Fremont
and
Sandusky County
FREMONT

and

Sandusky County

Compiled by
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CARL WATSON, State Administrator
For a long time I have felt the need for an up-to-date account of Fremont's beginning and growth. It has seemed to me that too many of us took our city and its development for granted - that, in our enjoyment of what we have, we may have overlooked some of the factors which made our life what it is. I feel that old-timers, people who like myself have seen many changes, share this thought; and I believe that all of our people, particularly our school children, can profit by viewing the present against the backdrop of the past. It is, therefore, with considerable satisfaction that I present to my fellow citizens this Guide to Fremont and Sandusky County.

The original manuscript was written and most of the photographs and illustrations were provided by the Federal Writers' Project, and, in connection with this work, Mr. G. M. Sullivan, District Supervisor, and Mr. R. D. Sims, Assistant State Director, have been most cooperative. I acknowledge my indebtedness to the Hon. Arthur W. Overmyer, Judge of the United States Court of Appeals, Sixth District, who read copy for historical accuracy and otherwise contributed to the success of the book. The Hon. Edward J. Frank, Mayor of Fremont, has supported this work, as have other leading citizens, who contributed a number of excellent photographs. Finally, I desire publicly to thank the following firms, whose financial assistance made this undertaking possible: the Fremont Savings Bank, the Croghan Bank and Savings Company, the National Bank of Fremont, the Liberty Banking Company, the Home Sand and Coal Company, the Fremont Hotel, the Gottron Brothers Company, the Modern Construction Company, and the Price Lumber Company.

Charles A. Hochenedel
Safety-Service Director
Fremont is conspicuous for its early history. On its site the Indians held Boone, Kenton, Brady, Heckewelder, and Zeisberger. Later, George Cog- han and his raw troops beat the British with lone Old Betsy while William Henry Harrison was start- ing this way to help him. Rutherford B. Hayes lived here both before and after his stay in the White House.

Fremont has reminders of its heroic tradition; it even has Old Betsy and the Hayes home and grave. Its people remember and talk about their rich heritage as they work on cutlery and pumps and auto parts and tools, sugar beets and canned goods and sugar.

Much of the produce that they handle comes in from the farms of Sandusky County. At one time the fields were swampland; they were first drained and furrowed by the ancestors of the farmers who now till them. Other places in the county once gave up oil. Today most of the derricks are down, and much of the land is farmed.

All this is the story undertaken by the Ohio unit of the Federal Writers' Project (directed by Dr. Harlan H. Hatcher) and brought into book covers by the Ohio Writers' Project. Workers in the district supervised by Gerald M. Sullivan did the manuscript edited by David Mead; R. D. Sims and workers under Emerson Hansel helped take care of many publication details.

We are grateful to Mr. C. A. Hochenedel for the sponsorship, time, interest, and information which he contributed, and we hope the people of Sandusky County and their visitors will enjoy the book.

HARRY GRAFF, State Supervisor
The Ohio Writers' Project
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For the Fremont Visitor

Railroad Station: Monroe St., 0.7 m. W. of business district, for New York Central Lines. Occasional passenger service—Wheeling & Lake Erie, cor. of State & Front Sts., and Nickel Plate Lines, N. Washington St.


Airport: Fremont Municipal Airport, on State 19, 1 m. NW. of city; no regular passenger service but planes can be rented for sightseeing flights or for trips to neighboring cities; taxi fare to airport 30c.

Taxis: Fare within city limits, 15c for one person, 25c for two or more; fare outside city, 10c a mile.

Traffic Regulations: Speed limit in business district and congested areas 20 mph.; in residential districts 25 mph. Traffic moves on green lights only. Parking limitations in business district noted on signs. Left turns made from center of intersection.

Information Service: Fremont branch of AAA on W. State St.

Accommodations: Three hotels—the Fremont, Colonial, and Jackson—reasonable rates; numerous tourist homes on principal highways.

Theaters: One first-run motion picture theater, one second-run.

Recreation: Fremont Golf Club, on US 20, 1 m. E. of city, 9-hole course, greens fee for non-members, 75c, Sundays and holidays, $1. Birchard Park, 1300 block Croghan St., has tennis courts, wading pool, baseball diamonds, slides, swings; Diamond Park, cor. of Birchard Ave. and Montor St.; Court Park, cor. of Court and Croghan Sts.; Fort Stephenson Park, cor. of Croghan and High Sts.

Fishing: Resident license, 50c, non-resident license, $3.25; perch, bass, trout, and bullheads plentiful in season.

Annual Events: Feb., Sandusky County Class B basketball tournament; Mar., music and literary contests in Sandusky County high schools; Apr., Sandusky County Music Festival; May 30, Memorial Day Services; June, annual dance and banquet of Fremont Ross High School Alumni Association; July 4, Merchants Celebration; Aug 2, Croghan Day Celebration; Sept., Sandusky County Fair; Nov. 11, Armistice Day celebration; Thanksgiving Day football game between Fremont Ross and Sandusky High, or Fostoria High Schools.
Fremont (636 alt., 13,422 pop., estimated to be 15,000), the seat of Sandusky County, lies at the head of navigation of the Sandusky River, and is surrounded by a broad area of fertile farm lands. Reserved as a naval yard by the Government after the War of 1812, the city has passed through the vigorous era of its importance as a ship-building center, survived epidemics of fever and cholera before its rich hinterland was reclaimed from the Black Swamp, and is now a prosperous community supported by its natural resources and its industries.

Fremont is laid out in the form of a square broken by the twisting course of the river, which winds through the city in a northeasterly direction toward its mouth at the western extremity of Sandusky Bay. The downtown business area spreads from the intersection of State and Front Streets. Here, on ground that was once an Indian sanctuary, are many shops and office buildings erected during the last years of the nineteenth century. The rows of older establishments are occasionally interrupted
by the bright, modern fronts of new structures which house retail stores competing for the trade of the city and the outlying farms.

A few blocks from the downtown section is a residential district of wide streets shaded by oak, elm, and maple trees. Most of its neat homes are fronted by well-kept lawns. Nearby, in the wooded southwest area of Fremont, stand many of the larger residences, as well as the spacious old homesteads. Here, in Spiegel Grove, near the historic family home, is the Hayes Memorial and Museum, which every year attracts hundreds of tourists and scholars with its wealth of pioneer relics and its magnificent library on early Ohio.

Along the low west bank of the Sandusky River, where Indians once raced their ponies and forced their prisoners to run the gantlet, the old, narrow streets make an irregular pattern that follows the changing course of the river. On the east side, in the district old residents still speak of as Cra-awnsville, the streets go down the slope of low hills to the waterfront. Here in the wooded bottoms some of the city's poorer residents have built temporary houses near their small gardens and cornfields.

The industrial life of Fremont stems from numerous factories making small commodities. Seven concerns manufacture cutlery, making the city prominent for this industry. Other factories turn out automotive equipment, dry-cell batteries, electric motors, and hunting and trapping supplies. The interdependence of the city and the surrounding farms is seen in the livestock yards, grain elevators, canning factories, and establishments producing dairy goods.
Fremont is an important trading center for the entire county. To the city’s stores farmers bring butter and eggs to trade for other staples. Carloads of sugar beets, tomatoes, cabbages, and other farm produce are carried here to market. As in most county seats throughout Ohio, excitement runs highest on Saturday night when gay crowds from nearby villages and farms throng the streets and stores to do their trading, shopping, and gossiping.

The economic and social life of Fremont is well-balanced. There are few examples of great poverty or great wealth. Present-day residents are, for the most part, typical middle-class Americans of the third and fourth generations, proud of the city’s history and of its growth as the hub of Sandusky County.
County Scene

Sandusky County, situated in the level to rolling plains of the Black Swamp region, is bordered on three sides by counties also named for the Indian tribes that once inhabited northwestern Ohio. These counties are Ottawa on the north, Erie and Huron on the east, and Seneca on the south. Sandusky Bay forms part of the north boundary, and Wood County lies to the west.

The altitude ranges from 636 feet above sea level in the vicinity of Fremont to 751 feet at Bellevue, in the southeastern part of the county. Besides the Sandusky and Portage Rivers, 18 streams run through the area, but none is today navigable by commercial craft.

The climate of Sandusky County is affected chiefly by Lake Erie, rather than by the latitude of the region. An average annual rainfall of slightly less than 36 inches is assured by the storm areas passing westward over the lake. The temperature is moderate, ranging from a mean of 26° in January, the coldest month, to 73° in June, giving a yearly average of 50°. The long growing season in the county lasts from the beginning of April to the middle of October.

The county occupies 413 square miles, or 264,320 acres, of which 235,348 acres are under cultivation. There are 2,641 farms in operation, with nearly 4,000 persons engaged in agriculture. The profitable yield of the farms was made possible by the draining of the Black Swamp by German settlers in 1859.
Today the only reminders of the blight that once covered three-fourths of the county are the rows of drainage ditches running across the fields.

Of the 88 counties in Ohio, Sandusky ranks fifteenth in income and comparative value of land and property. The county has an annual income of $16,720,000, of which more than one-fourth is earned by farming. The average income per family is $1,556.

The topsoil of the farmlands is composed of black decayed vegetable matter about a foot deep, directly under which is a layer of several feet of yellow clay containing large quantities of lime and silex, fertilizing and drainage elements. The deeper geological structure is composed of alternating bands of Niagara and water lime formations above a solid foundation of Trenton limestone. The county’s fairly large lime industry owes its existence to the large, easily accessible lime strata a short distance beneath the surface.

Trenton limestone, which is the most important source of oil in Ohio, forms the floor of the county, as it does of the entire State. It lies at about 1,500 feet in the northern part of Ohio, but, as it runs toward the south, it gradually approaches the surface until,
in the Miami region, it is found in outcroppings. This stratum, or flow, in Sandusky County is an arched geological formation known as an anticline. A rise in the flow in the western part of the county once caused the formation of a pocket into which oil and gas seeped, creating a pool beneath the impervious limestone.

During the 1880's Sandusky County was caught up in the oil rush. Oil had been discovered at Findlay, a scant forty miles away, and Sandusky County seethed with excitement over the news of underground riches so easily tapped.

It was in Sandusky County that the second largest well on the continent was drilled. "The Great Gusher," on the Benjamin Jones farm in Madison township, produced 20,000 barrels the first day and averaged 7,000 barrels daily for the first month of operation. In the times when crude oil sold at a high price, this well was the El Dorado sought by every oil speculator in the country.

Today oil production in Sandusky County has shrunk to a minor industry. No new wells have been drilled, and only a few of the old ones produce a steady (but diminished) supply.

The fertility of the drained Black Swamp and the moderate climate, with its long growing season, make Sandusky County one of the foremost agricultural areas in the State, while its peculiar geological formation provides a steady revenue from building supplies furnished to the Nation.
Historic Threads
For centuries before the coming of white settlers, the present site of Fremont was the crossing of two Indian trails—the Warrior's Path, from Kentucky to Lake Erie, and the Lake Trail, from Cleveland to Detroit. The Indians to the west of the Warrior's Path had been in conflict with those to the east for nearly two centuries. Some time during this period two neutral towns had been built across the river from each other. Although warriors who had been fighting only a day before might stay at these towns, there was no warfare once the shelters had been gained. Here was sanctuary; the neutral character of the camps was never violated.

