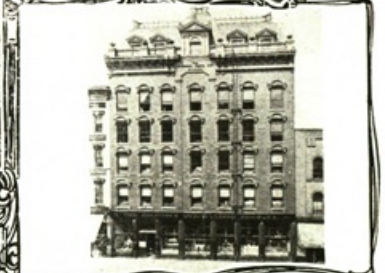


Discussing the great growth and prosperity of Columbus recently, Mr. Gardner, member of a large Lynn, Mass., shoe and leather findings house, remarked: "I have been coming to Columbus for many years. I make the city once every month and usually remain here two days. I have seen the city grow from a town of 75,000 people to 175,000 in a few years. I have seen a greater development here than in any other city in the country and have, I believe, the key to a large part of its growth.

"The city began its rapid growth about 1892, which marked the era of the beginning of rapid expansion of what is now the leading industry of the city—the manufacturing of shoes. At the present time the shoe factories of Columbus employ approximately 5000 people. This is one of the very few shoe centers in the country that is at the present time rushed with orders. The peculiarity of the shoe industry of Columbus is



Columbus produces a greater number of high-grade vehicles than any other city in the world.



The leather manufacturers of Columbus use one-seventh of the leather consumed in the United States.



THE GRISWOLD-SOHL CO.

The total value of the output of Columbus shoe factories in 1902 was over \$6,000,000.

Increase in population in the last ten years, 65,000.

that it had its greatest growth from 1892 to 1898, during a period of deepest commercial stagnation. Since the recent recession in general business from the high tide of boom and prosperity of the last few years, Columbus has made another rapid growth in the output of shoes.

"This is chiefly caused by the fact of its factories making a cheap, solid shoe, which is largely in demand during times of retrenchment. The money paid out every year to the employes, and the natural profits of the business which largely remain here as a bankable asset must reach in the neighborhood of \$2,000,000 yearly, and is a permanent addition to the wealth of Columbus. This represents probably the largest single contribution to the permanent wealth of Columbus of any single industry. As Columbus shoe factories are notably busy during the so-called hard times, my observation leads me to the conclusion that at least 25,000 of the population of Columbus and much of its prosperity is owing to the remarkable development of its shoe factories, which employ over 200 traveling salesmen."



One of the distinctive commercial advantages which a city, in times gone by, was presumed to enjoy by being located on the seacoast, was the greater convenience attending the importation of foreign goods. At each port of importance, a Custom House being located, imports were received, and the business of collecting duties, and other matters associated therewith, were attended to there.

The inland cities were thought to be, and were at such time, at some disadvantage in this respect. So much so, that it became necessary for wholesalers to retain an agent in, or make repeated visits to, the seaport city where merchandise was landed, in order that the business attending their importation might be properly looked after.

Now all this is happily changed. Notwithstanding Columbus is an inland city, it has every advantage of custom-house privilege. Imports to Columbus are not stopped at the seacoast city where landed; but are immediately forwarded to their destination, where all

A BUNCH OF SKYSCRAPERS



NEW HAYDEN



HARRISON



WYANDOTTE



OUTLOOK SPAHR



THE COLUMBUS SAVINGS & TRUST CO.

Columbus was made a Port of Entry in 1889.

Columbus consumes 2,500,000 tons of coal annually.

the custom-house business is transacted. In other words, Columbus is a port of entry.

But, it may be urged, that there will always remain at least the disadvantage of freight charges from seaport to inland city.

There might, it is true, be some cases in which this would operate as a disadvantage; but it will, most frequently, be found working the other way. If the goods imported are to be distributed in territory contiguous to the inland city, then it is a positive advantage, rather than the contrary.

A large quantity of imports is received every year in the city of Columbus. A much larger quantity is exported every year to foreign countries. The business incident to these transactions is conducted here, just the same as if Columbus were a seaport city.



Of the twenty-four million tons of coal shipped annually from the coal region which lies adjacent to the city of Columbus, about four million tons pass through Columbus, en route to the lakes. This necessitates a tremendous carrying service upon the part of the "coal roads," from the central part of the state to the lake ports in the northern, from whence the coal is taken by boats, and distributed among the various points of its consumption.

The vessels bearing this coal to the west and north, come laden, on their return, to the east and south-shore, with iron-ore, mined from the rich fields of northern Wisconsin and Michigan. This ore is deposited at different ports along the lakes, during the season of navigation, finding its market later.

The cars that carry the product of the Central Ohio coal mines to the lakes, must come back, in the capacity of "empties," or be loaded, on return, with ore. The hauling of "empties" is unprofitable business for the railroad companies; and, hence it is, that the bringing of iron-ore from the Great Lakes to Central Ohio may be done on a basis of most



POST-OFFICE AND CUSTOM HOUSE

SOME NOTABLE BUILDINGS OF COLUMBUS

Y-M-C-A BUILDING

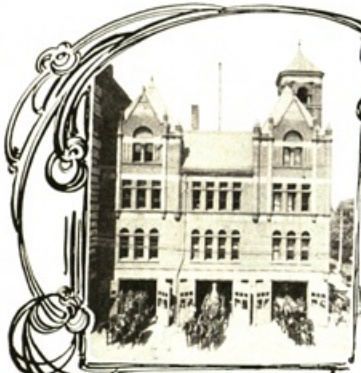


MASONIC TEMPLE

COLUMBUS AUDITORIUM



STATE ARSENAL



COLUMBUS
FIRE-FIGHTERS



HEADQUARTERS -
COLUMBUS FIRE DEPT.

ENGINE
HOUSE
NO. 2



ENGINE HOUSE NO. 11



ENGINE
HOUSE
NO. 4

Over \$20,000,000 are invested in the Steel and Iron Industries of the City.

reasonable rate-charge. This will explain why it is that ore can be obtained by the Columbus blast furnaces so advantageously.

Some of the coal shipped to the Great Lakes now finds its way into the Canada markets, high-tariff to the contrary, notwithstanding; and should reciprocity with that country be effected (which, by the way, we believe to be a consummation of the near future) the demand for Ohio coal in Canada will then have become a great one; and the four million tons of coal now taken to the

Great Lakes, annually, via Columbus, might then be safely reckoned upon as being multiplied by four. The sequence of this means increased coal traffic—more, and cheaper ore for Columbus.

It is conceded, by the knowing, that, for the production of iron and steel, and the making of such things as these enter largely into, Columbus has no superior, as a point of manufacture, in this country. First, as before explained, on account of the cheapness with which the ore can be procured. Second, the inexhaustible supply of limestone, or flux, of the best quality, in the very suburbs of the city, that requires no transportation, and costs little or nothing to quarry. Third, the reasonable contiguity of Columbus to the coke-producing centers of Western Pennsylvania. Fourth, the splendid facilities at hand for disposition of product.

All this has been carefully reasoned out by experienced and far-seeing manufacturers, who have already invested millions of dollars here in this branch of enterprise. Results show that their reasoning was not at fault. Further it might be said, for the location of manufacturing plants, Columbus possesses some advantages peculiarly her own.

The city is surrounded by a level, or slightly rolling country, extending indefinitely in all directions—no hills to dig down, no marshes to fill up; good, solid foundations, with excellent drainage, obtainable everywhere.

The shape of the city is that of a maltese cross, and so is especially adjusted to meet the wishes of manufacturers who desire to enjoy all the privileges that a transportation center and flourishing metropolis present, while their plant, itself, may be located outside the city limits, and consequently exempt from city taxes.

Beginning with the Steel Plant, at the south, it extends north nearly seven miles, to Olentangy Park.



This strip of city averages about one mile in width. Another strip, of about the same width, runs nearly due east and west—beginning with "Camp Chase" on the west, and extending nearly seven miles east to "Camp Bushnell."

These two strips of city lie across each other, the center of the cross being the intersection of Broad and High Streets. This disposition leaves four triangular pieces of territory, eligible for manufacturing sites, which project toward the center of the city, to the northwest, northeast, southwest and southeast. It is certainly an extraordinary facility for any city to be possessed of; and had its corporate limits been defined by its projectors, with the special view of encouraging the establishment of manufacturing industries, of all kinds, it could not have been more cunningly devised.

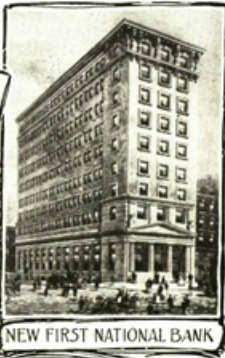
"No one can help but succeed in the manufacturing business in Columbus," said one of our oldest manufacturers the other day; "if a man cannot succeed here, there is no use of his trying elsewhere."



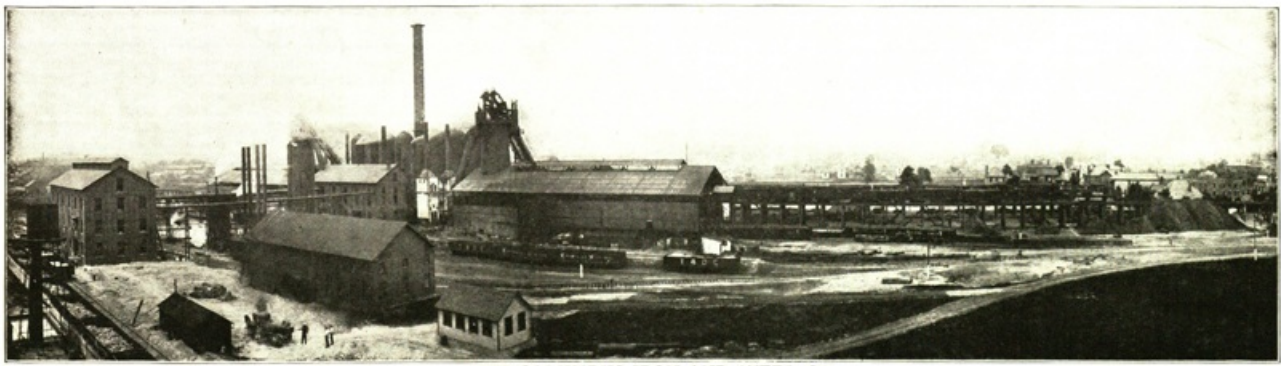
The Banks of a city may be considered the guardians of its people's exchequer; and a wise, conservative banking system, one of the corner-stones of their financial prosperity.

For a great many years the Columbus bankers have been regarded in financial circles as cautious, and ever-reliable financiers. Never once in the history of the city has its monetary interests been disturbed or threatened by rash or speculative banking enterprises.

During the panic of '75 and '76, as well as the later panic of '93, while there was, in Columbus, some falling off in the Clearing-House receipts, there was not a single bank failure. Every one of the many banks



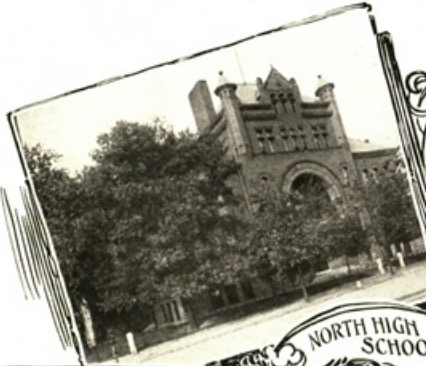
Twenty-two Banks, including six National Banks.



THE COLUMBUS IRON AND STEEL CO.

Nineteen Building and Loan Associations.

Twenty-six Educational Institutions, exclusive of Public Schools.



NORTH HIGH SCHOOL



SOUTH HIGH SCHOOL



BOARD OF EDUCATION



CENTRAL HIGH SCHOOL



EAST HIGH SCHOOL

PUBLIC SCHOOL BUILDINGS

of the city weathered the storm with its credit maintained, and without disturbance of its financial resources.

The great commercial and industrial growth of Columbus is in no small part due to the careful, far-seeing management of those whose function it is to keep in safety the deposits of the people, and hold themselves in position to meet all reasonable demands for ready money.

And notwithstanding the conservative course that has always characterized the Columbus banks, an undeviating progress—slow at first, but with ever-increasing acceleration—has been the marked feature of their history.

For illustration, in 1873 the clearing-house receipts of Columbus were \$17,000,000; in 1883, \$32,000,000; in 1893, \$80,000,000; while in the next decade, ending 1903, the clearing house receipts had risen to the astonishing sum of \$240,000,000.

These amounts represent the actual clearing one way, and are not doubled by adding the sum of the incoming checks to the outgoing checks, as many cities do.

The figures reveal, as nothing else could, the granite foundation upon which the banking credit of Columbus rests. No "plunger" has ever disturbed the tranquillity of its banking history—no speculative interloper, no "Napoleon of Finance," has ever appeared to shake the complete confidence which has made its banks an object lesson in financial integrity.

Money, in any quantity, is always to be had on short notice, with reasonable security. An almost unbroken record of a prompt discharge of financial obligations, has produced a confidence and a serenity in business circles.

Our citizens have learned to trust each other—that commutuality of faith which comes only to those who have been tried, again and again, and never found wanting.



The question has been frequently asked, why it is that employers of labor in the city of Columbus have never met with any serious difficulty on account of strikes over labor controversies? While other cities are stirred from

Real Estate Transfers in 1903, 6,536.

center to circumference with contention between capital and wage-earner, the manufacturers in this city go serenely on their successful way with no harassment of this character to contend with. How does it happen?

There are two answers to this question, each in some measure correct, although there exist differences of opinion as to which is entitled to the greater prominence.

The first answer is this: While manufacturing was young in this city, the leading proprietors of such establishments happened to be fair-minded men, and men who were far-sighted enough to see that their own future prosperity was largely wrapped up in, and intermingled with, the prosperity and contentment of their employes. They, therefore, paid good wages—frequently the wages given being in excess of the demands of Labor Unions.

While they did not refuse to employ members of the Labor Unions, neither did they refuse to employ men who were not members. The men were treated with perfect fairness, but each one upon his individual merits. This has been going on for several decades, and has created a sentiment; and set a pace for the manufacturers, who came after, to follow. Employes, in all fields of labor, are well-treated in Columbus.

This, to some minds, explains why it is that the manufacturers in this locality are rarely annoyed by strikes.

There is another answer, which some prefer to give: The predominant nationality among the laboring classes, especially among "skilled labor," is German. The German is instinctively a lover of home-life. To own a home, "his own vine and fig tree," and gather around his own hearthstone his family, is the highest ideal of the average German laborer. He thus becomes a willing plodder, happy if the pros-



INSTITUTION
FOR
DEAF AND DUMB



INSTITUTION FOR
BLIND

INSTITUTION
FOR
FEEBLE
MINDED



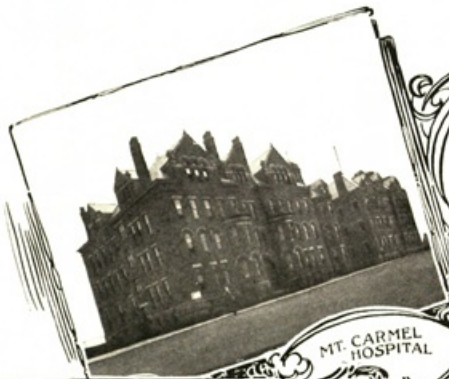
COLUMBUS
STATE HOSPITAL



The Ohio State Penitentiary is here, and other Public Institutions, State and National, of interest to visitors.

Area of Public Grounds, in acres, 912.

Area of
Public Parks,
in acres, 196.



MT. CARMEL
HOSPITAL



FRANKLIN
COUNTY
CHILDREN'S
HOME



GODMAN
GUILD
HOUSE



HOME OF THE
FRIENDLESS



HARE ORPHAN'S HOME

CHARITABLE
INSTITUTIONS

pects before him promise that he shall some day become the landlord rather than remain the tenant.

It is such men as these who go to make up the highest class of wage-earner—such laborers can be depended upon. In working for the interest of their employer, they realize they are working for their own; and recognize that a brief spasm of high wage is not so much

to be coveted as a more moderate remuneration, continuous in character.

Being in the vast majority here, these home-loving German folk have stood by themselves and their employers, making it impossible for the anarchistic, and ever-discontented, to gain controlling influence.

But whether the happy fraternity which exists between the employer and laborer depends, primarily, upon the superiority of the employer, or the superiority of the employe; the fact remains, that among the great inducements this city can offer to manufacturers, of the outside world, to come and cast their lot with us, is the high-grade, reliable quality of labor available.



During the discussion of the relative merits and demerits of the proposed routes of the Nicaragua and Panama canals, one of the strongest arguments against that of the Nicaragua was the fact that it lay in the line of regular seismic disturbance. It was alleged by the advocates of the Panama-route canal that it was outside the belt of such volcanic activity. It was indeed, a cogent argument; and appealed, at that time, most strongly to the practical-minded men of the country.

The fact is, man is becoming too wise to throw himself wittingly in the way of such resistless forces. Millions of dollars of property value could easily vanish in a single moment in the presence of one of those terrestrial tremors which periodically attack certain portions of the earth's surface.

Disturbances of the terra firma are not the only natural forces that threaten the artificial structures of man. Atmospheric agitations are to be taken account of as well. The origin

Area of other
Parks, in
acres, 100.

and course of the hurricane, or cyclone, is no longer relegated to the nebulous regions of mystery—"an inscrutable dispensation of God's Providence"—but are recognized by scientists, as are other displays of nature's terrible energy, things within the scope of man's knowledge to forecast and calculate.

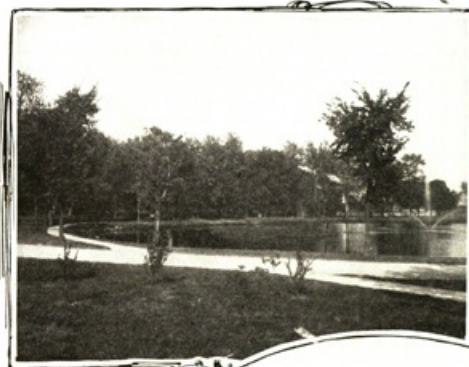
A hurricane does not happen by chance, or occur as a result of some freak of nature; but is governed by laws like unto those controlling the tides and currents, and the recurring intervals of equinoxial storm.

The West Indian hurricanes have been studied closely by meteorologists for many years. It has been learned that they originate, periodically, in the region of those islands; and, as a rule, when they have once taken up their pitiless march, sweep westward into the Gulf of Mexico, making a short curve to the north and east, then, crossing the southeastern states, find their destructive way back to the Atlantic.

These hurricanes occur in the latter part of summer, or during the autumn months. While they do not invariably follow the same identical course, yet is there always such element of regularity, as to their time and direction, that these may be reckoned upon with reasonable certainty. Occasionally, a West Indian hurricane traverses the whole Gulf, to the west; then striking the state of Texas, it moves on its devastating path, in larger curve, visiting the middle portion of the United States, finally to shriek out its expiring energy in New England and the North Atlantic.

But no matter which course these hurricanes and cyclones take, they leave Central Ohio untouched. The oldest inhabitant of Columbus cannot recall a tempest or wind storm having ever visited the city, which has seriously threatened destruction to life or property.

We wish to emphasize the fact that this is not due to mere accident—the city

FRANKLIN
- PARK

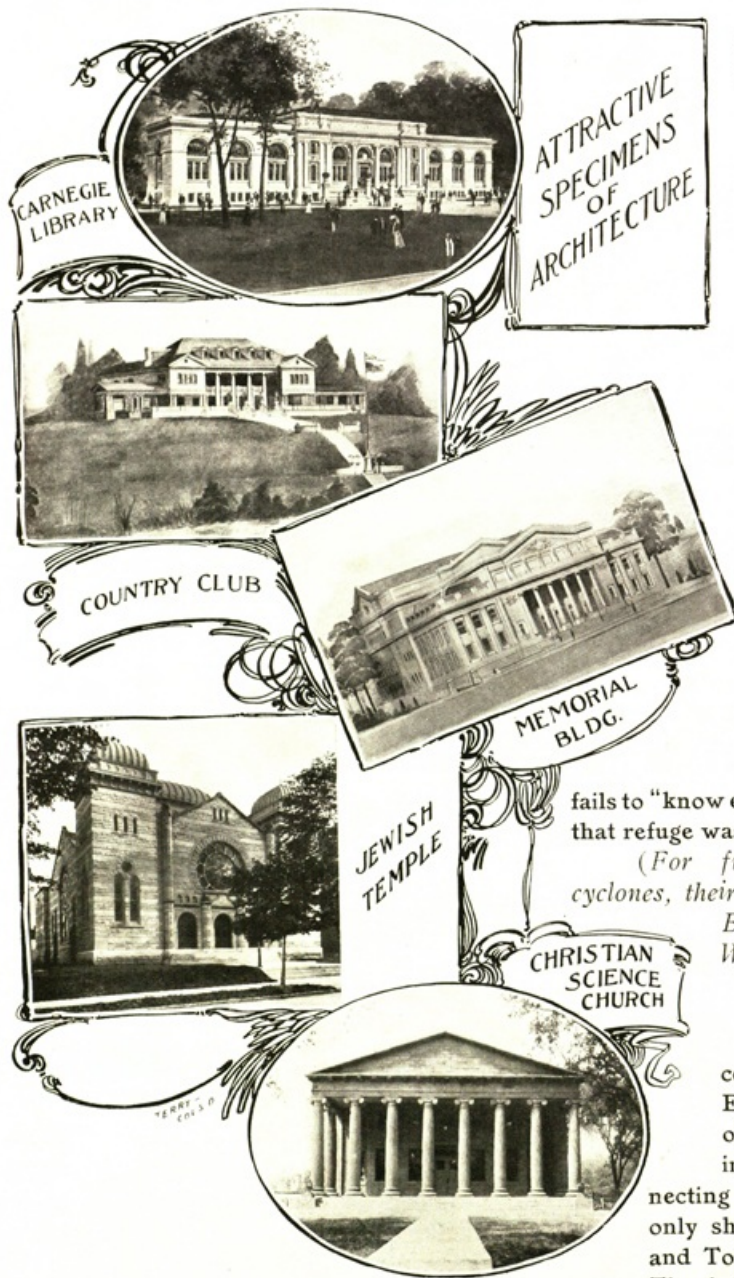
CITY PARK

OLENTANGY
PARKGOODALE
PARK

Columbus has recently made purchase of an additional Park site at the junction of the Scioto and Olentangy rivers, where a Bathing Place, free to the general public, will be established.

Seven Libraries, containing over 275,000 volumes.

A Carnegie Library and an Art Gallery in process of construction.



of Columbus lies in a location favored by nature, and nature's laws, in such regard.

And so relying on the certain operation of natural laws, it can be safely predicted that no hurricane or cyclone will ever "expend its fury" in Central Ohio; and this is a thought well-worthy account being taken of by those who contemplate the investment of large sums of money in the erection of buildings, be they residence, manufacturing plant, or commercial warehouse.

In this enlightened day and age, a man may not plead ignorance in extenuation or excuse for having located his life's business in the recognized track of hurricane or cyclone, or having established his family in residence where precedent must be ignored should they fail to be washed out with every spring's flood or freshet.

In olden times, when it was desired, especially, to cast doubt or question upon a man's intelligence, they would say: "He don't know enough to come in when it rains." The day is now at hand when a similar reflection may be made upon a man's good sense, when he

fails to "know enough to come in when it blows." He cannot say that refuge was denied him—Columbus' gates stand ever ajar.