In 1697 the Sandusky Valley was part of the territory claimed by both France and England, and for 50 years it was the scene of Indian trade rivalries. Eventually, in 1745, the English gained temporary control of the region by building flimsy Fort Sandoski at Sandusky Bay. The garrison fell easily in 1748 at the first attack of the aroused French, who after the victory substituted their own fort, Juandot, on the opposite side of the bay. Fort Sandoski was rebuilt by the English in 1750. Lucrative trading was resumed, but again halted by the concerted Indian uprising under Pontiac in 1763. The Indians tore down the walls of the fort, scalped the traders and soldiers, and burned everything in the settlement.

A few months later Captain Dalyell, enroute to the relief of Detroit with 260 soldiers, sailed across Sandusky Bay and landed near the site of Fort San-
doski. He found the stockade in ruins and the mutilated bodies of the defenders strewn about the ground. Embittered at the sight, he led his troops in an attack on the Indian village of Junquinendoh. The English soldiers pillaged and burned the Indian camp, destroyed the corn on the surrounding land, and continued on to Detroit.

The Indian stronghold at Fremont kept land-hungry settlers from opening the new frontier until the last decade of the eighteenth century. During the Revolutionary War this settlement of Indians served as headquarters for arms distribution by the British to their Indian allies. From here the warriors dashed in quick, unheralded raids upon settlements as far away as Kentucky and New York. From one raid south of the Ohio River the Wyandots brought back several Negro slaves whom they set to work in their cornfields in what is now downtown Fremont.

The first white family in the Lower Sandusky region was the Whitaker. Elizabeth Fulks and James Whitaker had been captured as children from their homes in Pennsylvania and adopted by the Wyandots. They grew up together in the Indian settlement and were married in 1785. Only a few hardy Indian scouts and pioneer white men dared go into the area where the Whitakers lived.

The Indian saga of the Lower Sandusky region is full of incidents involving the Whitakers. An episode definitely associated with the history of the Whitaker Reserve (the site of the present Peninsular Farms) concerns the fate of Maj. Nathan Goodale, gallant Revolutionary Army officer who joined the Ohio Company and came to Belpre from Massachusetts in 1789. On March 1, 1793, while he was work-
ing on his farm within 50 rods of the garrison, Goodale was captured by eight Wyandot Indians, who hurried him off toward Detroit, where they hoped to get a large ransom. As the party neared Lower Sandusky, Major Goodale became so ill he was unable to continue the journey. The Whitakers learned of his condition and took him to their home, where Mrs. Whitaker nursed him for some time. Despite good care he died in the Whitaker home, and his body is said to have been buried in what later became the Whitaker family burial ground. Mrs. Whitaker said that "the Indians left him at her house where he died of a disease like pleurisy without having received any very ill usage from his captors other than the necessary means to prevent his escape."

During the last days of the Revolutionary War, when the conflict raged in the Eastern Colonies and the British held supremacy in the West, two English traders, Arundel and Robins, established a trading post at the foot of the lower rapids of the Sandusky River. About the same time Samuel Brady, an American scout sent into the region by General Washington, was caught by the Indians. Among the Indians who gathered to see him tortured was Simon Girty, a renegade white man who had been a boyhood friend of Brady in Pennsylvania. Beside a fiercely burning fire, into which the Indians intended to throw Brady, stood an old squaw, as eager to witness the torture as the painted braves. Suddenly breaking loose from his captors, Brady pushed the squaw into the fire and in the ensuing confusion dashed off into the forest. His pursuers chased him for nearly 100 miles until he escaped by leaping into the Cuyahoga River.
About 1790 occurred the incident known in history as "The Rescue of Peggy Fleming." Peggy, with her sister Dolly and several other white settlers, had been captured by a band of Cherokees near Point Pleasant on the Ohio River. After killing Dolly and one of the white men, the group of Indians separated. Under escort of three Cherokees, Peggy was conducted to a camp on the Sandusky River. Here she was discovered by white traders, one of whom, James Whitaker, recognized her as the daughter of a Pittsburgh innkeeper whom he had known. Determined to obtain the girl's release, but realizing the futility of trying to deal with the Cherokees, Whitaker went to his friend Tarhe, a chief of the Wyandot tribe, and declared that the girl was his sister.

Whitaker had no difficulty getting the chieftain's promise to have the girl freed. Tarhe went at once to the Cherokee camp, told the warriors that Peggy was a sister of his friend, and asked that she be released. When the Cherokees refused, the chief offered to buy the captive. This plan, too, was rejected, and the Cherokees upbraided Tarhe for his interest in the white girl.

Thoroughly aroused, Tarhe returned to his lodge and told Whitaker he would rescue Peggy by force. Early the next morning the Wyandot chief led a band of warriors to the Cherokee camp. The three braves were asleep; their forlorn captive was bound to a stake and smeared with black paint, a sign of approaching death. Tarhe cut her loose with his scalping knife; then he roused the Cherokees and in stern language told them the prisoner was his. At the same time he threw at their feet several silver trinkets which Whitaker had collected for Peggy's
ransom. Whitaker took charge of the terrified girl; later, disguised as an Indian squaw, she was escorted back to Pittsburgh by two trusted Wyandots.

In 1796, after they had been defeated by "Mad Anthony" Wayne at Fallen Timbers, the Indians signed the Treaty of Greenville. By the terms of this agreement all the tribes north of the Ohio and east of the present Ohio-Indiana boundary promised to end, for all time, their hostilities against the white settlers.

Soon afterward, when pioneers began to pour into the Lower Sandusky region, the United States Government constructed a fortified trading post on the present site of Fremont. During this time the British at Detroit had not ceased their agitation among the Indians on the frontier. Finally, when the settlers could no longer endure the constant menace of Indians who brought fine British rifles back from periodic visits to Detroit, they appealed to the Government authorities for protection.
MAJ. GEORGE CROGHAN
Although the disturbances at Fremont that presaged the War of 1812 were minor compared with the explosions at sea and abroad, they were important locally. When President Madison called upon Gen. William Henry Harrison to raise an army for the protection of the outlying American settlements, he also detailed Captain Stephenson to build quarters for a garrison at Lower Sandusky. The fort built by Captain Stephenson for the protection of the white pioneers in the Lower Sandusky region was the scene of a short but decisive battle between American and British forces in the War of 1812.

Fort Stephenson was of little strategic importance to the American Army. Since it was too slight to withstand a bombardment, the fort was used only for the stores of Admiral Perry, stationed at Put-in-Bay, and for the housing of road-construction troops of untested discipline under fire. The commander of the fort, Maj. George Croghan, was ordered by General Harrison to prepare for evacuation in case he was attacked by the British. Croghan, an impetuous young man, disregarded his orders and made preparations to defend the fort rather than retreat.

Outside the stockade of upright sharpened logs the soldier-laborers dug a deep, wide ditch. The excavated earth was heaped against the wall, giving the fort greater resistance to artillery fire. To guard
against an attack, the defenders placed heavy logs against the parapet in such a way that they could easily be rolled down onto a storming party. The single piece of artillery, Old Betsy, an antiquated six-pound field piece, was hidden behind camouflage in an embrasure cut in the north wall.

On August 1, 1813, just as the preparations were completed, British troops under General Proctor sailed up the Sandusky River. Their gunboat kept up a continuous artillery fire, while the Indian allies, led by Tecumseh, occupied a hill overlooking the fort and poured a rifle volley into the enclosure. The British and the Indians kept firing all that day.

The night brought respite—of a sort. The Indians had cut off the water supply, so that the defenders were hot and thirsty as they sat down to wait. They looked sullenly at Croghan because he was risking their lives apparently to get personal glory.

At dawn of August 2, the shells again screamed over the enclosure or sank harmlessly into the piled-
up dirt. The eyes of the 160 men in the fort smarted as they tried to see through the heavy smoke cloud drifting in front of them. About four o'clock that afternoon the noise of the enemy guns ceased, and out of the smoke came 250 red-coated grenadiers moving up a ravine that paralleled the west wall.

While the Americans were watching the deploying of the small squad in the ravine, another force of 1,000 British and Indians under Colonel Short stormed the weak north wall. Quickly rallying to the threatened sector, the garrison poured a deadly rifle fire through the loopholes in the wall. Only slightly disturbed, the first line of British soldiers leaped the wide ditch and scrambled up the embankment toward the top of the stockade; but an avalanche of spiked logs hurled the men into the pit, killing some and maiming others.

As the British struggled among the logs, Old Betsy quietly poked her snubby snout through the hidden embrasure, and her gun crew, who had been waiting for this moment, exploded a double charge of slugs and grapeshot into the ditch. This unex-
pected blast was too much for the British. Not heed- ing their officers' frantic efforts to steady and rally them, they broke for cover. Colonel Short and scores of his men lay dead, and others were moan- ing their last words among the logs in the ditch.

The following day, when the disorganized British learned that General Harrison was on his way with reinforcements, they sailed down the Sandusky as quickly as they had come. In the attack the British lost 150 men, most of whom died under the muzzle of the fort's single cannon. The American casualties were one killed and seven wounded.

As a result of the battle, Major Croghan became a national Byronic hero. His youth and audacity gave him a higher place in the popular fancy than General Harrison himself had yet attained. Indeed, the senior officer found it necessary to offer many excuses for not going at once to aid young Croghan. In an official letter to the Secretary of War, Harrison said that he was confident Fort Stephenson would withstand any bombardment by the British, and that "it will not be among the least of General Proctor's mortifications that he has been baffled by a youth who has just passed his twenty-first year. He is, however, a hero worthy of his gallant uncle, George Rogers Clark."
While campaigning through the Lower Sandusky region, General Harrison's men were greatly impressed by the potential richness of the Black Swamp area. When they returned to their homes in the East after the war, they told of untouched forests, an inexhaustible supply of wild game and fish, and fertile flood plains that had only to be cleared and tilled to produce abundant crops.

As a result of the veterans' accounts, the unclaimed land that now forms Sandusky County soon began to fill with eager settlers. Until 1815, however, the fort on the west bank of the river was the chief building in a sprawling, nameless community. Since the stockade itself had been abandoned by the army, the log storehouses within were used by several of the early colonists. In one room Morris Newman, the postmaster, sorted the infrequent mails; in another, fur traders bargained with Indian and white trappers; while in a third the Rev. Joseph Badger preached to a small congregation of pioneers. Nearby was a settlement of 20 French refugee families, and three miles down the river a store and trading post which James Whitaker had operated for several years.

After the township was established, the first election was held in 1815. The 28 voters who participated chose Israel Harrington justice of the peace and David Gallagher township treasurer. Morris Newman was named overseer of the poor; his duties involved the care of impoverished settlers who be-
came stranded at this new outpost on the American frontier. Neither history nor tradition relates what duties were performed by Isaac Lee and William Ford, who were elected "fence viewers."

The first town, known as Croghansville in honor of the debonair defender of Fort Stephenson, was platted in 1816 on the high ground directly across the river from the old fort. A considerable tract was set aside for a Government navy yard, for at that time navigation was possible on the Sandusky river.

The next year, when the Treaty of the Rapids of the Maumee gave to the United States a parcel of desirable land near Croghansville, a group of residents of the fledgling town formed the Kentucky Company to buy land and plat another town directly across the river from Croghansville. Thomas L. Hawkins, Israel Harrington, and Ephraim Johnson were empowered to act for the company at a land sale held in Delaware. They purchased two sections of land on the west bank of the river; the terms of the sale required part payment in cash and the balance in annual installments, the land reverting to the Government if the company failed to meet the payments.