(For full particulars concerning hurricanes and cyclones, their origin, course, etc., the reader is referred to Bulletin H., U. S. Department of Agriculture, Weather Bureau.)



Columbus, of to-day, is one of the principal centers of Electric Interurban Traction activity. Eight lines radiate from the city to as many points of the compass, operating outwardly to all the important surrounding towns and villages—connecting with Cincinnati and Indianapolis; and, with only short links remaining to be built, with Cleveland and Toledo, and other large centers of population. The interurban lines centering in Ohio's Capital City,

represent an investment of many million dollars, and annually carry many hundreds of thousands of people—bearing with them their largess to Columbus' Commerce and Industry. Familiarity with them to-day, makes it very difficult to realize that they have been established but three years; and the rapidity of their growth, and status of present development, render it impossible to forecast how vastly extended will be their future.

These lines have hourly passenger service at rates of fare about one-half those charged by the steam roads; and in a multiplicity of ways, the frequent and close connection between country and city, stimulates intercourse and upbuilds both. The early morning cars bring in many people employed in the commerce of the city; and the later cars, bring in retail and wholesale purchasers from all the surrounding country; while thousands of the city's people patronize the cars in summer, visiting surrounding resorts for recreation and pleasure.

That "Greater Columbus" is largely indebted to the stimulus the advent of these Interurban Traction Systems has exercised, will be accepted without argument. Its geographical limits, as a municipality of four miles from center to circumference, have, under their ægis, become expanded, for purposes of close business and social intercourse, to a distance of seventy miles or more; and no one instrument to-day is acting so potently in stimulating the continued commercial growth of the city. The steam railroads have served, and will continue to serve, their useful purpose in upbuilding; but that most wonderful and facile agent of modern civilization, Electricity, may be expected to advance and perfect transportation, and inter-communication, along channels never before conceived, or even dreamed of. Let it be borne in mind that transportation is



CITIZEN



EXPRESS & WESTBOTE



PRESS



DISPATCH



OHIO STATE JOURNAL

COLUMBUS DAILY NEWSPAPERS

Fifty Newspapers and Magazines printed in Columbus.

40,000 tons of Paper handled annually in Columbus.

Columbus is within six hours ride of every County Seat in the State of Ohio.

There are 1,500,000 People who make their home within two hours ride of Columbus.



HOSTER BREWING CO.



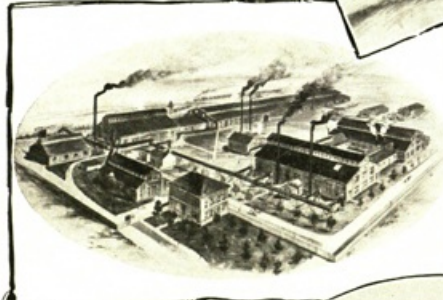
COLUMBUS BREWING CO.



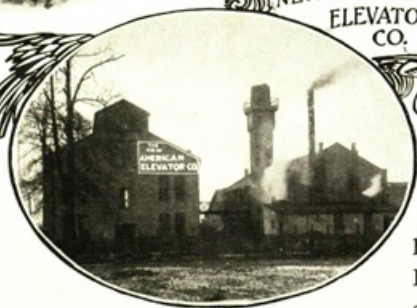
BORN & CO. BREWERS



COLUMBUS POTTERY CO.



FEDERAL GLASS CO.



NEW AMERICAN ELEVATOR CO.

the vehicle upon which every nation, state, and city depends for its commerce. That the free flow of traffic is the life of the city; and that by virtue of her location, "Greater Columbus" must continue to remain in the very forefront of this wonderful development.



Rapid transit has made it possible for a city to extend its commercial influence far beyond the pale of what might have once been thought naturally tributary. There was a time when a city had to rely chiefly for patronage (especially in all matters of retail) upon its own population. But now, with modern facilities for travel and communication, when distance is computed in hours and minutes, a distance of many miles is as quickly traversed as was that of a few blocks in the days of horse locomotion.

Drawing a circle around Columbus, with a radius of seventy miles, we find eighteen counties wholly included within this circle, and twenty others partially so. Within this area, resides a million and a half of people. There are thirty county seats, and more than one hundred additional towns and villages.

While it is true that the commercial influence of Columbus extends, in all directions, much further than seventy miles; yet, for the purpose of illustration, let us assume this area to be the limit of our city's natural commercial jurisdiction.

Every town and village, every hamlet and cross roads, within this circle, is in quick touch with Columbus. By telegraph, or phone call, every merchant within this radius can order goods from our manufacturer or wholesaler, and have the order promptly filled the day it is received. In most instances, six hours is ample time to fill an order, and make delivery of the goods at any point

within the seventy mile limit—be it groceries, dry goods, hardware, or what-not. This gives the manufacturer and wholesaler of Columbus, a local constituency of over fifteen hundred thousand people.

Suppose a merchant in Crawford county should suddenly find himself in need of some commodity for which he has unexpected demand. He simply steps to his phone and converses with one of our many wholesalers, and in six hours the merchandise he desires is delivered at his door.

Suppose a farmer in Ross county has a "break down," or "smash up," of agricultural implement, carriage or wagon, which must be either replaced or repaired. In less time than it used to take him to drive to the country village, he can have his necessities supplied from headquarters.

A woman in Champaign county can consult her milliner or dressmaker; or a man in Muskingum county can confer with his hat-man or clothier, in the Capital City, as easily as though they were "just 'round the corner."

The complete network of railroads and trolleys which covers this area, and centers in Columbus, leaves no rural district out of the sphere of this city's direct influence; and, practically, makes us one people. Every day the facilities for this sort of thing are being increased. Steam roads find in the Electric roads active competitors; and so are doing everything possible to add convenience, speed and comfort, for the use and enjoyment of their local patrons. New trolley lines are being constantly laid out; and the telephone wires, now like spider's web, are being rapidly added to.

Free rural delivery of mail brings the farmer his daily newspaper, evening and morning, with the same regularity and certainty as though he "lived across the street;" and every country store and blacksmith shop within this radius, through its telephone, may listen to

PUBLIC BUILDINGS



COURT HOUSE



PATROLS AND AMBULANCE

POLICE HEADQUARTERS



CITY HALL



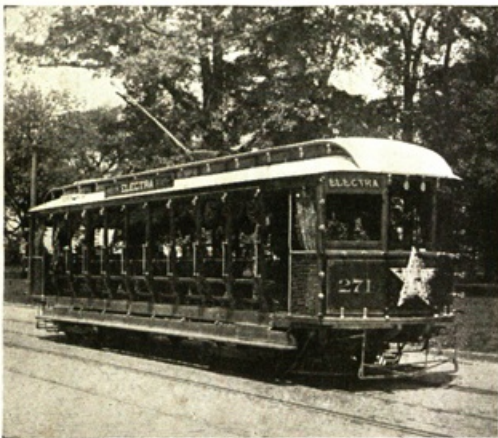
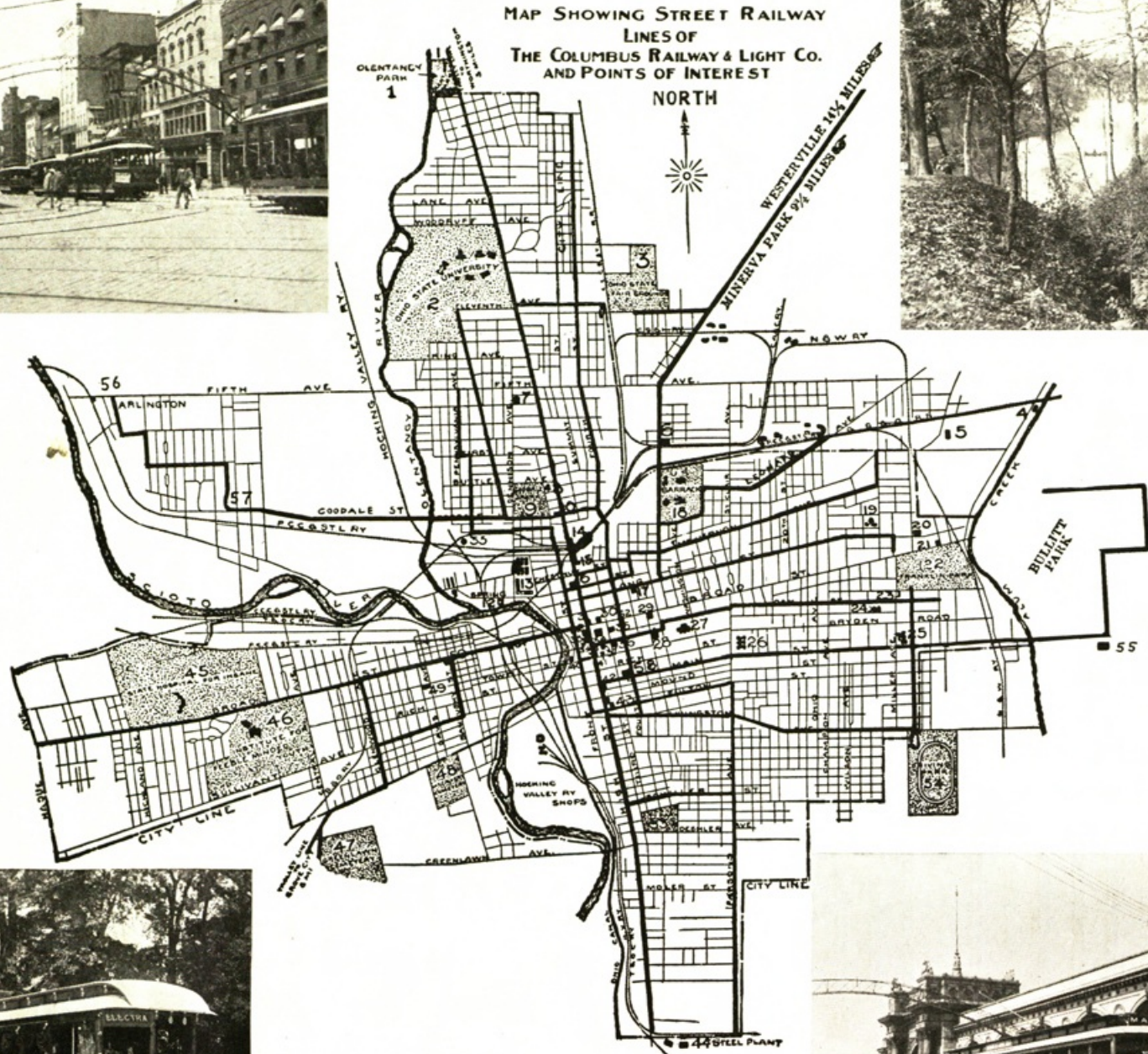
COLUMBUS WATER WORKS AND PUMPING STATIONS



Agencies for six different Express Companies.

Three Telegraph Companies.

Daily Pumping Capacity of Water Works—East and West—53,000,000 Gallons.



the political gossip of Ohio's Capital City, and hear reports from her Stock Exchange, every hour of the day.

Thus it is that the city of Columbus is brought into such close and immediate touch with thirty-eight counties of the great State of Ohio, and their million and a half of people, as to practically embrace them within her corporate confines. Not one of these counties is as far away from Columbus' city buildings, measured in minutes, as was Lower New York from Harlem, fifty years ago.



Columbus may be ever-congratulated, and esteem herself a city especially favored in the matter of her urban street-car service! And this not alone on account of the elegance, comfort, and cleanliness of the coaches employed therein; or the evenness of grades, or smoothness of rails over which these run; but for the perfect readiness with which any and every part of the city can be reached, as well.

The latter, it might be suggested, was due in great measure to the peculiar divisions and arrangement of the city; but the managerial capacity and energy of those who have this great enterprise in charge, can never, in matters of successful accomplishment, be fairly overlooked.

Cities are usually so laid out that the main lines of traffic and transportation run chiefly in one direction. This places a city in such position, that, while the up-town and down-town sections are made easily accessible, the users of the cross-town lines find themselves, all too frequently, subjected to delays and inconvenience.

However, the projectors of the city of Columbus have happily preserved her people from this difficulty. At the crossing of High and Broad streets, which is nearly the geographical center, street-car service to any portion of the city can be had with equal facility and promptness. At this point, street cars arrive and leave every half-minute—seven parallel lines going east, four parallel lines going north, two parallel lines going west, two parallel lines going south, thus thoroughly traversing

POPULAR RETAIL STORES



LILLIE'S ART STORE



DAVID C. BEGGS COMPANY



Z. L. WHITE & CO. DRY GOODS



McALLISTER MOHLER & CO.



SHANNONS

108.45 Miles of Street Railway within City limits.

Abundant Natural Gas supply at Cheap Rate

Thirty-nine
Public
School
Buildings.



BLISS BUSINESS COLLEGE



THE COLUMBUS SCHOOL FOR GIRLS



CAPITAL SCHOOL OF ORATORY & MUSIC



SHEPARD SANITARIUM



THE McMILLEN SANITARIUM

Five
Hundred
and Forty
Public
School
Teachers.

the entire city, and reaching every point direct, without transfer or delay.

And notwithstanding the fact that about twenty-five hundred cars pass this one point every twenty-four hours, there is no appreciable confusion. Because of the splendid system prevailing, and the diligent attention of the Company's officials, everything moves along smoothly and quietly, and accidents are of extremely rare occurrence.

In addition to the many beautiful suburban homes surrounding Columbus, four purely residential districts are included within the city limits—the "North-Side," the "West-Side," the "South-Side," and the "East-Side."

The conduct of the street-car service of Columbus is such, that the residents of these districts can, without transfer, be carried through the principal retail section of the city; and should business, as well as pleasure, prompt the trip, by securing a transfer, such reasonable time is allowed as will admit of limited shopping, when ride may be resumed to the further point desired—but one fare having been charged or collected. Then, too, the rolling-stock used in Columbus' street-car service is not of the "back-number" variety—the cars are all of modern kind, commodious, elegant in design, luxurious in arrangement—closed and well-heated in winter, open and well-ventilated in summer.

The main lines are all practically double tracked, and of the most solid and durable construction; while the army of men in the Company's employ, doing service as motormen and conductors, by reason of a painstaking selection, are found vastly above the average, in manners and personal appearance, of those similarly employed elsewhere.

Seven tickets for 25c. with the privilege of transfer to any part of the city, constitutes the rate of fare charged.

The regular street-car service begins at five o'clock in the morning and ends at midnight; but during the five intervening hours, "owl-cars" are run, with commendable frequency, over all the principal lines.

Thus it may be seen that, in actual comparison with the street-car service of other cities of the United States—cheapness of fare, comfort and elegance of cars, promptness,

reliability, and general efficiency being considered—Columbus stands without a rival; and, indeed, it might be added, leaves nothing undone that the most exacting public patronage could fairly ask should be done.



After all, it must be accepted that there is no product of civilization so precious as the Home. A city that, by inspiration, calls into existence Homes, with their attending sacredness, cleanliness, and comforts, is greater than the city producing only wares and merchandise; is grander than a city made up of banks and stock-exchanges; is more to be lauded than a city of many wharves and busy traffic.

The city that cannot make a showing of happy Homes, where families live, and love to live, and in which they take just pride, whatever else it may produce, is making but a doubtful contribution to the true wealth of the nation. Nothing can bring compensation to a community for the absence of those conditions from which home-life takes its source.

Columbus is peculiarly a city of Homes—Homes varying in cost from \$1,000 to \$100,000, and more—from the modest cottage of the laborer to the palatial house of the millionaire. Bright, cheerful places of residence, all, located on broad streets and shady avenues—everywhere, and in every direction, making pleasing presentation of themselves. From east to west, seven miles; from north to south, seven miles—spread all over this broad area they are to be found. Now and then, mayhap, a little spot of "slum" is to be seen; here and there a bit of crowded tenement; but like a freckle on the cheek of some fair one, while admittedly detracting, yet not sufficiently extended to mar materially the facial beauty.

In Columbus may be found many tall buildings and "skyscrapers;" but no dark canyons of streets where the sun never shines; no thunder of noise overhead, or underfoot; and yet everything that heart could wish, or mind conceive, is within easy reach or phone call—all the advantages of the metropolis, with none of its phases of objection.

A FEW
OF THE MANY
BEAUTIFUL
HOMES



LOUIS HOSTER



ALLEN G THURMAN



W. S. ROGERS



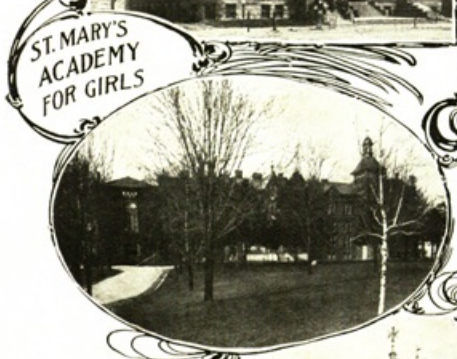
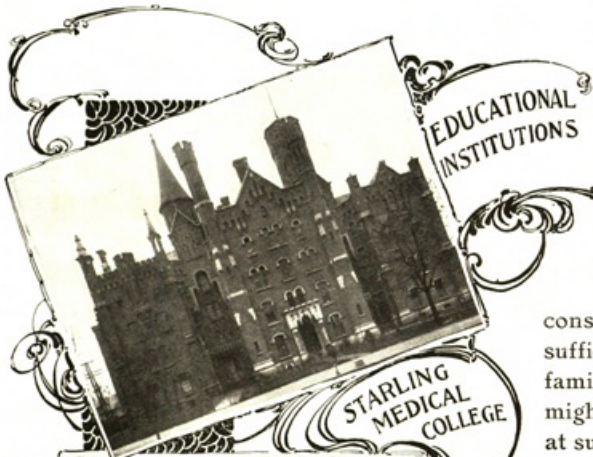
E. SWISHER



DANIEL SOWERS

The Death Rate in 1905 was 11.1 per thousand. This is the lowest Death Rate of any City of the same or greater population in the United States, and statistics show it to be decreasing every year.

Two Universities of National and International Reputation.



Two Medical Colleges whose degrees are recognized the world over.

In seeking a permanent abiding place, perhaps the thing considered as of first importance, by the average American, would be the opportunity presented for conducting a profitable business.

It is a fact, not difficult of establishment, that Columbus, in this regard, is second to no city in the country.

The second thing of importance, is a healthfulness of climate. This really ought to be a matter of primary consideration; as no financial inducement should be estimated sufficiently great to tempt a man into subjecting himself, or his family, to the influence of unwholesome surroundings. It might well be asked of what use is financial success, achieved at such cost.

For many years Columbus has enjoyed the reputation, based upon official mortality statistical reports, of being the healthiest city of its size in the United States.

There is a third consideration in seeking a home—a consideration, too, which is held in higher esteem in this country than in any other of the world—and that is the one of educational facilities.

Here, again, we believe Columbus to be unexcelled, indeed unrivaled, by any city of equal population in the land. Institutions of learning, from kindergarten to university, simply abound within, or are nearly contiguous.

We shall be obliged to pass over, without enumeration, the numerous kindergartens, public and private; and also the score, or more, of private schools, where older boys and girls find special, or select training.

Distributed advantageously in every part of the city are forty imposing and commodious school buildings, whose architectural beauty are the just pride of our citizens. Others are in contemplation, or already in process of erection.

Four palatial, up-to-date High school buildings, rear their majestic forms in strategic and convenient location, where thousands of young men and women are equipped for public life, or trained for college entrance.

Several Normal Schools are maintained in the highest degree of excellence, sending out annually an army of well-drilled teachers to every part of the country.

In addition to these, are the eight Catholic Parochial Schools. The famous Academy For Girls, at "St. Mary's Of The Springs," which includes on its roster the names of girls from every part of the United States, both Catholic and Protestant. The Josephinum, a papal college for boys, where young men, coming from all parts of the world, receive a thorough classical and theological education.

Of the numerous Business Colleges of the city, some take first rank; furnishing clerks, stenographers, and finished book-keepers, who seek employment, and find it everywhere.

Schools of Music; Schools of Oratory; Finishing Schools, of various grades; each one of which is well deserving of special mention, did our limited space permit.

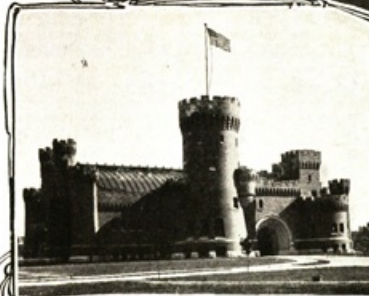
Of the great Ohio State University, little need be said further than to refer with pride to its magnificent and spacious buildings; its vast acreage of park; its farms for experimental agriculture; its classic halls and busy laboratories—all of which include, in orderly succession, every feature of University training to be found in this or any other country. The two thousand students who annually enter its portals, enjoy the rarest opportunities in their pursuit of learning. Classical, literary, scientific and technical—everything is taught from Domestic Science to Law, from Veterinary Surgery to Philology.

In every country of the world can be found one or more of the bright and ambitious young men, who have been graduated at this Institution, from one or another of its various Departments—Mining, Electrical,

SCENES AT THE OHIO STATE UNIVERSITY



UNIVERSITY HALL



ARMORY AND GYMNASIUM



HAYES HALL



TOWNSEND HALL

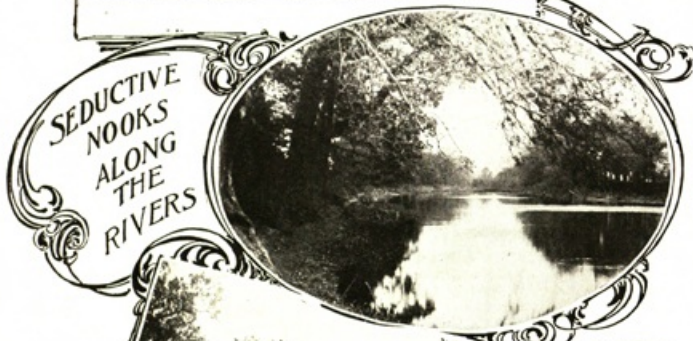


BIOLOGICAL HALL



THE SPRING

The State
University
grounds
comprise
345 acres.



SEDUCTIVE
NOOKS
ALONG
THE
RIVERS



Columbus
State
Hospital
grounds com-
prise 325
acres.

Mechanical, and Civil Engineering, all being taught in the most modern and comprehensive way.

Across the city, on its eastern border, lies the Capitol University, which has enjoyed for many years the reputation of being one of the finest sectarian schools in the land; and will be recognized as the leading Theological Seminary of the Lutheran church.

Three other Universities can be reached from the city by trolley cars, any hour in the day. The Otterbein University of Westerville, the Ohio Wesleyan University, of Delaware, and the Wittenberg University, of Springfield. Each one of these institutions is of national repute, and each enjoys some special advantage because of its location or equipment.

The Kenyon College, at Gambier, is less than two hours ride from the city; thus adding another to the constellation of great schools of learning within easy reach.

Surely fortune has been lavish in the opportunity she extends the young men and women of Columbus—educational advantages, it may be fairly said, that few people of the earth enjoy in equal perfection.