The rival town grew fast, for the roads had been improved to permit easy traveling for the settlers coming inland. Boats jockeyed for favorable positions at the crowded wharf. Red-faced, swearing teamsters jammed the streets with their wagons, and clinked their coin on the tables of the noisy taverns. At night, when the tired town slept, wolves howled in the forest and slunk into town to prowl the empty streets among the log homes.

In 1817 Lower Sandusky had a population of
PLAT OF THE UNITED STATES RESERVATION
AT THE LOWER RAPIDS OF THE SANDUSKY RIVER,
NOW FREMONT, AS SURVEYED BY W. EWING, 1807.
200. The same year Jesse and George Olmstead, after buying a large supply of dry goods, groceries, hardware, crockery, and liquor from distributors in Albany, established a general store. The structure had a 60-foot front and was built with planed boards brought in from the East. Such finished lumber was considered a real luxury on the frontier; from time to time the Olmsteads gave away surplus boards to be used in making coffins.

After the erection of a post office in Lower Sandusky, three mail routes were established—one west to Fort Meigs, another up the river through Fort Seneca to Delaware, and a third east to Norwalk. A man named Brush was one of the earliest carriers on the Fort Seneca route. During rainy seasons, when Wolf Creek flooded its banks, Samuel Cochran, a Ballville township resident, ferried the mail across the stream. The route from Lower Sandusky to Fort Meigs was the most perilous of the three. It led down the river from Fort Stephenson and thence through the Whitaker farm. Here it turned west to a ford on Muscallonge Creek, then became a tortuous path, scarcely wide enough for a horse, to the present site of Elmore, where it crossed a ford on the Portage River and followed a winding trail to Fort Meigs. The Whitaker cabin was the only habitation on the entire route.

Lower Sandusky had a prosperous shipbuilding industry. In 1816 the 'Nautilus', first ship built in the town, was launched at the dock opposite the north end of Brady's Island. The 'Nautilus' was a trim 20-ton sloop with tall masts of white oak cut from the forests along the river bank. In 1818 Disbrough and Wilson, who lived in the old fort, constructed a schooner, and Josiah Rumsey built the 'General
In a short time docks lined the southwest bank of the Sandusky, which was then navigable as far upstream as the present State Street bridge. The waterfront was busy as more and more lake boats took on or discharged cargoes.

The fishing industry also flourished. According to contemporary accounts, multitudes of pickerel and white bass swam the rapids of the river. In the spring, when the best catches could be made, fishermen came from remote places to build their crude shanties along the banks of the stream. Fish-dressing became a profitable occupation for men who were quick of eye and nimble of hand. Working at long troughs, these men cleaned the fish and distributed them into barrels, where they were salted. The packed fish were taken to Southern and Western markets by wagon; cargoes to Eastern cities were exported by boat.

As commerce increased in the region, people began to realize that the old military roads and wagon trails needed improvement. In 1820 Isaac Harrington surveyed the Morrison State Road, running from Sandusky to Delaware. The next year David Risdon laid out a new road to supplant the old Harrison Trail along the west side of the river from Lower Sandusky to Upper Sandusky.

In February 1820 Sandusky County was cre-
ated by act of the Ohio General Assembly, and in April the first county election was held. Jeremiah Everett, Morris Newman, and Moses Nicholas were named county commissioners; William E. Brown became the first sheriff; and Nicholas Whiting was elected treasurer. A month later the first session of the Common Pleas Court, presided over by Judge George Tod, father of a later Governor of Ohio, convened at Morris Newman’s tavern in Croghansville, the temporary county seat.

For two years Lower Sandusky and Croghansville contested for the location of the courthouse and the permanent designation of the county seat. Finally, in an effort to influence the State authorities, citizens in Lower Sandusky subscribed $1,600 to erect the building. The next year the decision was made in favor of Lower Sandusky, contracts were
let, and construction was begun. For some unexplained reason, the building of the courthouse was soon stopped, and was not resumed for ten years—despite the fact that in 1822 Croghansville had agreed to merge with Lower Sandusky and assume its name.

The completion of the Maumee and Western Reserve Road from Clyde to Maumee brought in hordes of new settlers who had found the previous roads impassable. By 1829 Lower Sandusky was the largest and busiest town in northwestern Ohio.

For five years the young town enjoyed its prosperous and comfortable life. Then one day in late August 1834 brought a boatload of settlers, one of whom was desperately ill with cholera. The sick man died the night after he landed, and in quick succession nearly every one who had traveled with him or even touched his clothes was stricken with the dread disease. As the death toll mounted, terror drove many villagers away. All the merchants who were physically able to do so left town. They gave the keys of their stores to Homer Everett, and assigned him authority to take what was needed for community relief.

During the cholera scourge, the early physicians in Lower Sandusky, Doctors Rawson, Brainard, and Williams, were as gallant and enduring as the defenders of Fort Stephenson. Private citizens joined the doctors as volunteers against the plague, but, despite the combined efforts, the task of burying the dead was unending until the disease went away as suddenly as it had come.

Lower Sandusky took a little time to recover, but it soon resumed its growing. Whereas in 1830 the population of Sandusky County had been 2,851,
by 1835 it was well on its way to the 10,000 mark. Lower Sandusky itself was quite evidently enlarging. New houses, schools, taverns, stores, and churches of logs or clapboards or stone went up in the town; the mills were busy; and even the courthouse and jail were lively.

The town was becoming the great population center of northern Ohio; expansive men drank generous toasts to its future. Then, in the late 1830's, when the canals were built, Lower Sandusky was passed by. The canals made contact with Cleveland and Toledo to the east and west. It was easier and cheaper for many farmers who had previously shipped their produce through Lower Sandusky to cart their export to the canals. These products then went to the towns along the canal for consumption or transshipment.

The unskilled laborer, the politician, the profiteer, and the investor elaborated the lives of canal communities, while Lower Sandusky went normally from day to day. But Lower Sandusky residents were not without foresight. Fearing bankruptcy, they raised a clamor and finally secured a proposal to build the Ohio Railroad from the eastern line of the State to the Maumee River. Accordingly, in 1837 the Ohio Legislature passed an act making possible the issuance of scrip to the amount of one-third the total capital investment in public improvements.

Construction of the Ohio Railroad was begun with great enthusiasm. The road was built on piles of hard wood driven into the ground in two parallel rows. Marvel of marvels was the new combination pile driver and horizontal buzz saw, operated by steam. This machine drove the sharpened ends of the tree trunks into the ground and then sawed them
off to a uniform height. Over the piles were placed ties, to which the strap rail of iron was fastened.

Many of the ties had already been driven, and the stone abutments for a bridge over the Sandusky River constructed, when orders came to halt all further work. The State’s plan to put its resources behind public works had proved unfeasible; fraudulent use of State funds came to light at many points. The bubble burst in 1840 when the Ohio legislature decreed an end to further experimentation. The original bill became known as "The Plunder Act." Lower Sandusky citizens, many of whom had invested heavily, raged as they emptied their pockets of worthless scrip, which they called "Wild Cat Money." Their investments and their prospects for jobs went glimmering.

The people of Sandusky County never forgot their lesson. Since that era of rambunctious enthusiasm, they have never deviated from a program of sound, conservative growth.

When the promotion of the Toledo, Norwalk & Cleveland Railroad was launched in 1850 it met
stiff opposition. Only after many word battles and the temporary fixing of political fences was the way cleared to build what was to become part of an important East-West trunk line.

On March 7, 1850, the State legislature authorized incorporation of the railroad with a capitalization of $2,000,000, and provided that the commissioners of any county through which the road was to pass could subscribe to capital stock in any amount not exceeding $100,000, borrow money to defray the subscription, and levy taxes to retire the amount if the subscription was approved by the voters of the county. In an election on October 8, 1850, Sandusky County voters decided against the proposal. Teamsters, draymen, and tavern keepers contended that the railroad would ruin highway transportation; they were joined in their stand by many people suspicious of railroad promoters.

Discarding their political differences, R. P. Buckland, a leader in the Whig party, and County Auditor Homer Everett, a prominent Democrat, led another campaign to get approval of the stock subscription. Meetings were held throughout the county to tell the people of the advantages that the railroad would provide, and when a second election was held in April 1851 a majority of 400 was in favor of subscribing $50,000 to the capital stock of the railroad.

The commissioners, however, refused to deliver the bonds until a group of important citizens had given enough security to indemnify the county against loss. After this was done, construction of the road was pushed rapidly. The first through passenger train passed over the road on February 1, 1853. Following a consolidation of the Junction and the
Toledo, Norwalk & Cleveland roads as the Cleveland & Toledo (later Lake Shore) Railroad, the value of the stock went considerably above par, and when the county's stock was sold in April 1853 the county profited by more than $1,500.
GEN. JOHN BELL
As Lower Sandusky reached the middle of the nineteenth century, its residents argued that the name of their town be changed. The business people in particular wished to end the confusion of sharing a name with Big, Little, and Upper Sandusky and Sandusky City. The name Fremont was proposed in honor of John Charles Fremont, who had just blazed the perilous overland trail to California. Patriotic historians of the town, led by Judge Howland, insisted on Croghansville in honor of the hero of Fort Stephenson. Because the townsmen were divided in their pronunciation of the word, some calling it Crawnsville and others Croghansville, the majority took its stand with a young attorney, Rutherford B. Hayes, who was plumping for Fremont. He pressed the case in the local courts, and the name Fremont was adopted by court order on October 15, 1849.

An unusual aspect of the struggle to rename the town was the predicament in which Gen. John Bell (1796-1869), Lower Sandusky’s first mayor, found himself. He had been in office for several terms and was now a candidate for another term. He was therefore perhaps the only person in the community who dared not declare for or against a change of name. Although his silence on this issue probably cost him some votes, his record as mayor, businessman, commander of the Ohio forces in the “Toledo War,” postmaster, probate judge, Government land agent, and State legislator enabled him to win the election. General Bell was later elected to Congress.
During the decade 1840-1850 young, vigorous citizens, cautiously watching the progress of other towns in northwestern Ohio, began to work for a more rapid development in Fremont. As the editor of the Fremont 'Freeman' declared, local citizens "enjoyed one of the best localities for business in the western country" and "they had more men of capital than their neighbors," but, unfortunately, "they had not learned the charm of the nimble sixpence."

Under the impulse of this incitement by its younger business men, Fremont made remarkable commercial progress during the decade. Without the aid of canals or railroads the town exported huge quantities of fish taken from the river, and furs, lumber, and wheat brought in by wagon from the countryside. It distributed dry goods, groceries, salt, and leather goods sent from the East by boat. The trading area, which had extended 40 miles around, was considerably enlarged when, as a result of the formation of the Lower Sandusky Plank Road Company in 1849, new roads were built.