Foremost among the Medical Colleges of the country are the two located here. The Starling Medical College is one of the oldest, while the Ohio Medical University is one of the most popular in the Middle West.

And yet the story of our institutions of learning is not complete: We have schools where the dumb are made to speak in silent but eloquent language; where the blind are taught to hold sweet communion with the great authors and inspired writers; schools that reach down, and gather tenderly to their enlightening ministrations those whom Nature has chosen to endow but feebly with the priceless gift of intelligence.

These schools are each supplied with its corps of expert and specially-trained teachers; performing miracles in the uplifting and betterment of humanity.

The School for the Blind, the School for the Deaf and Dumb, the School for the Feeble Minded, each of which numbers its students in hundreds, not alone teach these unfortunate ones to think, to talk, and to read; but also gives them such technical instruction as will place them on self-sustaining basis in the great world of industry.

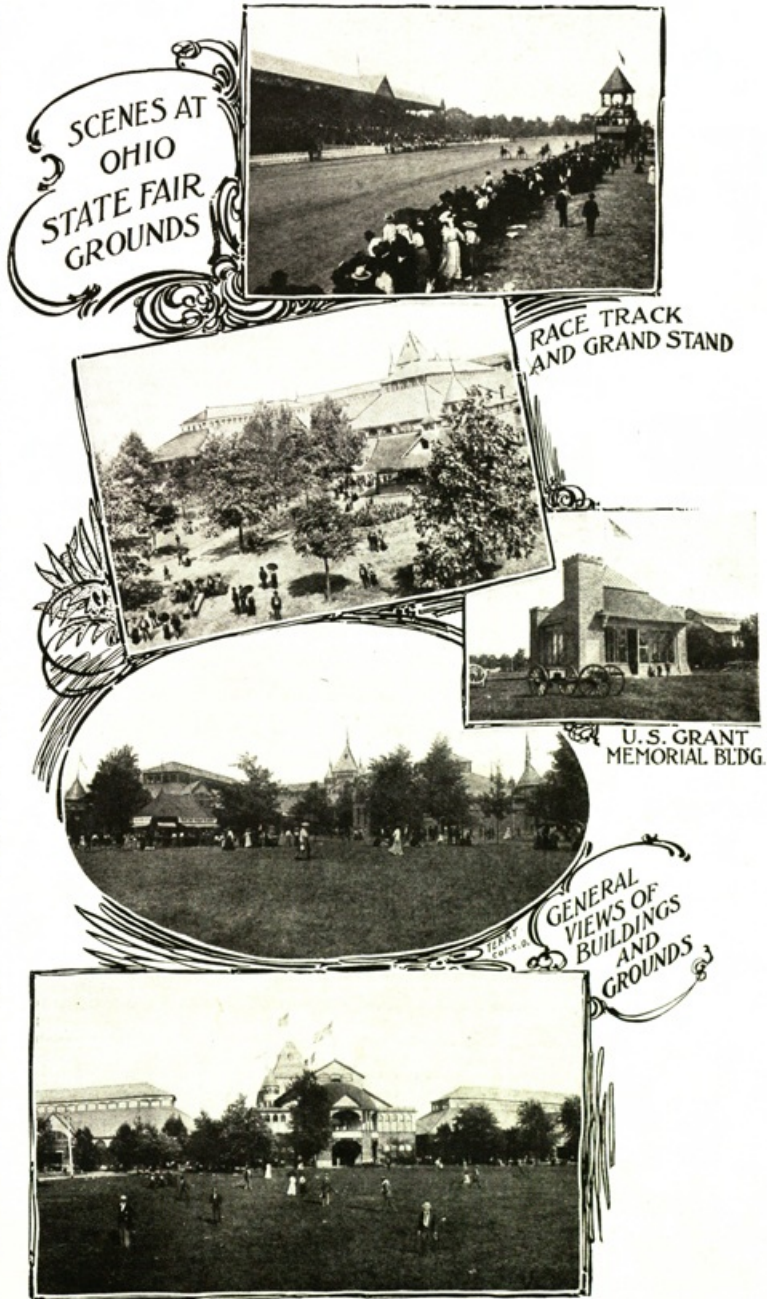
Surely, in seeking a location in which to rear a family, no father or mother can fail to ignore what is here so richly proffered in way of educational opportunity. It is a blessed thing to be able to extend our children the privileges of a higher education; but it is more blessed still to be so situated that we may avail ourselves of these facilities without depriving our boys and girls, at the same time, of home influence, and subjecting them to the ordeal of a four-years life in college dormitory, or distant seminary.

It would indeed be difficult to conceive of any course of study that could not be successfully pursued in some one of the many institutions of learning, for which, in the abundance of her possession, the city of Columbus has already grown world-famous



COLUMBUS FROM A CLERGYMAN'S STANDPOINT.—"There is probably no city in the world where the clergymen of all denominations have more harmonious relations than in the city of Columbus," so said a clergyman in our presence, not long since. He said:

"I came here from another of the larger cities. In that city there was a great deal of sectarian clannishness. The preachers of one denomination herded

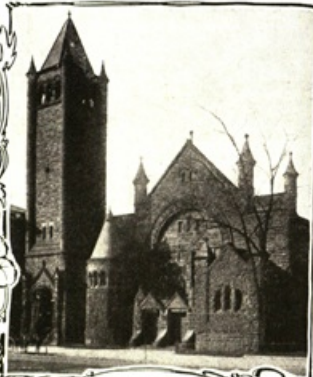


Imbecile
Asylum
grounds
comprises
197 acres.

One hundred
and twenty-
two churches,
eight chapels,
and twenty-
six missions.

The value of church property in Columbus is nearly \$3,000,000.

FOUR REPRESENTATIVE CHURCHES



FIRST CONGREGATIONAL CHURCH



BROAD ST. M.E. CHURCH



ST. JOHN'S CATHOLIC CHURCH



BROAD ST. PRESBYTERIAN CHURCH

The membership of the various churches is estimated at 40,000.

together, and looked askance at the preachers of other denominations. Not only this, but if some one of the clergymen took an advanced stand on any theological doctrine, the other clergymen would immediately withdraw themselves from association with him.

"Here, nothing of the sort exists. The preachers of all denominations bear the most friendly relations to each other; and there is no such thing as denominational rivalry, or sectarian hatred, existing among the clergymen of this city. It is to me an unexpected pleasure, as well as a great privilege, to enjoy this sort of church fraternity.

"This state of affairs has undoubtedly been brought about by the fact that two or three of the older and leading clergymen of this city are men of broad views and liberal feelings. These clergymen have created an atmosphere of religious toleration about them, that makes it almost impossible for narrow-mindedness to get any foothold among us. Jew and Gentile, Protestant and Catholic, Orthodox and Liberal, Materialists and Spiritualists, all respect, and have a brotherly sympathy for each other, in spite of creedal differences.

"I feel sure that I am not exaggerating when I state that there is no city in the world can boast of a better state of affairs in this respect than the city of Columbus. There may be cities where church going is more prevalent than in Columbus;

there may be cities where outward forms of religion are better observed; but there is no city where the right to worship God according to one's own conscience is better maintained. Even the Mormon missionaries who visited this city, and struggled for a long time to make proselytes among us, went, while here, to and fro at their pleasure, suffering no molestation, and finally took their departure, without opposition to their presence having at any time been heard from the 'church.'"

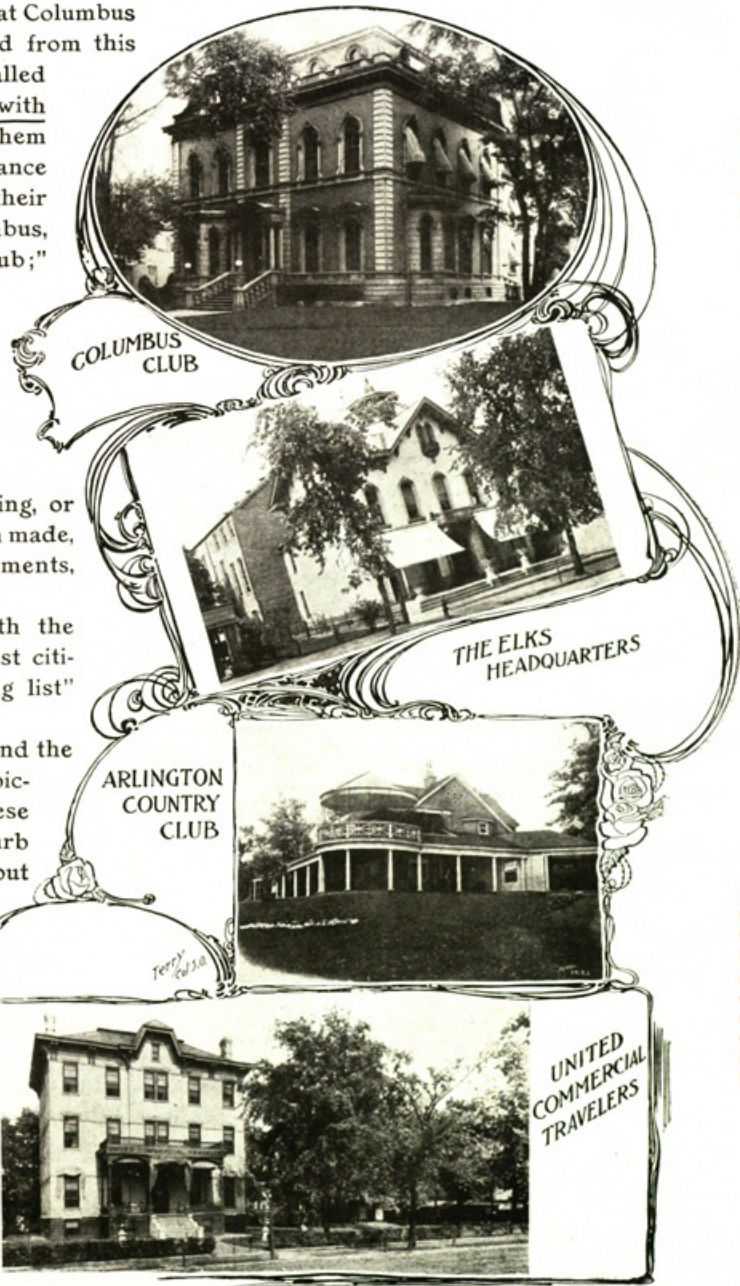
So far as "church" relations are concerned, we have in Columbus a foretaste of "peace on earth and good will among men."

While it has been often said, and truly, that Columbus is "a city of homes;" yet it must not be inferred from this that she is without that metropolitan facility called "The Club." Indeed, Columbus is equipped with many "Clubs"—"City" and "Country"—some of them measuring up to a very high standard in the elegance of their appointments, and the refinement of their service. Probably the leading "Club" of Columbus, proper, is the one known as the "Columbus Club;" which, being located at the intersection of Broad and Fourth streets, occupies a position central and convenient.

The spacious and attractive building in which this Club makes its home, is the property of its members; and was originally built at a cost of \$125,000.00. This expenditure, of course, does not contemplate its furnishing and outfitting, or any part of the many large outlays that have been made, from time to time, in extensions, general improvements, and betterments.

Its membership roster stands full—with the names of a number of hundred of our city's best citizens enrolled—and has always a large "waiting list" in reserve.

Of the "Country Clubs", the "Arlington" and the "Columbus Country Club" are the most conspicuous. The "Arlington Club" is the older of these institutions, and is located in the beautiful suburb of Arlington. Included in its belongings are about 40 acres of land, devoted to "Club" uses—providing Bowling, Tennis Court, Golf Links, etc. The \$75,000.00 originally invested in this enterprise, has more than doubled itself in value—due to the rapid growth of the suburban city about it. The "Columbus Country Club"—of later establishment—is situated about four miles east of the city limits; and occupies, with its buildings, a plot of 240 acres of picturesque land, covered with grand old trees, interspersed with views of "hill and dale," with a frontage extending nearly a mile along the shady banks of Big Walnut River.