Industrial life was also stimulated. In close succession there were established a carriage and wagon shop, a sash, door, and blind factory, a harness shop, a blanket company, a machine shop, a foundry and plow factory, a stove and range company, a pottery, and several woolen mills. Saw mills and grist mills were especially prosperous. For many years a Mr. Downs, owner of the principal grist mill in Fremont, maintained sleeping quarters in his mill to accommodate his Black Swamp customers, who required 10 or 12 hours of daylight to make a one-way trip through the marshlands. There were places, they claimed, where the bottom could not be reached with a 10-foot pole.
One evidence, perhaps amusing in retrospect, of the town’s conception of itself as a metropolis was the action of its council in providing for the first “fire department.” Each family was ordered to keep near the front door of the house a 2½-gallon leather bucket filled with water for emergency use in case of fire. The owner’s initials had to be plainly inscribed on the bucket, so that he could regain his property after it had been used by the community. Not until the purchase in 1844 of a hook-and-ladder outfit and the organization in 1853 of an engine fire company did the fire bucket disappear as a conspicuous household article.

THE GENERAL BELL

At this time Fremont had the largest retail store in northwestern Ohio—a place known as “Headquarters,” owned by O. L. Nims and H. K. Kendall and manned by 21 clerks. C. R. McCullough left a department at “Headquarters” to establish his own store dealing in books and drugs. The itinerant shoemaker passed from the scene with the opening of a boot and shoe shop by Philip Dorr. Ralph R. Buckland constructed the first brick business building in the town.

In January 1851 Sardis Birchard (1801-1874), uncle of Rutherford B. Hayes, began, in company with L. B. Otis, the first actual banking house in
This venture, which took from Norwalk, Sandusky, and Tiffin the financial business previously transacted with Fremont citizens, enlarged the already sizable Birchard fortune, so generously expended in later years for the benefit of Fremont.

Birchard as a child had moved from his Wilminton, Vermont, home to Delaware, Ohio, and thence in 1827 with his sister, Sophia, widowed mother of Rutherford B. Hayes, to Fremont. In addition to managing the Hayes' estate and family affairs, sending his nephew to Kenyon College, and supporting his early political struggles, Birchard found time to back the construction of the Western Reserve and Maumee Turnpike and in 1853 to contribute greatly to the building of the Toledo, Norwalk, and Cleveland Railway (now the New York
Central). In 1856 his banking firm became Birchard, Miller, and Company, which in 1863 was merged with the newly organized First National Bank of Fremont, of which Birchard was elected president.

Meantime the fishing and other industries had also expanded. The 'Freeman' for May 24, 1851, carried the report that "this has been one of the most prolific seasons for fishing in years." At one fishing ground alone, 100,000 white bass were caught in a single week, accounting for a shipment of 300 barrels. In two weeks, it is said, 10,000 barrels of fish were exported from the town.

Although industry and commerce brought an increase in population to Fremont, agriculture remained the outstanding source of wealth for the whole region. During these years Sandusky County, with its large output of wheat and corn, was an important farm area. Much of the credit for this situation goes to the immigrants from Germany who had taken up land in the Black Swamp and made profitable crops grow on the reclaimed bottomlands. These settlers helped boost tax receipts, but they were cautious, conservative folk, and they worked too hard to be able to spare time and energy for community affairs.

Fremont had suffered a setback when the canals passed it by, but by 1853, when the first railroad reached the city, it had gone well into its industrial era. The coming of industries making iron and steel products and using coal for fuel made necessary a second railroad to carry ore and coal to Fremont and finished products to Eastern markets. This railroad, the Lake Erie and Western (now the Nickel Plate), began to operate through the city in 1859.
The people of Fremont now thought it time that their river trade be improved. The channel of the Sandusky River was subject to sudden changes, as the capricious stream writhed with floods, swallowing landmarks and spewing up sand bars. In 1867 Ralph P. Buckland, Congressman from Fremont, obtained a Federal grant of $20,000 for dredging. Soon the work was done. Within a few months after the dredging, ship news began to list vessels arriving "light" and leaving with cargoes of wheat and lumber. For a long while there was great activity along the Sandusky River; then the new industrialists of Fremont turned to the railroads for the transportation of their goods.

From the years 1870 to 1880 the agricultural incomes of Sandusky County trebled. As the decade ended, Fremont's population numbered 8,456, a 10-year gain of more than 3,000. The city's pride in its own sound growth and its determination to wipe away the marks of the disastrous fire of 1873 took the form of a four-year civic building program. A new city hall was erected, a bridge constructed over the river at State Street, a welfare home for itinerant paupers opened, and a library completed on the site of old Fort Stephenson. This community progress was fostered by ex-President Hayes, who re-established his residence in the city after his stay in the White House.

In the 1880's many other improvements were made. A third railroad, the Wheeling and Lake Erie, entered Fremont in 1882. The first telephone was installed in 1885, the line stretching from the home of Louis E. Burgner to that of Judge T. P. Finefrock. In 1886 the business portion of Front Street was improved with stone paving, and three years later a
horse-drawn traction line was given a franchise to operate on Front, Croghen, and Tiffin Streets.

With the growth in population and increase in commerce during the final years of the century, improved facilities for freight and passenger traffic were made available by the construction of the Lake Shore Electric Railway, which began operation in 1901.

Today boulevards have supplanted traction lines, banks have multiplied their assets and services, factories have expanded. New homes line the streets. The city’s people have adjusted themselves to a modern tempo, but their lives are mellow in the atmosphere of historic Fremont.
Community Patterns
POST OFFICE
Jite r

Social Life

After pioneer families had selected home sites, one of their first tasks was to make log homes in clearings cut from the wilderness. Often a new settler would send out a call for a house-raising; in response, pioneers in the vicinity, welcoming the opportunity to mingle with new neighbors, left their chores and brought their families to the home site.

After the dimensions of the cabin had been determined, skilled axemen felled carefully selected trees. The woodsmen took great pride in their ability and engaged in friendly contests. The logs for the walls were carefully trimmed and notched so that they would remain firmly in place. Smaller logs, braced by poles, were used for the gables.

Cutting timbers, "snaking" them into position, placing weight poles, and splitting clapboard shingles were necessary parts of frontier lore. Considerable skill was needed to lay the puncheon floors of choice white oak. Heavy logs with straight grain were trimmed, split flat, and then put side by side to fit together snugly. The size of the logs might vary, but the floors were seldom uneven. Notches of different depths on the underside made the surface level as the cross pieces were placed on riders. Saws, axes, wedges, and frog and draw knives were the main tools for cutting and fitting timber.

The chimney was usually made of sticks and clay. Before the wide fireplace was a hearth of smooth stones or beaten clay. The rooms in most cabins were barely high enough to permit a man to
stand straight, the cabin joists held a supply of vegetables, grain, and drying fruit, and roots and herbs for medicinal purposes.

Among the prized belongings of these pioneers were looms, hand wool cards, candle molds, a foot warmer, a shaving "horse," a draw knife, and a sugar trough. Occasionally housewives displayed fine linens, pewter and copper utensils, silverware, china dishes, and other cherished luxuries which they had brought from the East.

Perhaps the most enjoyable part of the house-raising was the feast prepared by the settlers' wives. Each family contributed generously from its own stock of provisions. The Indians, uninvited but often welcome, carried in freshly killed game. An outdoor fireplace was used for cooking. First to go on the spits before the blaze were quarters of venison and bear meat. Whenever the Indians provided them, wild turkey, pheasant, quail, squirrel, or rabbit was roasted, or fresh pickerel, catfish, or bass broiled over the coals. Settlers brought Mohawk Blue and White Nichannock potatoes from their gardens. Other contributions to the feast included preserves made from wild plums, fox grapes, mulberries, black haws, and gooseberries. Maple sugar could be obtained from the Wyandots, and wild honey was plentiful.

The taverns in early Fremont were trading posts, mail stations, meeting places, and sometimes courtrooms. At the taverns the post rider stopped to change horses and to gossip with the landlord. The carrier's news of births, weddings, deaths, and new taxes was always awaited anxiously. The popular innkeepers were usually among the wealthiest men in the community. They derived a steady income
from the sale of food, lodgings, and merchandise; around the tavern walls were shelves on which hardware, liquors, groceries, and sundries vied for purchase with bolts of shiny broadcloth and whispering taffeta.

The tavern owners prospered also from hauling wagons out of the many spring mud holes in the dirt roads. On more than one occasion, drivers of wagons mired in the mud accused the innkeepers of watering the road. So profitable were the sinkholes that rights to them were sometimes set forth in bills of sale under the heading “Good Will.”

Settlers in the Lower Sandusky region had fun at social gatherings held in the taverns. Here a spacious puncheon floor was always available for dancing. In the evening a fiddler would come and make music with the little rosewood violin he held gently under his stubble chin. Tapping his heavily booted foot on the floor and bowing graciously to the ladies, he played gay tunes and old, familiar melodies that brightened his listeners’ eyes.

Usually the caller at the dances was a member of one of the French families from down the river. Therefore graceful ladies and brawny woodsmen first joined in French quadrilles, then, to the tune of “Old Dan Tucker,” swung into a “French Four” or “Hull’s Victory.”

Although they gathered mainly to have a good time, occasionally the pioneers had to get together to promote something for the common good. As Fremont became larger, its people formed into distinct groups. By 1855 the Fremont Library Association, the Fremont Literary Association, the Odd Fellows, and the Masons were thriving. The years of growth following the Civil War produced additional groups.
From such beginnings came present Fremont social and cultural organizations. The fraternal societies and their auxiliaries include the Elks, Masons, Moose, Odd Fellows, Eagles, Maccabees, Knights of Pythias, and Woodmen. The professional men's organizations are Kiwanis, Rotary, Lions, Progressive Business Men's Club, and county ministerial, bar, and medical associations. Musical organizations in Fremont include the Brahms Choral Club, Fremont Male Chorus, Fremont Polyphonic Singers, Cooperative Concert Association, Ross High School Band, and Eagles' and Woodmen's bands. Also important in the city's cultural life are the Coterie, the Mother's Study Club, the Twentieth Century Club, the Cosmopolitan Club, and the Fremont Garden Club. These various groups, together with patriotic societies, veterans' organizations, and their auxiliaries, help formulate programs to better life in Fremont.
The decade following the Civil War marked the beginning of fast industrial growth in Fremont. The Nation’s population was concentrating in the cities, and the demand for steel and oil, for clothing and food, rose sharply. With the establishment of new factories and mercantile concerns, many workers came to Fremont; in 1867 the city’s population was more than 5,000.

Industrial growth was conservative and sure. By 1871 the city numbered among its industries, according to contemporary newspaper accounts, two carriage and wagon factories, one foundry, one machine shop, four flour mills, one furniture factory, one hub and spoke factory, three lime kilns, three planing mills and door factories, one cotton mill, one packing house, one ashery, two tanneries, two breweries, three cigar factories, three well-pump factories, and several woolen mills.

During the 1870’s many new establishments were begun, some of which have become a part of present-day industrial Fremont. In 1870 the Burkett Lightning Rod Company was founded; today the firm operates one of the few factories still making equipment for lightning protection. Thompson and Brothers began a cutlery manufacturing business. The Trommer Malt Extract Company started to operate and in a few years served its product to a national market. The Thompson-Huston Electric Company, forerunner of the National Carbon Company, scheduled the manufacture of carbon light-
ing elements; the Fremont concern is now a branch of a corporation that produces dry cell batteries. In 1877 the Gottron Brothers went into the quarrying business, and marketed limestone, gravel, and other building materials.