COLUMBUS CLUB

THE ELKS HEADQUARTERS

ARLINGTON COUNTRY CLUB

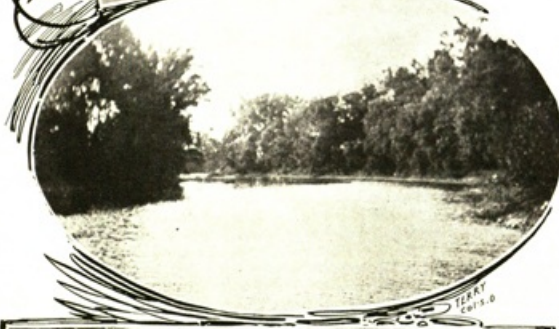
UNITED COMMERCIAL TRAVELERS

Columbus Board of Trade has a membership of 1190.

For twenty-five years Columbus has shown a greater per capita wealth than any other city in the United States.

The U. S. Pension Office located in Columbus is the largest in the United States, and makes distribution of the greatest sum of money annually.

RIVER
SCENES
IN AND ABOUT
COLUMBUS



Pension disbursements in 1903 amounted to \$14,920,045.53.

The Club House, just completed at a large cost, is of great architectural beauty; and a marvel of good taste in its furnishings, and completeness in its equipment.

Its extended grounds—by nature made adaptable to such varied use—affords broadest latitude in the choice of recreation and sport which may be presented for its membership's enjoyment. And this the management has been wise enough fully to utilize. Here may be found Billiards, Bowling, Croquet, Tennis, Golf, Trap-Shooting, Rifle-Range, Hurdle Course, and a splendidly laid-off and graded Half-mile Track. Notwithstanding the distance the "Columbus Country Club House" is from the city, it will be found supplied with natural gas; a complete, though independent sewer and water system—indeed, it is wanting in none of those conveniences and comforts which should characterize a first-class metropolitan "Club"—and with many additional features of attractiveness peculiarly its own.



One of the curious sights in Columbus is the numerous grey squirrels to be seen in all parts of the city.

Many years ago some of these denizens of the forest were given house-room, and cared for, on the grounds surrounding the State House.

They gradually became accustomed to the ways of civilization, and by additions, and natural multiplication, their numbers grew. Little by little, as time went on, they ventured out into the city. The people grew to love the graceful, little creatures; and now, in all directions, they may be seen, in countless numbers, chattering away, from the many beautiful shade trees of yard and street, throughout the city.

They have long since ceased to show fright at the approach of the *genus homo*. It is of common occurrence to see children, and grown people, as well, giving them nuts, which they eagerly accept, and that, too, without the slightest show of timidity.

No one living in Columbus would think of doing them an injury; and even the dogs have learned, if not to fraternize, at least to tolerate, their presence.

The perfect immunity from danger in which these squirrels live, and move about among the residents of all parts of the city, affords a significant insight into the kindly and humane instincts of the people. In what other place, in all the world, would these tiny, helpless creatures, at large, be so exempt from injury? They are certainly a hundred-fold safer here than in the wilds of their native habitat. To kill or maim one of them, would be such an offense, in Columbus' public opinion, as no man or boy, living here, would think of committing.



It would be impossible, in the limited space allotted us here, to undertake anything like a complete enumeration of the various Sporting Clubs and Athletic Organizations of this city; or give aught appertaining to their history. In a general way, it might be said that—

The Grand Circuit Races are to be seen here twice a year; the "Matinee Races," of the Gentlemen's Driving Club, weekly; and trotting and pacing horses, the finest of their type, exploit their speed at attainments, and powers of endurance, on the best mile-track in the world. It was on this track that Cresceus gained his world's record; and it was here that the famous automobile racers of the country achieved their early triumphs.

Two of the great Universities of our city (the O. S. U. and O. M. U.) furnish Football Teams that have proven winners in the inter-collegiate games of the Middle West. During the season of this sport, there are at least twenty independent football teams in Columbus—some of which have won championships in the classes in which they compete.

The Columbus Baseball Team, in 1904, finished in "second place" in the hard battle for supremacy fought within the "American Association"; and during the season, drew more "paid admissions" to witness the games played on the Columbus Baseball grounds (Neil Park) than were in evidence at any other city represented in the "Association."

Thirty-five Baseball Teams, organized within this city, contended for amateur honors during the season. Each of these Clubs had its own enthusiastic following; and some of them "played ball" up to a good "professional" standard.



THE CHAMPLIN PRINTING CO.

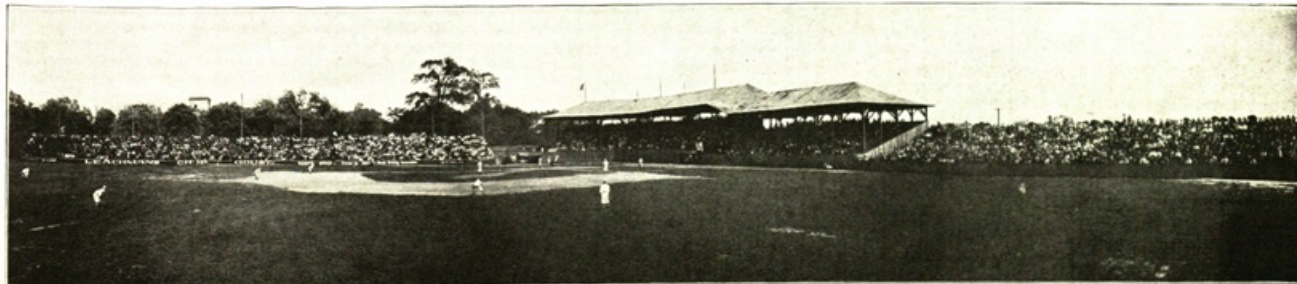


THE BERLIN PRINTING CO.



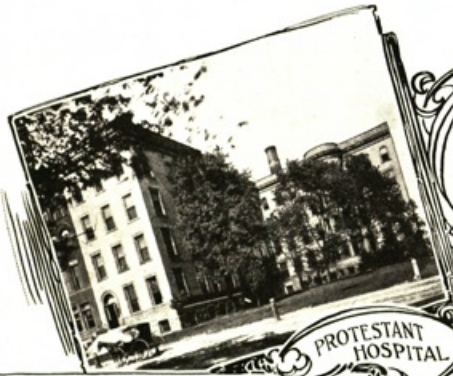
NITSCHKE PAPER CO.

A great National Military Post, occupying more than two thousand acres, soon to be established a short distance from the corporation limits.



NEIL PARK BASEBALL GROUNDS (COLUMBUS VS. LOUISVILLE SEPT. 16TH, 1904)

Columbus Postoffice business: Outside mail, 70,000,000 pieces annually; local delivery, 40,000,000 pieces; cash receipts, \$524,831.66; expenditures, \$368,894.58; carriers employed, in 1902, 75; in 1904, 101.



PROTESTANT HOSPITAL



ST. ANTHONY'S HOSPITAL



CHILDRENS HOSPITAL



LAWRENCE HOSPITAL



GRANT HOSPITAL

SEVERAL OF OUR HOSPITALS

Bowling, on "temperance alleys," is a popular winter sport; and Columbus teams have always been able, so far, to take their full share of prizes in the National Tournaments.

Polo has recently entered the field of sports with us, and a lively interest is now being taken in it.

Golf Links abound in the various suburbs; and its devotees, of both sexes, in large numbers, find there the looked-for recreation and recuperation.

"Trap Shooting" is not without its votaries; and the "Indianola" and "Riverside Club" have their weekly meets and friendly contests.

Among our excellent Gymnasiums is to be mentioned, first, the one at the Y. M. C. A.—where hundreds of business men seek instruction in athletics; and where events in "Basket-Ball", and "Indoor Baseball Tournaments" are of frequent occurrence.

There are many other Gymnasiums, of the first-class, in connection with our Universities, Colleges, Sanitariums and Private Clubs, which leave nothing to be desired in point of their perfect equipment.

There is a strong athletic spirit in Columbus, which is being fostered in every direction. Sports of all kinds are under good management; and are conducted on lines so high and self-respecting as to assure absolute freedom from the objectionable features so frequently found associated. The young men who affiliate with the Athletic Clubs here, have excellent opportunities for exercise and physical culture, and find themselves in a company in no sense demoralizing.



Columbus is possessed of many Hospitals—all clean, light, and well-ventilated—and where perfect antiseptic and best sanitary conditions are made matters of prime consideration. There are twelve of them!—and a benevolent spirit of management is known to abound throughout the whole. The surgeons

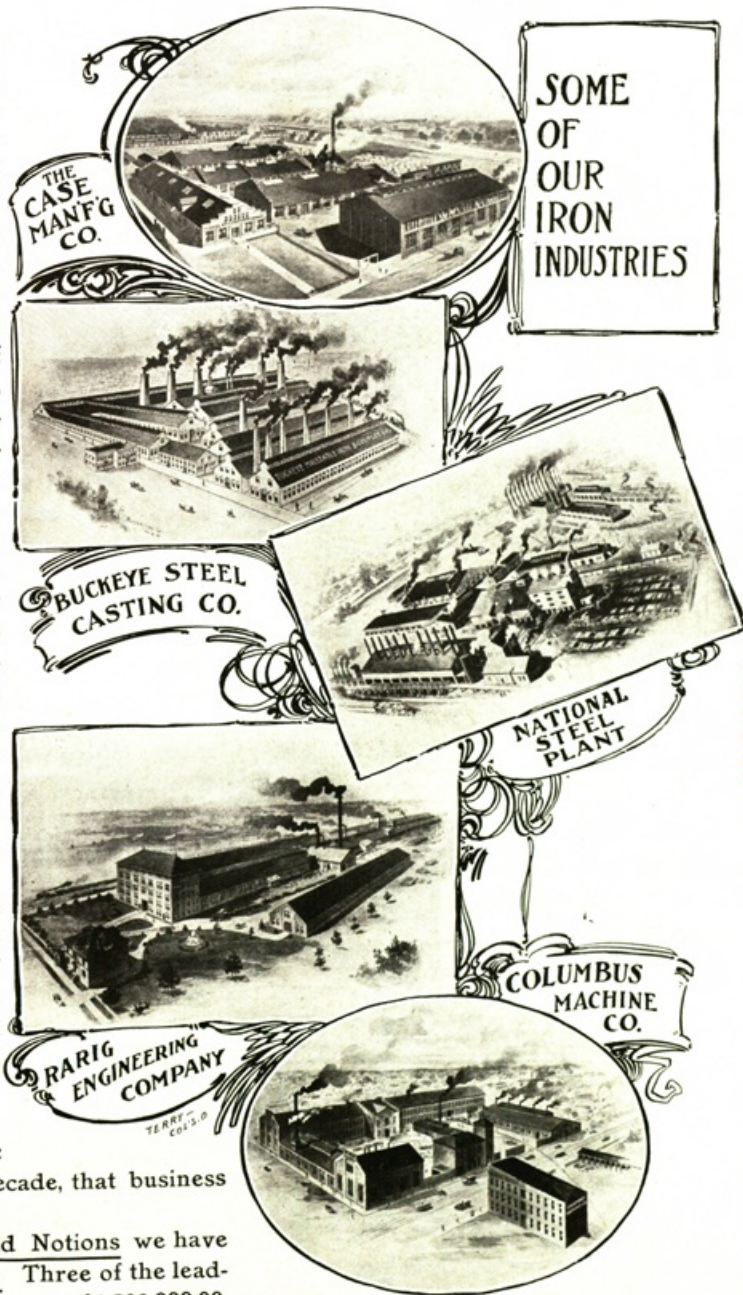
and physicians in charge, broadly speaking, are men of accepted scientific attainments, whose knowledge of man's anatomy, and the ills to which his flesh is heir, together with a steadiness of nerve, and skill of manipulation, have led them to move in the "higher walks" of their profession. There are surgical operations constantly occurring in the Hospitals of Columbus—with rarest fatality attending—that no surgeon, in all the world, would have dared attempt fifty years ago. No flaming notices of achievement, no grandiloquent announcements, associate themselves with such successful accomplishment; but all in lines of modesty, professional dignity and decorum, the work goes on from day to day. While these asylums for the injured, the malformed, the afflicted, are most commodious and complete in their appointments, they are not made forbidding by virtue of their great size, or gloomy by the darkness of their interior finish. The nurses employed are still-footed, soft-handed, gentle and faithful women; moving swiftly but quietly to their tasks; knowing a thousand times more about preparing the food, and ministering to the sick, or dressing the wounds of those operated upon, than the wisest disciple of Æsculapius dreamed of in the days of our fathers.