In the 1880's several new industries sprang up locally. Among these was the factory, headed by David June, which was later acquired by the Holdeman Machine Company, maker of stationary and mill engines. The Herbrand Company began to put out carriage forgings; this corporation is now Fremont's largest industrial concern, employing 450 people in the manufacture of automotive equipment. Other newcomers included the Fremont Cultivator Company, the Fremont Pump Company, and the Simple Salesbook Company. The Clauss Shear Company moved its plant from Elyria; this firm now produces cutlery in a modern factory employing 250 workers. During this period the lumbering, grain
and feed and flour businesses were still important. A number of impressive new buildings were constructed in downtown Fremont, and two new banks were opened.

Despite the population decrease which Fremont suffered because of the Findlay oil rush and the gradual migration of the lumber industry to virgin forest land farther north, the slack in employment in the 1890's was more than taken up by the arrival of new industries. Among these were the Lehr Agricultural Company, manufacturer of cultivators and harrows, and the R. J. Christy Company, maker of razor blades and the famous Christy knife, which originated in Fremont. Other new concerns were the Crescent Manufacturing Company, producer of surgical cutlery, and the Yerges Manufacturing Company, fabricator of cotton products. Both firms are operating today.

In 1900 the Continental Sugar Company estab-
lished a factory in Fremont. Now known as the Great Lakes Sugar Company, the firm annually buys the yield of more than 11,000 acres of sugar beets.

In modern Fremont are found local branches of the Heinz Company, which processes tomato products for sale, and of the Pet Milk Company, which evaporates milk from Sandusky County farms. Also included among the city's numerous industries are the Hodes-Zink Company, manufacturer of automotive equipment, employing 300 workers; Fremont Foundry Company, castings for automobiles, refrigerators, and heaters, 200; S. E. Hyman Company, seat covers and radiator grill fronts, 200; Schaff & Good Company, cutlery, 125; Flexible File Company, 75; Clyde Castings Company, 34; Fremont Tool and Die Company, 20; Carbo Tool and Die Company, 20; and Arrow Cutlery Company, 14.

Other firms in Fremont include the United Mills
Company, producer of cheese; Fremont Kraut Company; Fangboner Seed Company, operator of grain elevators; Fremont Rubber Products Company; Fremont Paper Box Company; W. V. B. Ames Company, maker of dental cement; Price Lumber Company; Gordon Lumber Company; Steinley-Wolf Lumber Company; and Carter-Christy Company; manufacturer of outdoor signs and garment hangers.

The industrial growth of Fremont has been neither spectacular nor sudden, but consistent. Like other cities throughout the Nation, Fremont suffered from unemployment during the business depression of the early 1930's. However, rapid recovery from such conditions has been characteristic of the city, and today, relatively free from labor trouble, most of its industries are operating normally.

The financial institutions of Fremont have been closely identified with the city's industrial and commercial development. Long before the rise of...
national banks in Ohio and the passage of laws regulating their practice and that of State banks, far-seeing local capitalists contributed to the manufacture and marketing of Fremont goods. Although these men and their private banks functioned during a time when financial demands were comparatively small, they must be credited with beginning the structure which is now Fremont’s banking system.

The forerunner of the city’s present institutions was the First National Bank (organized by Sardis Birchard in 1863), the fifth so-called national bank in the United States and the second in Ohio. This institution was reorganized in 1934 as the National Bank of Fremont.

Following his retirement from the Presidency (1881), Fremont’s first citizen, Rutherford B. Hayes, was one of the incorporators, in 1882, of the Fremont Savings Bank.

By 1888 the city’s business activity was sufficient to justify another bank, and the Croghan Bank and Savings Company was formed. Quite apart from its financial routine, this institution has done much to perpetuate the memory of the man whose name it bears. An unusually beautiful likeness of Major Croghan, in stained glass, is a feature of the bank lobby.

The early years of the new century saw railroad expansion and road improvement, both contributing to the business life of the county seat. One manifestation of quickened tempo was the organization in 1904 of the Colonial Savings Bank.

The latest of Fremont’s banks, organized in 1918 at the height of industrial and commercial activity
incident to America's participation in the World War, was the Liberty Banking Company.

Some evidence of the city's industrial and commercial position, which is made even more secure by its outlying agricultural support, is afforded by the conservative growth of the resources in its banks, totaling, as of June 30, 1939, about $9,000,000.

The rise of Fremont's building and loan companies has closely paralleled that of the banks. By providing long-term loans to individual buyers or builders of homes, these institutions have effected a high percentage of resident ownership. The H. B. Smith Building and Loan Company was organized in 1886, the Sandusky County Savings and Loan Company in 1899, the Fremont Building and Loan Company in 1909, the First Federal Savings and Loan Association in 1923. Active loans on homes total, as of December 31, 1938, about 600; combined assets are approximately $1,500,000.
Soon after the early settlers in Sandusky County had cleared the forests and built homes, they turned to the task of educating their children. Until the first schoolhouses were built, classes were held intermittently in private homes, in vacant storehouses, and in the open. Among the first teachers were the circuit riders who visited the settlements and conducted educational and devotional classes.

In 1815 the Rev. Joseph Badger, a teacher and Indian missionary who frequently stopped in Lower Sandusky, encouraged the settlers to erect a schoolhouse. The next year residents of the town selected a site a few rods west of Fort Stephenson and put up a school building of rough, unhewn logs. The new structure was crudely built. The windows were fitted with oil paper coverings, and the lighting facilities were poor. Pupils sat on benches made from hewn timbers held on posts driven into the ground. In 1817 this schoolhouse was replaced with a more substantial structure; it was equipped with a large fireplace along one wall and had glass windows.

During the winter of 1818-1819 Mrs. Lysander Bell conducted a school in
one of the vacant rooms in Fort Stephenson. Classes were small, for children were often needed to help with the many tasks at home.

This school, like most others in the county prior to 1821, was supported by subscription. Until the Ohio General Assembly provided for a school tax, teachers had to get enough subscriptions in cash or commodities, at about $1.50 for a three-month term, to earn their meager salaries.

One of the earliest schools in Sandusky County was taught by Joshua Fairchild in Green Creek Township. In 1820 another was conducted by Jered H. Miner, who held classes in a cooper's shop for three months in the winter. The first school in Clyde was opened in 1822 by a teacher named Forbes.

In 1826 the State legislature provided for the establishment of free schools. Within a few years two new elementary schools were opened and other schoolhouses in the community were enlarged and given new equipment. In 1850 the townspeople held a public meeting to reorganize the schools on a graded plan. Three years later the system was adopted; a high school and five grade schools, with a total enrollment of 592 pupils, were established. The high school offered courses in philosophy, physiology, and chemistry in addition to the regular curricular subjects. The average salary of teachers had by this time increased to about $40 a month.

In 1864 W. W. Ross, for whom Fremont Ross High School is named, became superintendent of Fremont schools. In 1867 Miss Eliza Bushnell, the first pupil successfully to complete the high school requirements, was graduated with considerable ceremony. The same year a new, three-story, red brick building was erected at a cost of $16,000 to
furnish accommodations for the growing number of high school students. By 1891 increasing enrollment had forced a transfer of some classes to the Ross School at the corner of Garrison Street and Park Avenue.

St. Joseph's Catholic Parish established a school in conjunction with the church in 1837. For several years classes were held in private homes and other available meeting places, but in 1859 a new brick schoolhouse was erected. Until 1876 lay instructors were employed; after that time the classes were taught by the Sisters of Notre Dame. A high school course was adopted in 1896; three years later the first class was graduated.

Among the other religious schools established in the county was the Green Springs Academy, founded in 1881 by the Presbyterian Synod of Toledo. After two years the school was consolidated with the Western Reserve University as a preparatory school for Adelbert College.

In 1882 the Lutheran congregation of the Joint Synod of Ohio established the Woodville Normal School, an institution for parochial school teachers. One of the founders was Pastor Cronenwett, who had been a pioneer missionary of this locality. Upon its discontinuance in 1924, the school was incorporated with the Normal Department of Capital University at Columbus.

Today the Fremont public school system, which has an enrollment of approximately 3,200 students, consists of six elementary schools, one junior high school, and one (Fremont Ross) senior high school. Parochial schools in Fremont include three elementary schools and one high school, with a total enrollment of 1,500 children.
ST. PAUL'S EPISCOPAL
Although several Jesuit missionaries and the Moravian preacher, John Gottlieb Heckewelder, are known to have passed through the Lower Sandusky area before 1800, religious activity really began in the early years of the nineteenth century with the regular appearance of itinerant evangelists. Among the first of these ministers of the gospel was Rev. Joseph Badger, a Presbyterian divine who arrived in 1805 to confer with chiefs of the Indian tribes in the region. Later Badger made periodical visits to the settlement of Lower Sandusky, and often was a guest of his friends the Whitakers, who lived a few miles down the river. He was a firm advocate of education, and took an active part in the establishment of schools in the village.

In 1819 Rev. James Montgomery, Indian agent at Fort Seneca and ordained clergyman of the Methodist Episcopal Church, began to hold religious meetings in the community. During the next 15 years the settlers, dividing into sects under the leadership of Montgomery and other itinerant preachers, continued to worship informally, meeting in private homes, in schoolhouses, in the county courthouse, and at camp meetings. The pioneer clergymen, who often rode long distances to reach the settlements, were sometimes delayed for weeks by the weather or the condition of the roads. In 1822 Rev. Jacob Bowlus, a United Brethren preacher, arrived in Lower Sandusky. Occupying the place of presiding elder, he organized the Sandusky Circuit in 1827,
with Rev. John Zahn as traveling minister of the United Brethren faith.

The Methodists were the first to maintain their own meeting house and resident pastor in Lower Sandusky. In 1834, abandoning an old log schoolhouse in which they had been conducting their devotional exercises, they erected a large frame building at the corner of Arch and Garrison Streets. At this time frontier churches often lacked fireplaces, and worshippers had to bring along heavy robes and iron foot warmers filled with coals or hot bricks. The Methodists took a simple pride in their warm stove, which made church meeting more comfortable, especially for old people and young children, who often caught cold in the drafty log cabins. It is not surprising that the Methodist congregation increased rapidly after the installation of the stove.

[Image of St. Ann's Catholic and St. Joseph's Catholic churches]
As early as 1836 members of the Lutheran faith began to hold regular meetings under the leadership of Rev. Adolph A. Konrad, and in 1842 the Evangelical Lutheran and General Reformed St. John's Congregation was incorporated by an act of the State legislature. The next year the sect bought the old county courthouse for use as a place of worship. The purchase price was $810.

After the Lutherans acquired the old courthouse, members of the Protestant Episcopal faith, who had held services there from time to time, took steps to establish their own meeting place. In 1843 the congregation erected Lower Sandusky's first church, a strong building trimmed in stone, on the corner of Park Avenue and Court Street.

Meantime, by 1833, the Presbyterians had become sufficiently numerous to organize a church;
many of their early meetings were held in a stone schoolhouse near the present site of Fremont Ross High School. The congregation incorporated in 1836. In 1842 the members leased the home of Isaac Prior on State Street and remodeled it into a church; later they bought a lot at the corner of Main (now Park Avenue) and Garrison Streets, where a new frame building was dedicated in January 1847.

One morning in the winter of 1843 members of the recently established Presbyterian Church were called from their pews in the midst of services by a report that the State Street bridge was about to collapse. Some of the worshippers dared to cross the river on the cracking ice; others ventured out on the bridge, among them Judge Howland.

"I built this bridge," boasted the jurist. "Neither the Lord nor the flood can budge it."