Other cities have their Hospitals; and many, doubtless, as good as those of which we speak; but it is certainly open to question if any city in the world, of equal population, can show as great a number of truly first-class ones as does the Capital City of Ohio.



Columbus has always occupied a strategic point for the Wholesaler; and, in the past decade, that business has more than trebled itself in this city.

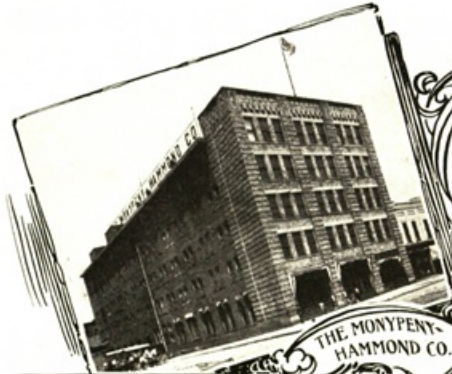
In the line of Wholesale Dry Goods and Notions we have many excellent Houses, exclusively wholesale. Three of the leading firms, alone, have invested in their business over \$1,500,000.00.



SOME
OF
OUR
IRON
INDUSTRIES

Twelve first class hospitals, besides a number of private sanitariums.

Total valuation of taxable property in 1904 nearly \$100,000,000.



THE MONYPENNY-HAMMOND CO.

LEADING WHOLESALE HOUSES



THE TRACY-WELLS CO.



THE ELDRIDGE & HIGGINS CO.



WHOLE SALE ROW



GREEN JOYCE & CO.



SHELDON DRY GOODS CO.

The territory from whence these establishments draw their rich sustenance, embraces practically all of Ohio, goodly portions of West Virginia and Kentucky, and a large slice of Indiana and Southern Michigan.

Being all financially substantial, aggressive, and ambitious business concerns, there exists a stout, though friendly competition between them; which incites an activity and enterprise in this line, possibly not to be found in any other city of like size in the United States.

In the Wholesale Grocery and Boot and Shoe business, we have a still larger number of corporations and firms engaged; and their sales are found increasing, and multiplying themselves from year to year. To the uninitiated it would seem a puzzle how so many exclusively Wholesale Grocery and Boot and Shoe Houses find market for the immense amount of goods they each dispose of annually. But when they come to know the situation as it is; and consider the extraordinary facilities for shipment, and the ability to make speedy delivery of goods which this city enjoys; together with the fact that there is an unbroken territory of prosperous cities and towns in all directions; the "puzzle" ceases to be one.

The Wholesale Clothing business, while it is, comparatively, in its infancy, is a rapidly growing one; and the constant demands being made upon its resources, in all directions, by the multitude of retail clothing establishments in the smaller cities and towns surrounding, render its future a bright one.

The Wholesale Hardware trade, requiring, as it does, the most ample facilities for transportation, finds here an ideal spot for its conduct. The level streets; the centrally-located freight depots; the many trunk lines of railway—with their fast-freight trains, coming and going to

Per capita wealth, \$825.

and from all points of the compass—have combined along with the energy of the firms engaged in the business, to create in Columbus a Wholesale Hardware traffic of astonishing proportions.

The Wholesale Millinery business has come to be a thriving one; quite beyond what might have been deemed possible a few years since. Some of these Houses evidence great enterprise; and run "pattern trimming departments" which are setting the pace, and dictating the fashions, in millinery, throughout the whole Middle West.

Wholesale Bakeries and Cracker Houses; the Commission Houses (which handle tremendous quantities of fruit and vegetables, shipped from every clime); the Wholesale Drug Houses, Manufacturers of Pharmaceutical Products and Proprietary Medicines—each attaining such marked success, as can only be accounted for by assuming that Ohio's Capital City possesses extraordinary natural, along with other potential advantages as a Wholesale Market.

In Wholesale Lumber, it will be remembered that Columbus taps the inexhaustible timber fields of the southern states; and her dealers, purchasing in great quantities, bring to the consumers of lumber in this market everything they may need, selling it, in small lots, cheaper than it can be obtained at the mills.

The same thing may be said of Glass and Paper. The output of many factories in this line finds its way in unbroken cargoes to our city, to be distributed among a myriad of small wholesalers and retailers in all parts of the state.

As a center of the Wholesale Trade in Wagons, Carriages, Buggies, Automobiles, Harness and Leather findings, there is no need to expatiate—Columbus has been made famous by the manufacture and sale of these products, not only



THE ISAAC EBERLY CO.

THE D. KELLY CO.



THE HENRY C. WERNER CO.

THE COLUMBUS HARDWARE CO.



JONES, WITTER & CO.

Fifty million feet of lumber consumed each year in Columbus.

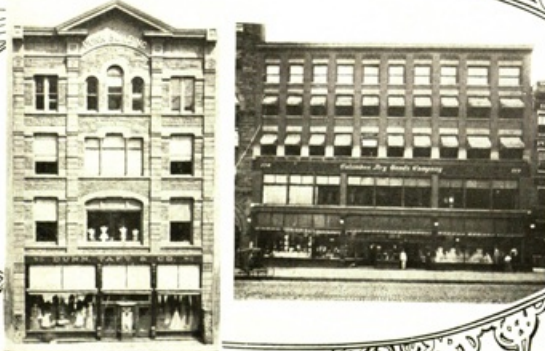
Columbus is the center of traffic for the white pine lumber produced in the South.

Columbus is the greatest distributing center for tropical fruits and hot-house vegetables in the State of Ohio.



ANDREW DOBBIE

THE BOWLAND MOREHOUSE & MARTENS CO.



DUNN TAFT & CO.

COLUMBUS DRY GOODS COMPANY



BEALL - LIVINGSTON

Excursion trains from various parts of the state bring over three million visitors to the city of Columbus annually.

throughout the length and breadth of the United States, but throughout the civilized world.

Ten years ago Wholesale Jewelry, as a business, was practically unknown here. At the present time, a number of exclusively wholesale houses are having a large trade in this way. And so on to the end of the list:—we know of no Wholesale House in this city—in any line—that is languishing for want of patronage.

As we have said, much of the prosperity of the Wholesalers here, may be properly accredited to the unsurpassed facilities in receiving and distributing which Columbus extends; yet we deem it but fair to state, in this connection, that "the men behind these guns" would work out a measure of success located anywhere.



The City of Columbus has come to be recognized as a sort of "Retailer's Paradise!" Not alone because of its population of one hundred and sixty thousand well-to-do people—"always wanting something"—but for its rapid transit facilities, reaching out into the rich and populous territory surrounding.

By a careful calculation, it is estimated that the Retail Merchants of Columbus are in business touch with a million and half of people. Coming into the city every day, from all directions, are uncounted trolley cars, filled with shoppers. These people visit the city during the hours of daylight, do their shopping, and return home in time for "chores," from points twenty, even fifty miles away, at a mere trifle of expense, and with less trouble and fatigue than did the old-time shopper, two decades ago, who lived in the outskirts of the city.

So keenly alive have the Retail Merchants become to the importance of their urban patronage, that regular "interurban days" have been established. One day out of each week has been set apart; and the "urbanites" who take advantage of it, obtain, free, a ride to

the city and return—thus practically bringing two hundred and fifty thousand country homes to the very doors of the Retail Merchants of the city. For while it is true that every urban locality has its own retail stores (of a kind); yet so much more attractive have proven the larger stocks, the extended assortments, the better displays, and richer merchandise of the great Retail Bazaars of Columbus, that, but for the "thread and needle" trade, etc., these have ceased to be a thing in competition.

The opportunities and possibilities which these auspicious conditions present to the Columbus Retailers, is not being overlooked by them. This is evidenced by the many up-to-date retail stores that now line our streets, and vie in splendor and commodiousness with the largest department stores in the country. "Show-window" after "show-window," with dazzling displays of the richest fabrics, from every country; household furnishings, that no king could have afforded fifty years ago; gems and jewels that make the Arabian Night Tales seem commonplace; floor upon floor of vast area, where hundreds of courteous clerks hasten to serve the wants of waiting customers—these are "every-day" sights in Columbus.



The business of importing horses began in Columbus, Ohio, about 15 years ago; and during the past few years there have been more horses imported each year into this city, direct from France and Germany, than have been imported into all parts of the United States together, in the same length of time. Thus it is that Columbus has become pre-eminently the leader of all American cities as an importing and breeding center of high-class French and German Horses; and we are still more proud of the fact that the very best stallions and mares, of these types, the world has produced, now living, are owned here.



BRYCE BROS & CO.



F. & R. LAZARUS & CO.

THE UNION



STRENG'S

THE CAPITOL CLOTHING CO.



The McKinley Memorial—A splendid work of art, soon to be completed—will be located at main entrance to State House grounds, on High Street.

A Zoological Garden nearly adjacent to the city.

The principal prize winners at all the leading "Shows" abroad, since, and including the Paris Exposition, 1900, were promptly purchased by the enterprising horse-importing firms of Columbus, Ohio. All of the prize winners at the Buffalo Exposition were sent there from Columbus, including the Percheron Draft Stallion that won the "Grand Championship" over all Draft Breeds.

At the St. Louis World's Fair, Columbus horses won every prize in Percheron Classes, down to fifth prize.

At the Ohio State Fair, every year, all the prizes given for Draft and Coach Horses have been won by Columbus breeders and importers. The market for these horses is wide-spread. They are sold not only in every state of the Union, but in every part of the North American Continent.

The time has now come when buyers recognize that, in this line, they must come to Columbus if they seek the best.



The story of Columbus has been but illy told when its past and present attainments have alone been recounted. The future of this fast-growing city, if considered—looking to a "greater Columbus"—presents, of itself, an extended and inspiring theme; and the casting of its horoscope could not fail to prove a fitting sequel to all the glories that have gone before.

The magnitude of the public improvements just completed, together with those in process of construction, and projected, conspire to lend the brightest augury.

The Municipal Electric Light Plant, costing over \$500,000.00, is now practically completed; and promises a cheaper and better public-lighting service than can be boasted of by any city in the country.