A moment later the structure gave way, and the judge and his followers were thrown into the ice-choked waters. All of them, suffering no injury except to their vanity, were dragged ashore by the more cautious members of the congregation.

The Catholics in the city, finding private homes too small to accommodate their growing numbers, engaged Pease's Hall and held services there for several years. In 1843 Father Machebeuf, the first resident priest, obtained enough subscriptions to a building fund to undertake the erection of a church. Completed in 1846 at a cost of $2,500, the new building was dedicated to St. Ann by Bishop Purcell. In 1857 a second Catholic church structure, St. Joseph's, was erected at Croghan and Clover Streets, and the Fremont area was organized as St. Joseph's Parish.

Among the major events during the next half-
century of church history were the completion in 1892 of the present imposing St. Joseph’s Church, replacing the original structure, partly destroyed by fire; and the organization in the same year, under the leadership of Rev. Edward E. Pfeiffer, of Grace Evangelical Lutheran Church, now also represented by an impressive building.

During the last quarter of the nineteenth century, and again between 1915 and 1925, most church organizations in Fremont launched extensive building programs. The importance of religion in the life of the city is evidenced today by its 20 churches, of which 17 are Protestant and three Catholic. Fremont’s one convent, Our Lady of the Pines, occupying one of the most beautiful sites in the State, was established in 1925. On May 7, 1939, Saint Mark Evangelical Lutheran Church celebrated its twenty-fifth anniversary.

The mingling, in early Fremont, of various sects in common places of worship and the kinship that comes from long community interest have given the city an important tradition of religious tolerance. While some places in the State have seen episodes of religious and racial conflict, Fremont has built its spiritual life without serious interruption.

GRACE LUTHERAN
The years after the War of 1812 were arduous for the people of Lower Sandusky. The labors of developing a town that could compete with other growing settlements in northwestern Ohio left little time for indulging in cultural activities. But one man in Lower Sandusky recognized the need for culture and entertainment to balance the drudgery of the pioneer’s struggle. Inventor, poet, playwright, artist, Thomas L. Hawkins brought escape from the corn meal and side pork of reality.

It was ingenious Tom Hawkins who in 1819 invented the dog ferry that helped early settlers cross the unbridged Sandusky. It was he who built the horse boat ‘Pegasus,’ that the amazed Indians called ‘Walk-On-Water.’ Both boats were operated in the same way. A paddle wheel was connected with a treadmill on which four dogs ran, or four horses walked, abreast. It is said that the speed of these remarkable craft was much greater than that of the sailing vessels.

In 1819 Hawkins also brought to Fremont its first legitimate theatrical production—Oliver Gold-Smith’s ‘She Stoops to Conquer.’ The producer wrote an apologist prologue for the comedy, designed and painted the scenery, and acted the principal parts.

Young Hawkins struggled along in his own way, having fun, inventing gadgets, preaching in the Methodist Church, and giving shows in his “theater” on the second floor of the Ohio Mansion House. For 12 years he talked up the idea of a real
opera house for Fremont. The city’s clergymen knew Tom well and, unlike church people in other places, endorsed his project; but the newspapers violently attacked the scheme. "Theaters," roared the editorials in the Sandusky ‘Democrat,’ "are schools of vice." Nevertheless, in 1830 Tom Hawkins got his "opery" house.

In 1853, three years after professional talent began to appear in Fremont, the Sandusky ‘Democrat’ was still fulminating against the theater. In the issue of March 8, 1853, the editor declared that a "recent riot in the opera house" proved the evil influence of the stage. Actually, the audience at a performance of the "Original Swiss Bell-ringers" had chased the "artists" off the stage, holding that they were neither original nor Swiss, nor for that matter even bell-ringers.

By this time the elderly Tom Hawkins no longer took an active interest in Fremont dramatics. He had been appointed keeper of the magazine at Fort Meigs, and he added to his slim pay by selling mops and washboards. With every mop or washboard, the purchaser received a poem by the salesman extolling his wares:

**THE MOP**
(Advertisement)

The wife that scrubs without a mop
Must bend her back full low,
And on her knees mop up the slop
And little comfort know.

And he who loves a cleanly wife,
And wants to keep her clean,
Would make her smile and end all strife
By buying this machine.

And can you thus your wife displease,
With her sweet smiles dispense,
And make her scrub upon her knees,
To save some twenty cents?

(Which is the price of the mop.)

You hardened wretch! pull out y’r cash,
Untie your money-stockings,
And don’t neglect to buy this trash
From your old friend, Tom Hawkins.
After Tom Hawkins' time Fremont's professional theater came into its own. The blue laws of Cleveland, which prevented Sunday entertainment there, caused players and musicians traveling from New York to Chicago to stop in small, but tolerant, Fremont. The best actors and actresses of the day were seen regularly until the 1900's. Joe Jefferson was one of the first. Later came Pat Rooney, DeWolf Hopper, Buffalo Bill, Conway Tearle, Kyrle Bellew, H. B. Warner, and Elsie Janis.

The opera house era ended in Fremont, as it did throughout the county, about the first decade of the twentieth century. The city's historic playhouse is now occupied by the local chapter of the Veterans of Foreign Wars.

The tradition of Tom Hawkins has not died. Fremont Ross High School and St. Joseph's High
School have dramatic groups which produce plays and musical comedies, and amateur players perform in many of the churches. Furthermore, once each year the various dramatic societies of Fremont engage in a One-Act Play Tournament that would have put a sparkle in the eyes of Tom Hawkins.
During the early years of settlement the people of Lower Sandusky depended for news upon the post riders who brought information of various sorts from stops along the route, and upon newspapers which arrived infrequently and tardily from cities in the East.

The first local paper, appearing in 1829, was established to support a local political movement. This journal, the Lower Sandusky 'Gazette,' was printed on one side of a sheet of coarse paper, 17x21 inches, by a crude press operated by foot power. David Smith combined the functions of reporter, editor, typesetter, pressman, and circulation manager. The type blurred easily, and the ink faded to a dull brown a few hours after publication.

Despite the crudities of the paper, the campaign of the Gazette was successful, for in 1829 Lower Sandusky was incorporated and John Bell was chosen mayor. Unhampered by competition, the paper continued for another 18 months. By that time, however, political activity had subsided, and Smith, discouraged by the decrease in subscriptions, packed his small press into an oxcart and moved on to other fields.

Until 1837 no additional newspapers were established in Lower Sandusky. In that year Mayor Bell, still in office, issued the first copy of the Sandusky County 'Democrat,' a paper devoted almost entirely to national political issues. So successful were Bell's editorials in influencing public opinion
that his opponents in the Whig party, realizing the advantages of a partisan press, launched the Lower Sandusky 'Times,' with A. G. White its editor. As the Presidential election of 1840 approached and citizens of the town showed a preference for the Whig candidate, William Henry Harrison, the opposing forces established the Sandusky 'Democrat.' Unfortunately the two Democratic papers could not agree upon matters of policy, and they attacked each other, while the 'Times,' renamed the Lower Sandusky 'Whig,' aimed editorial broadsides at both of them.

A few years later the 'Whig' became the Lower Sandusky 'Telegraph' in honor of Morse's invention. In 1849 the newspaper was acquired by James Fouke, who, because Lower Sandusky had just become Fremont, issued the journal as the Fremont 'Freeman.' The following 'Freeman' editorial in December 1853 was written ostensibly to give the paper's terms of subscription: "We will receive on subscription, delivered in Fremont, wheat, corn, oats, hay, beef, at market prices. We must decline razor strops, whetstones, pills, sarsaparilla, pen knives, curry combs, etc. We will, however, accept soft soap. Our neighbor, the 'Democrat,' succeeds so well with it, that we are constrained to follow his example."

Soon afterward the Lower Sandusky 'Democrat' ceased publication and the 'Freeman,' now edited by I. W. Booth, became the Fremont 'Journal.' The new editor was at times low financially; in December 1854 he appealed to subscribers lacking in ready money to pay their subscriptions in wood. A few months later appeared the following ominous note: "Menzo de Graff lately left town indebted to us for one year's paper. We would like to know where
The editor of the ‘Journal’ printed a column which he entitled “Questionable Advertisements.” In a space at the side he declared that the merchandise described was of doubtful value, but scarcity of money for operating expenses warranted inclusion of the advertisements. Among the various “cure-alls” mentioned was “Arabian Liniment,” a potion to cure 160 ailments, including blindness, mumps, headaches, and burns.

During the Fremont-Buchanan Presidential campaign, local political forces established the Democratic ‘Messenger’ under the editorship of J. D. Botefer. A few years later the Sandusky ‘Democrat’ suspended publication, and in 1859 the ‘Journal’ and ‘Messenger’ were joined by the Fremont ‘Courier,’ a paper published in the German language. In 1860 the ‘Courier’ printed an editorial opposing the election of Lincoln to the Presidency. The article was phrased with such plain vehemence that a mob of citizens who had read it in translation attacked the ‘Courier’ office. All copies of the offending paper were burned in the streets, and the editor, saved from personal violence by Sardis Birchard, was obliged to print a retraction in both German and English.

The Fremont ‘News’ appeared in 1887 and soon had many subscribers. Early in the 1900’s, after the ‘Journal’ and the ‘Courier’ had ceased publication, the ‘News’ and the ‘Messenger’ were Fremont’s only papers. These two dailies were published until 1938, when they merged as the Fremont ‘News-Messenger.’ This paper, printed by new equipment at the Messenger Publishing Company, has a wide circulation throughout northwestern Ohio.
Places to Visit in Fremont

1. CITY HALL, SW. cor. Arch and Croghan Sts., on the site of Fort Stephenson, is a three-story, red brick building with sandstone trim. Completed in 1877 at a cost of $16,000, it now houses all the city offices, the central fire and police departments, and the city jail.

2. FORT STEPHENSON PARK, bounded by Croghan, Arch, Garrison, and High Sts., is the site of the old fort which Maj. George Croghan defended against the British and Indians during the War of 1812. The present boundaries of the two-acre plot probably follow the lines of the wide ditches with which the defenders surrounded the garrison.

In the center of the park is the BIRCHARD LIBRARY (open weekdays 9-9), which was established as a free library by Sardis Birchard in 1873. It holds, in addition to 55,000 bound volumes, a large collection of Indian and Mound Builder relics, war souvenirs, pictures of the old village and fort, mementos of local pioneers, and an almost complete file of Lower Sandusky and Fremont newspapers.

Directly in front of the library rises the SOLDIERS' AND SAILORS' MONUMENT, a Corinthian column of granite supporting the stone figure of a soldier at parade rest. It was erected in 1885 and unveiled on Croghan Day, a local event celebrated annually on August 2. Nearby is the grave of Major Croghan, whose body was removed from the family burial ground at Locut Grove, Kentucky, and rein-
terred here in 1906. To the left of the monument is a boulder bearing a commemorative marker erected in 1903 by the George Croghan Chapter of the D. A. R.

Close to the grave stands OLD BETSY, the single cannon available for the defense of the fort. The six-pounder, originally captured from the French during the French and Indian War (1756-1763), was at Fort Pitt from 1814 to 1851, when Brice J. Bartlett, mayor of Fremont, discovered its whereabouts and made arrangements to bring it back. The War Department missent the cannon to "Lower Sandusky," although the name of the town had long since been changed to Fremont. As a result Old Betsy landed in Sandusky, where local patriots, eager to keep the relic, promptly buried it under a barn. When the cannon failed to arrive in Fremont, Mayor Bartlett hired a detective, who quickly found it. The citizens of Fremont then added another episode to Old Betsy's life. They made a night foray on Sandusky and brought the war relic home in triumph. Old Betsy, known also as Good Old Bess and Old Croghan, was fired for the last time at a rally celebrating the election of Abraham Lincoln to the Presidency.

3. COURT PARK, in the square bounded by Park Ave. and Court, Justice, and Croghan Sts., is a part of the County Courthouse grounds. It provides no recreational facilities, but is of considerable historical interest because it was here that the British and Indians assembled before attacking Fort Stephenson.

At the southwest corner of the park is a tablet, erected in 1930 by the Ohio Revolutionary Memorial Association, having the following inscription:
"Where Fremont stands was the great gathering place for captives enroute to Detroit for bounty. Here Boone, Kenton, Brady, the Moravian Missionaries, Heckwelder and Zeisberger, and many others were held."

4. SANDUSKY COUNTY COURTHOUSE, in the square bounded by Park Ave. and Croghan, Clover, and Court Sts., is a red brick structure with a portico having 18 tall columns of sandstone.

The first unit of the present building was erected in 1840 at a cost of $14,500. Thirty-one years later, when more space was needed for county offices, the structure was enlarged, and fireproof vaults and a steam heating system were installed. In 1935, when proposals were made to erect a new courthouse, public opinion opposed the destruction of the old landmark. With the aid of a Federal grant of $90,000, the county therefore constructed a new addition to the older building. It was completed in 1937 at a total cost of $210,000.

5. BIRCHARD PARK, bounded by Birchard Ave. and Croghan, Washington, and Jefferson Sts., was given to the city by Sardis Birchard, pioneer merchant and uncle of Rutherford Birchard Hayes. This 10-acre area provides picnic grounds, tennis courts, baseball diamonds, and various playground facilities. In the center of the park is a bandstand, where concerts are given during the summer.
6. SPIEGEL GROVE PARK (open daily 9-5), bounded by Hayes, Buckland, and Cleveland Aves., is a 25-acre triangular area given to the State in 1910 by Col. Webb C. Hayes. The park received its German name from the small lake within its limits. Sardis Birchard, who once owned the grove and bequeathed it to the Hayes family, called the lake "Spiegel," or "mirror." The entire area is the site of the Wyandot town, Junquindendah, and early explorers passed through here on their way to the Ohio and Mississippi Rivers. Within the park are remains of the Harrison Trail, the route taken by General Harrison in transporting his troops during the War of 1812. At the four entrances are massive iron gates which were once used at the White House. They were installed there during the Hayes administration. Later when the fence and gates around the White House were removed, Col. Webb C. Hayes secured them for Spiegel Grove. The gates are adorned with the American Eagle and other national insignia.
The HAYES RESIDENCE (private), near the Hayes Ave. entrance to the park, is a red brick structure built by Sardis Birchard in 1859. Several addition to it were made after Rutherford B. Hayes took up his residence here in 1873. To the west are the former stables which the present occupant of the house, a grandson of President Hayes, has had converted into a garage.

Nearby stands the HAYES MAUSOLEUM, enclosing the graves of the President and his wife, and of Col. and Mrs. Webb C. Hayes. The family monument is cut from Vermont marble. On the iron picket fence surrounding the mausoleum are four plates, each bearing the name of a favorite horse which served the Hayes family.

The beauty of the park is enhanced by its trees, of which there are 72 varieties. Forty trees bear markers honoring notable visitors and persons significant in local history. A pair of tall oaks grew from acorns off the famous Charter Oak at Hartford, Connecticut. A weeping willow, brought

PRESIDENT HAYES' CARRIAGE
from Washington's home at Mt. Vernon, stands here. There are several species of Gingko, or Maiden Hair trees, brought from Japan in 1876 for the Centennial Exposition in Philadelphia and later presented to President Hayes.

Bordering the Harrison Trail is the tree known as Grandfather Harrison. It is said that Mrs. Rutherford B. Hayes' grandfather and a comrade had been sent out from Fort Stephenson on a foraging expedition during a campaign in the War of 1812. When night came they were unable to find another shelter, so remained beneath the oak. The night was so bitterly cold that the feet of the soldiers in the fort were frozen, but the two scouts, safe under the protective tree, were unharmed.

The Reunion Oaks are named for President Hayes' companions-at-arms during the Civil War. Among the other interesting trees are the D. A. R.
elm, the General Sherman elm, the Taft oak, and the Cleveland hickory.

7. HAYES MEMORIAL LIBRARY AND MUSEUM
(open daily 9-5), near the Hayes Avenue gate of Spiegel Grove Park, is a sandstone building of neo-
Classic style. It was erected at a cost of $100,000, which was borne almost equally by Col. Webb C. Hayes and the State. The Memorial contains the President’s books and manuscripts as well as portraits, paintings, furniture, the old carriage, and other personal effects belonging to the Hayes family. A special room is given over to the period of Hayes’ Governorship of Ohio. Also displayed are curios from all over the world, including a large collection of war relics.

8. BRADY’S ISLAND, 4 blocks N. of State St.
facing N. Front St., a wilderness of 18 acres, sheltered Capt. Samuel Brady in 1780 when he scouted a hostile Indian camp for General Washington. During the attack on Fort Stephenson the British used the island to screen the movements of General Proctor’s ships. Now, in addition to being a strategic point in the maneuvers of troops from Camp Perry, it is a foundation for the central supports of the Nickel Plate Railroad Bridge over the Sandusky River.

9. SANDUSKY COUNTY FAIRGROUNDS,
bounded by Rawson Ave. and North, Front, and Haynes Sts., known also as the Israel Putnam Agricultural Park, is a 40-acre tract which is the scene of the annual Sandusky County Fair. The first of these events, which now present hundreds of exhibits and attract thousands of visitors, was held in 1852 when the Sandusky County Agricultural Society was formed.
10. MEMORIAL HOSPITAL, 1502 Buckland Ave., near the W. city limits, a four-story brick building set in a landscaped area of eight acres, adjoins the Mary M. Hayes Memorial Nurses' Home. The drive surrounding the building is lined with trees each of which is dedicated to the memory of a Sandusky County soldier killed in the World War.

Established in 1918, the hospital has accommodations for 60 patients. Mental and tubercular cases are not admitted. Its endowments of more than $80,000 were contributed largely by Col. and Mrs. Webb C. Hayes.

SPIEGEL GROVE GATES
1. BLUE HERON NESTING PLACE, 2 m. N. of Hessville, on the Horatio Waggoner farm, is the annual habitat of thousands of blue herons that build their nests in the tops of tall trees. During the spring and early summer, when the young are being reared, they circle high above the countryside. The parent birds get food from the nearby marshes.

2. NIGGER BEND, 4 m. N. of Fremont, on the E. river bank opposite Booktown, is a strip of land projecting into the Sandusky River near the mouth of Muscallonge Creek. At this place a group of Negro slaves, captured by the Indians in raids on Virginia and Pennsylvania border towns in 1780, were kept prisoner and forced to cultivate fields of corn for their Indian masters.

3. McPHERSON CEMETERY, in Clyde at the junction of US 20 and State Route 101, is named for Brig. Gen. James B. McPherson, who, while commanding the Army of the Tennessee in 1864, was killed in action by Confederate soldiers led by his West Point classmate, John Bell Hood. In the northwest corner of the cemetery, which is a part of the old McPherson homestead, is a bronze statue of the Civil War officer.

Also buried here is George Burton Meek, a native of Clyde, the first American-born sailor to die in the Spanish-American War. Assigned as a fireman, first class, to the U. S. Torpedo Boat "Winslow," Meek was killed in action at Cardenas, Cuba,
on May 11, 1898. A commemorative shaft, erected with funds especially appropriated by the Ohio legislature, was unveiled by Governor Willis on May 11, 1916, the 18th anniversary of Meek's death. The Sixth Ohio Infantry and many patriotic organizations took part in the ceremonies.

4. SENECA JOHN MEMORIAL, 1 m. N. of Greensprings on State Route 19, is a granite tablet marking the spot where Seneca John, an Indian Chief, was killed in 1828 by members of his tribe. The Indians accused him of the witchcraft murder of his brother, Cornstalk. Seneca John's grave lies about a half-mile east of the memorial.

5. BALL'S BATTLEGROUND, 2 m. SW. of Fremont on State Route 12, is marked with a bronze tablet erected by the George Croghan Chapter of the D. A. R. Here Col. James V. Ball, with 100 mounted men, ran into an Indian ambush on July 30, 1813, while on his way to relieve Major Croghan at Fort Stephenson.

Ballville township was named for this event. For many years an old elm, with 11 notches for the number of Indians slain by the victorious troopers, stood on the spot, which is today occupied by Gavitt's Old Elm Tea Room.

The township was formerly the home of George Washington Glick, who, after studying law under Rutherford B. Hayes, moved to Kansas, of which State he was elected Governor. Glick is now represented in Statuary Hall at the National Capitol.

6. FOUR-MILE HOUSE CEMETERY, 4 m. W. of Fremont, ½ m. S. of US 20, was the community burial ground of early pioneer families in this region. To the left of the entrance in the white picket fence en-
closing the area is the grave of John Waggoner, a member of Washington's Life Guards and a private in Captain Von Herr's Dragoons in 1778. His grave is marked by a granite headstone inscribed with the emblem of the Sons of the American Revolution. Other markers bear the names of pioneer residents whose descendants still live in the vicinity.

7. PENINSULAR FARMS, 2½ miles north of Fre­mont on State Route 53, occupying the site of the Whitaker Reserve, is one of the foremost horse-breeding farms of the country. On its 500 acres roam fast harness horses, among them Billy Direct (1:55), world's champion pacer, which came here in No­vember 1939.

GENERAL MCPHERSON
BELLEVUE (751 alt., 6,256 pop.), 16 m. SE. of Fremont on US 20, partly in Huron County, was first known as York Crossroads. Later it was called Amsden's Corners in honor of Thomas G. Amsden, pioneer merchant and soldier in the War of 1812. The town was given its present name in 1839 by James Bell, one of the builders of the Mad River and Lake Erie Railroad.

For many years Bellevue has been an important railroad town and rural marketing center. Farmers in the neighborhood bring their grain to the town's nine elevators and their fruit and vegetables to local canneries. Other firms in the city produce iron and steel products, trailers, monuments, stone building supplies, and trunk and luggage carriers.

Bellevue has an unusual sewerage system. Beneath the city flow underground streams that form sinkholes throughout the area. By means of these sinkholes sewerage is drained off. In time of very heavy rains, however, the streams back up and flood the low-lying parts of the city. Occasionally it has been several months before all the water evaporated or seeped away.

Outstanding among Bellevue's public buildings is the Carnegie-Stahl Free Public Library, a pressed brick and stone structure erected in 1904 with funds donated by Andrew Carnegie and H. C. Stahl. The Bellevue Board of Education contributes $1,000 annually to its support.
CLYDE (682 alt., 3,159 pop.), 8 m. SE. of Fremont on US 20, in the midst of a fertile farming and fruit-raising area, is one of the oldest towns in Sandusky County. During the War of 1812 an officer of General Harrison’s staff passing through here drove a stake into the ground and said: “At this spot I shall build my future home, which shall be the nucleus of a thriving town.” In 1820, when the officer returned, he found a squatter’s hut upon his chosen ground. For a barrel of whisky, however, he was able to recover his rights to the land.