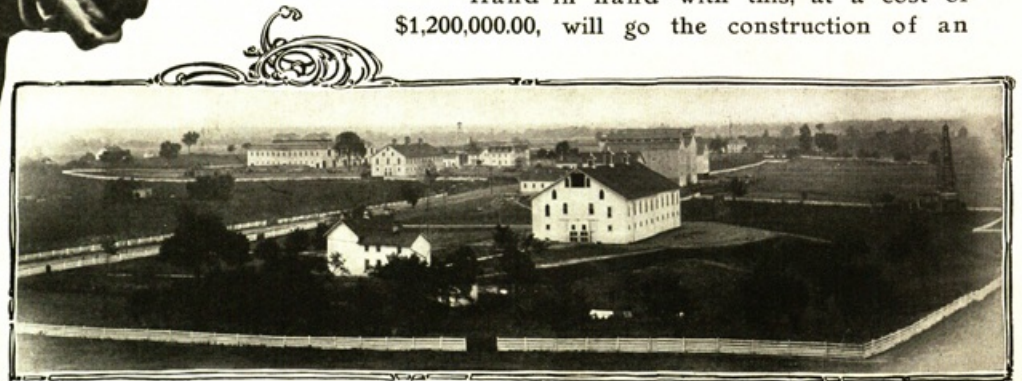
Work is already well advanced on the building of the great concrete dam, across the Scioto River, which, when finished, will represent an expenditure of over \$1,000,000.00; and will have established a reservoir having an area of 700 acres, with a storage capacity for water equal to the demand of a city with a million population.

Hand in hand with this, at a cost of \$1,200,000.00, will go the construction of an

Columbus represents the push of the progressive West with all the culture and refinement of the East.



Copyright 1904
James W. Hartman



THE HARTMAN STOCK FARM, IMPORTERS AND BREEDERS OF FINE DRAFT AND COACH HORSES

immense "Filtration and Softening Plant," which assures to the city, under all circumstances, a perfectly pure water, free from all possibility of pollution; and, having been "softened," will so "touch the spot" of the engine's boiler tubes as to further commend Columbus as a most eligible point for the location of manufacturing enterprise.

For nearly a year the city has had in operation an experimental sewage disposal station, for the purpose of ascertaining with definiteness, the specific kind of treatment the sewage of Columbus requires, in order that it may be "disposed of" in the most economical and satisfactory way.

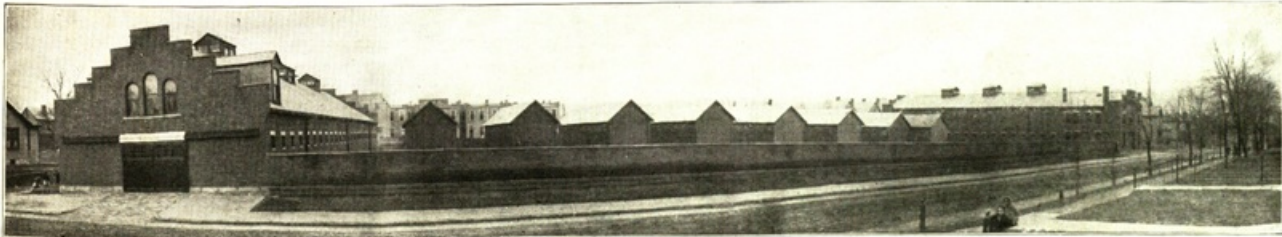
So soon as these experiments are deemed conclusive, the city will begin the construction of its "Sewage Disposal Plant," for which an appropriation of \$1,200,000.00 has already been made.

During the last five years, nearly a \$1,000,000.00 have been spent in the extension of the city's main sewers. In the coming two years, it is proposed to expend \$1,000,000.00 additional; which, it is estimated, will then have made complete and perfect our entire sewerage system—placing this department fully abreast with the rapid growth and expansion of the city.

The "grade crossings" are now receiving attention. At every point where a steam-car track crosses a street-car track, within the city's limits, an "under and over crossing" is to be constructed—lowering the street-car tracks, and elevating those of the steam-car,



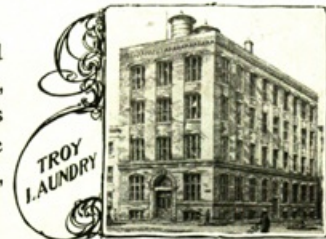
Garbage Plant and Workhouse established in 1896.



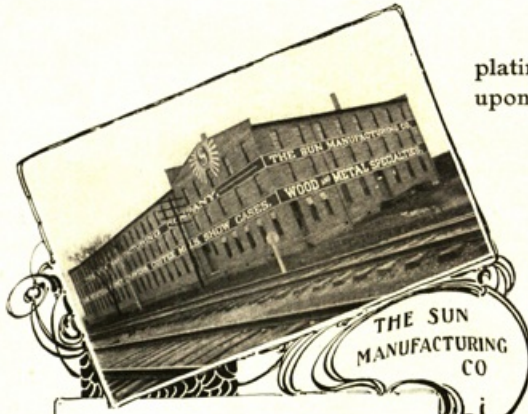
STABLES OF McLAUGHLIN BROS., IMPORTERS OF FINE DRAFT AND COACH HORSES

Length of public sewers 147.40 miles.

or vice-versa as the case may be. The estimated cost of this will exceed \$1,000,000.00—one-half of the expenses being borne by the Railroad Companies, one-fourth of the remainder by the street-car Company, leaving three-eighths of the whole to be paid by the city. It is recognized that, aside from the feature of public safety, the city will be materially benefited, in other ways, by the establishment of the proposed "under and over crossings."



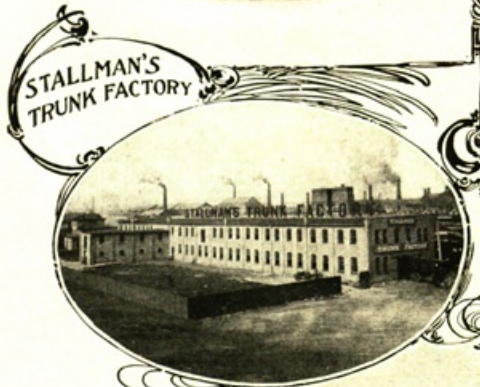
In the next decade the population of Columbus will be doubled, and her wealth quadrupled.



THE SUN MANUFACTURING CO



THE KINNEAR & GAGER CO.



STALLMAN'S TRUNK FACTORY



HANNA PAINT MFG. CO.



COLUMBUS LITHOGRAPH CO.

The passage of an ordinance, by the City Council, contemplating a "Vehicle Tax," it is anticipated, without working hardship upon any—but redounding to the good of all—will provide a fund adequate for keeping in good repair the 155 miles of paved streets.

When one considers the army of artisans and laborers needed—which must necessarily be employed in carrying forward to completion the extended municipal undertakings, building and to be built—and the immensity of the weekly pay-roll associating itself therewith, he will begin to appreciate how "money is easy" in Columbus; how it is that her merchants know no "dull times"; how it is that "real estate is looking up"; and how it is that no man walks her streets in idleness—a non-producer and burden upon the tax-payer—in the absence of an ability to obtain remunerative employment, should he honestly desire it.

These are some of the evidences of civic enterprise, and the public-spirited "leaven" that is not alone "leavening" our city with present prosperity, but is extending its potential aid in lifting us to a "vantage place" from whence we take our view of that

"GREATER COLUMBUS"—

now rising above the future's horizon in all the effulgence of a morning's glorious sun.

EDITED AND COMPILED BY THE BOARD OF TRADE "PUBLICITY COMMITTEE" FOR 1904

DR. C. S. CARR
P. V. BURRINGTON
JOHN Y. BASSELL
MEMBERS



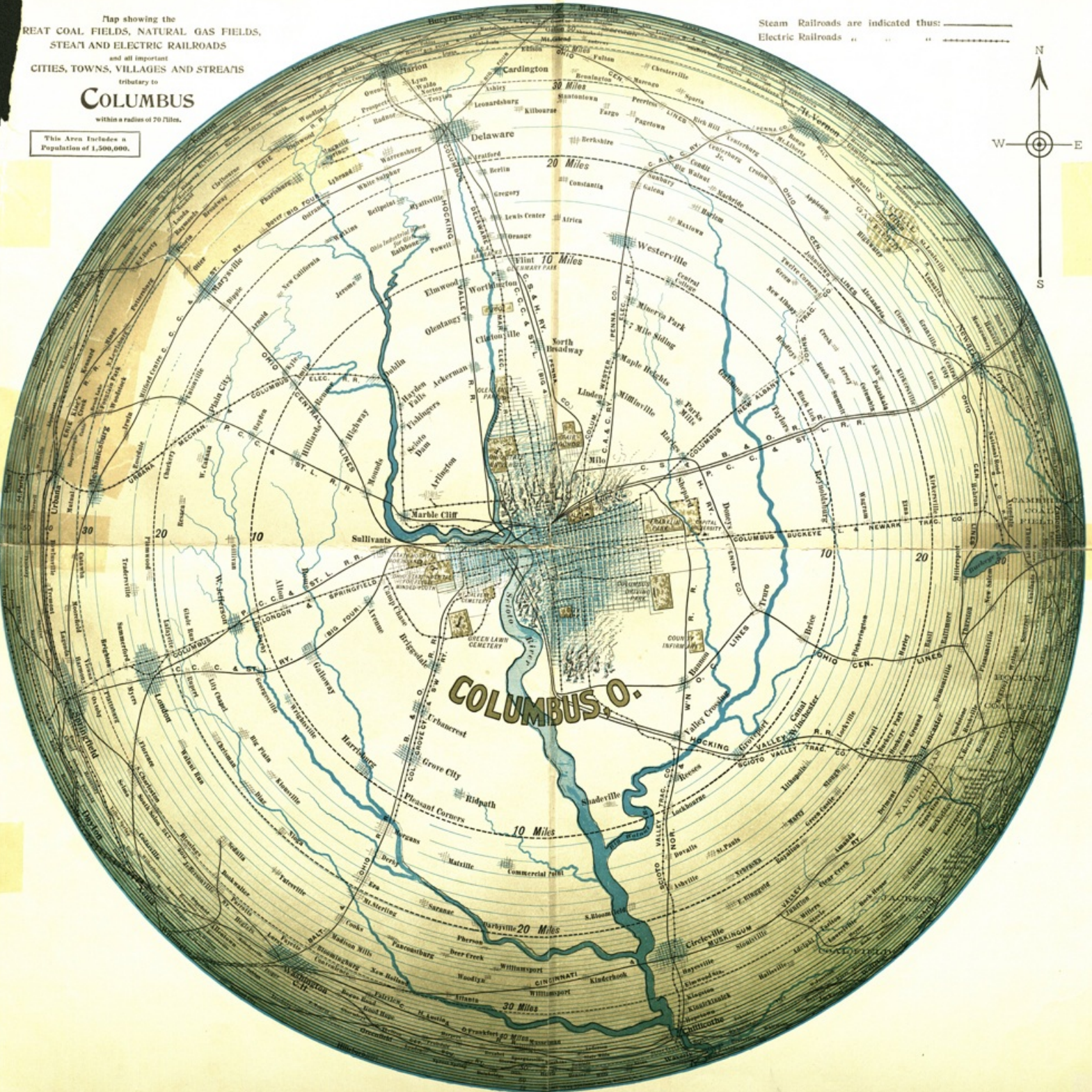
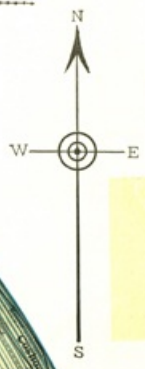
Map showing the
GRAND COAL FIELDS, NATURAL GAS FIELDS,
STEAM AND ELECTRIC RAILROADS
 and all important
CITIES, TOWNS, VILLAGES AND STREAMS
 tributary to

COLUMBUS

within a radius of 70 Miles.

This Area Includes a
 Population of 1,500,000.

Steam Railroads are indicated thus: ————
 Electric Railroads " " " " ————



COLUMBUS

EXTENDS GREETINGS

THE
"GLAD HAND"
AND THE
"KEYS" ~



Come to Columbus!