Today Clyde is a pleasant town with shaded streets and neat homes. Many of its people are of German descent, and take pride in their well-kept lawns and flower gardens. In the northern part of the town is the McPherson Cemetery, the burial place of Brigadier General McPherson and of George Burton Meek. Other famous native sons include Sherwood Anderson, contemporary American writer whose ‘Winesburg, Ohio,’ the residents believe, is a rather severe portrait of life in Clyde; Lee Stanley, creator of the comic strip, ‘Our Town’; and James Albert Wales, wood engraver, cartoonist for ‘Puck,’ and chief artist and one of the founders of ‘Judge.’

The extensive cabbage output in this section of Sandusky County is processed into kraut and distributed by the Clyde Produce Company and the Clyde Kraut Company. Grain from surrounding farms is brought to the elevators of the Clyde Milling Company. Other industries include the Clyde Cooperage Company, Clyde Cutlery Company (1840), and Hughes Granite and Marble Company (said to be the largest establishment of its kind in the
Middle West), which made the Hayes and Buckland Memorials in Fremont.

GIBSONBURG (699 alt., 2,129 pop.), 14 m. W. of Fremont at the junction of State Routes 300 and 600, occupying parts of Woodville, Madison, and Washington townships, is now noted chiefly for its lime plants and stone quarries. Founded in 1871 by William H. Gibson of Tiffin, Ohio, the town grew slowly until the 1880’s when oil was discovered in the vicinity. The second largest well on the continent was drilled on the Benjamin Jones farm, just outside Gibsonburg. For a time Gibsonburg was the center of the country’s oil industry, but by the end of the century the oil supply had greatly diminished, and the town’s growth was checked.

The presence of large deposits of limestone in the area, however, soon stimulated the production of building supplies. Today each of Gibsonburg’s two largest lime plants, the National Mortar and Supply Company and the Kelley Island Lime and Transport Company, has a maximum daily capacity
of about 345 tons of lime. The Gibsonburg Lime Products Company has a capacity of 100 tons a day. These concerns produce white finishing lime in hydrated form. The town’s other industries include a flour mill, a dairy, and several bakeries.

GREEN SPRINGS (710 alt., 750 pop.), 8 m. S. of Fremont on State Route 19, in the southern part of Green Creek Township and partly in Seneca County, is a well-known summer and winter resort. Thousands of visitors are attracted each year to the town’s medicinal sulphur springs which force their way through a rock bed from a river 50 feet below the surface at this point. When this region was part of their reservation, Indians used the water for healing purposes. In 1814, when the Indians had to surrender their lands to the white settlers, they tried to choke the springs with heavy logs and stones.

Accommodations for tourists and patients are available at the Oak Ridge Sanitarium, a combination of complete hospital and modern hotel supported by 14 Ohio counties for use by tubercular patients. Elmwood Sanitarium, connected with the Elmwood Inn, is a private institution which specializes in the care of mental and nervous cases. It has accommodations for 16 patients under the care of a resident physician. The Forest Inn also caters to persons seeking health treatments. The quiet grounds about these sanitariums and inns are beautified by old trees and green shrubbery. Attractive private homes also accommodate patients and tourists. Since 1936 skating, tobogganning, skijoring, and ski-jumping facilities have been available for winter sports enthusiasts.

LINDSEY (636 alt., 446 pop.), 9 m. NW. of Fremont on State Route 590, is a grain-shipping center
served by the New York Central Railroad. Platted in 1853 by B. F. Roberts and E. B. Phillips, the town was known as Washington until it was incorporated as Lindsey. The largest industrial concern in the community is the Bloker Lumber Company, established in 1882, which produces lumber and building supplies. Educational facilities in Lindsey are limited to a centralized school of eight grades; high school pupils are transported to the Gibsonburg and Fremont schools.

WOODVILLE (630 alt., 1,151 pop.), 16 m. NW. of Fremont on US 20, is the center of a rich limestone area. Thomas and Harriet Miller, the first settlers, erected a tavern here as early as 1825. During the next decade more settlers arrived from New York and Pennsylvania, and in 1836 a town was platted by George Price and named for Amos Wood, a pioneer resident.

Farming was the community's chief occupation until oil was discovered here in 1890. The town grew quickly until the oil supply diminished. Today only a few wells are still producing, and stone quarrying and manufacture of building supplies are the town's important industries. Local limestone, noted for its whiteness and plasticity, is used in the manufacture of hydrated finishing lime by the Ohio Hydrate and Supply Company, Woodville Lime Products Company, and Washington Building Lime Company. The Buckite Refractory Products Company utilizes dolomite limestone to make basic linings for iron and steel furnaces.
1650 Wyandot Indians occupy two neutral fortified towns on future site of Fremont.
1669 La Salle reputedly visits region (on return from historically questionable Ohio River exploration).
1745 Fort Sandoski is built by English near present site of Danbury on Sandusky Bay.
1748 French destroy Fort Sandoski during war with English.
1750 English rebuild Fort Sandoski.
1763 Indians destroy Fort Sandoski and massacre garrison. English soldiers under command of Captain Dalyell retaliate by burning Indian village of Junquindendah.
1775 Indian stronghold on Sandusky River becomes headquarters for British distribution of arms to Indian allies during Revolutionary War.
1778 Daniel Boone passes through Wyandot town on future site of Fremont as captive of Indians enroute to Detroit.
1780 Samuel Brady, American scout sent out by General Washington, observes Indian camp from shelter of island which now bears his name.
1782 Two English traders, Arundel and Robins, start trading post near Wyandot village.
1785 James Whitaker and Elizabeth Fulks, Indian captives since childhood, marry and become first white family in northwestern Ohio.
1795 Treaty of Greenville sets up area two miles square as Government reservation on future site of Fremont.
1808 United States establishes trading agency at fall line of Sandusky River.
1812 Fort Stephenson built.
1813 Americans under Major Croghan defeat British and Indians at Battle of Fort Stephenson on August 1 and 2.
1815 Fort Stephenson abandoned. Mark Hopkins and his family settle Bellevue.
1817 Kentucky Company, formed by 15 residents of Croghan'sville, buys former part of Government reservation and plats Lower Sandusky. Jesse and George Olmstead arrive and open general store.

1819 Tom Hawkins stages first theatrical performances in Lower Sandusky. 'Pegasus,' a boat operated by horses on treadmill, carries passengers to and from Sandusky Bay. James Montgomery, preacher and Indian agent from Fort Seneca, holds Methodist services in the town.

1820 Sandusky County is created in February; first county election held in April; first session of Common Pleas Court convened at Morris Newman's tavern in May. Morrison State Road, running from Lower Sandusky to Delaware, is surveyed by Isaac Harrington. Samuel Pogue purchases site of Clyde from Government.

1822 Croghan'sville unites with Lower Sandusky and gives up its name.

1823 Construction begins on first courthouse, but soon stops and is not resumed for 10 years.

1828 First bridge across Sandusky River erected by James Birdseye. Maumee and Western Reserve Road completed from Clyde to Maumee.

1829 Lower Sandusky incorporated; John Bell elected first mayor. First newspaper, Lower Sandusky 'Gazette,' established.

1830 Population of county, 2,851.

1833 Sandusky County Courthouse completed. Presbyterian church established in Lower Sandusky.

1834 Cholera epidemic decimates town's population. Episcopal church services held in new stone schoolhouse. Methodists erect frame church at corner of Arch and Garrison Streets.

1836 Lutheran services held by visiting pastor. Ohio Railroad chartered. Woodville platted by George Price and Amos Wood.

1838 A bucket fire brigade formed in Lower Sandusky.

1840 Townspeople suffer heavy losses from worthless Ohio Railroad scrip.

1842 Maumee and Western Reserve Road is macadamized completely. Seneca tribe leaves county for reservation in West. St. Paul's Congregation is founded January 25.

1843 Flood destroys bridge over river at State Street, Lower Sandusky. Wyandot Indians move to Western reservation.
1844 St. Ann's, first Catholic church in Lower Sandusky, erected.

1847 First telegraph lines reach city.

1849 Name of Lower Sandusky changed to Fremont, honoring John C. Fremont, pathfinder of the overland route to California.

1850 First board of education organized in Fremont. Plank roads completed to Tiffin, Green Springs, and Rome (Fostoria).

1851 Fishing industry becomes important source of revenue in Fremont.

1852 First Sandusky County Fair held in October.

1853 First railroad, the Toledo, Norwalk, and Cleveland line, passes through Fremont.

1854 Cholera again strikes Fremont. Fire destroys "Headquarters," famous general store.

1855 River commerce begins decline.

1859 Lake Erie and Western Railroad begins to operate through Fremont.

1860 Population of county, 21,429.

1861 Sandusky County Home erected.

1863 The second national bank in Ohio opens in Fremont.

1864 Four-year high school course adopted.

1865 First steam fire engine put into service.

1867 Fremont incorporated as a city. Last attempt made to dredge Sandusky River.

1871 Forty-five foot addition to county courthouse completed at cost of $8,900. Gibsonburg founded by William H. Gibson of Tiffin, Ohio.

1873 Sardis Birchard donates $50,000 for establishment of free library in Fremont.

1874 Sardis Birchard dies January 21, age 73 years 6 days.

1875 Croghan Street becomes first paved street in city.

1876 Rutherford B. Hayes elected President of the United States.

1877 Fremont City Hall constructed at cost of $16,000. First iron bridge spans river at State Street.

1879 Birchard Library completed.

1880 Population of county, 32,057; Fremont, 8,456.

1882 Wheeling and Lake Erie Railroad operates its first passenger train through Fremont.
1883 Sandusky River floods city in February, leaving 2,000 homeless.
1885 First telephone installed in Fremont.
1886 Business portion of Front Street improved with stone paving.
1887 Oil discovered in county.
1889 Horse-drawn traction line given a franchise to operate on Front, Croghan, and Tiffin Streets.
1895 Kindergartens introduced in Fremont public schools.
1900 Population of county, 34,311; Fremont, 8,439.
1901 Lake Shore Electric Railway incorporated. First basket ball game played in Fremont.
1904 River floods downtown area of Fremont in three successive months—January, February, March.
1906 Birchard Park dedicated.
1909 First part of Fremont Ross High school completed.
1910 Population of county, 35,171; Fremont, 9,939.
1912 Part of Hayes Memorial and Museum finished.
1913 Sandusky River floods again.
1918 Memorial Hospital opened.
1920 Population of county, 37,109; Fremont, 12,468. Sandusky County celebrates centennial.
1922 Another part of Hayes Memorial and Museum completed.
1924 East and west wings of Fremont Ross High School erected.
1926 New bridge constructed over Sandusky River at State Street.
1928 Community Hospital established at corner of Birchard Avenue and Arch Street.
1929 Fremont filtration plant erected on Tiffin Street.
1930 Population of county, 39,731; Fremont, 13,422. Annexation of Wilson Addition marks first extension of Fremont boundaries since 1815.
1931 Present Fremont Post Office erected at corner of West State and Justice Streets.
1937 Courthouse enlarged and remodeled.
1938 Lake Shore Electric Railway supplanted by bus system.
1939 Maplewood and Ochs subdivisions added to the City of Fremont.
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