CLEVELAND HISTORY PROJECT

Reissuing a special 1961 magazine celebrating Cleveland's first 165 years

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1 Comment

Cleveland was at its apex in the summer of 1961, and its people were filled with optimism that the rapid growth and prosperity of the century's first half would continue for decades to come.

That attitude burst from the pages of a large-format, 64-page magazine that The Plain Dealer published that year. Entitled simply, "Cleveland," the 35-cent edition traced, through photographs and the lively writing of two veteran reporters, the history of Cleveland into the age of John F. Kennedy.

It boasted of Cleveland's prosperity with passages like this:

"Cleveland is the greatest ore-receiving port in the world. It makes the finest telescopes in the world. Clevelanders created the first coal pipeline the world has ever seen. It is one of the world's greatest electric light centers. Using aluminum, beryllium, brass, copper, iron, steel and tungsten, it considers itself the world capital in casting, forging and making the most variegated products from these metals. It knows it is the greatest maker of machine tools, wire, wire nails, nuts and bolts anywhere. For its size it has the greatest industrial work force of any major American city."

It featured a photo of the Liberty Bell on a trip through Cleveland, many details about progressive Mayor Tom L. Johnson and plenty of photos of Cleveland-made cars.

(The magazine also contained some errors, like the claim that a Plain Dealer reporter invented the word automobile in 1899. Several publications take credit for coining the term, and references appear in The Plain Dealer as early as 1897.)

In 2017, With Cleveland again ascendant, we think today's residents of Northeast Ohio might enjoy the view of the city through the prism of those who lived here the last time it had risen. So today, we reissue this fascinating magazine in digital form.

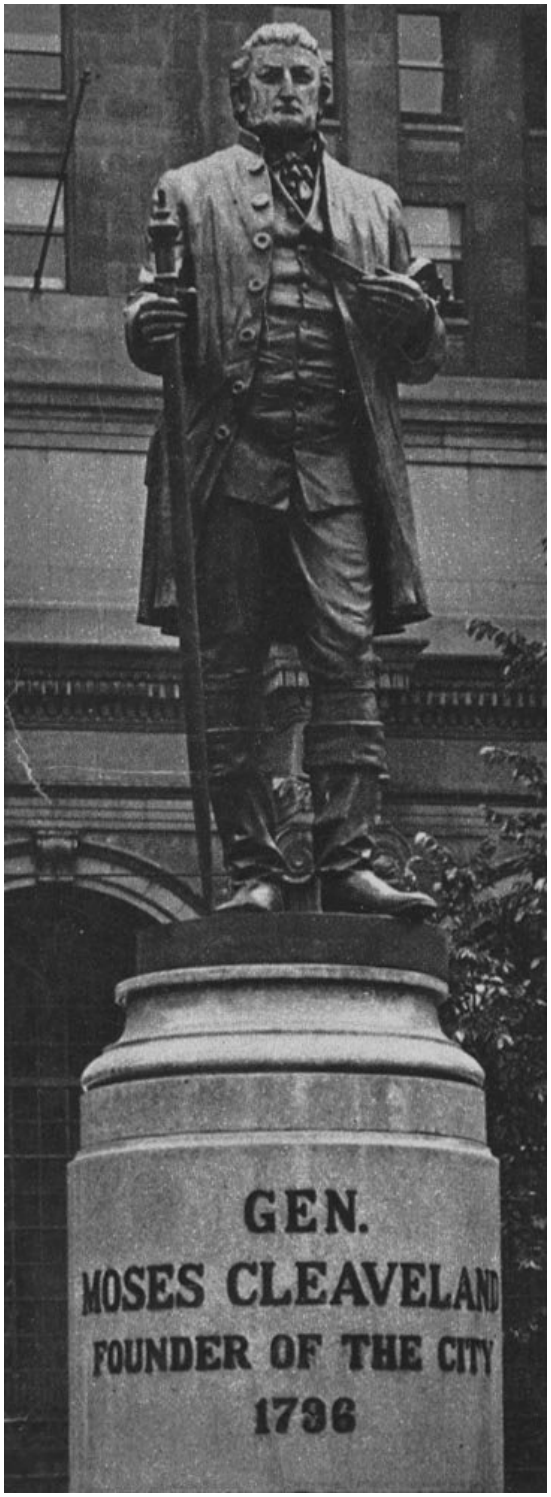
About This Magazine...

The great need for education on the rich heritage and the future growth of the City of Cleveland is the reason for creation of this special magazine.

The wealth of material spanning 165 years has been organized and edited by the Education Service Department of the Plain Dealer. The magazine can be used as a teaching unit in the classroom as well as a ready reference in every Cleveland home.

Further information about the Education Services may be obtained by contacting Margaret G. Byrne, Director of the Department, Cleveland Plain Dealer, Cleveland 14, Ohio.

Staff, cleveland.com



Special Mention...

The library staff of the Cleveland Plain Dealer under the direction of Miss Rose Vormelker and the photographic department, directed by Edwin A. Vorpe, cooperated generously in the production of this magazine.

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About the Authors

Reporter Todd Simon is a man of academic bent who turned to journalism because it gave him a larger audience and got him closer to people. He was an assistant in the philosophy department at Cornell University before he came to Cleveland.

After Cleveland Heights High School, Simon went to Western Reserve University. Then he was a university scholar at Ohio State University, receiving his master's degree there in 1938. He taught psychology and philosophy in adult night school at OSU.

Simon liked the academic life at Cornell, where he went from OSU, but he liked writing better. He came to Cleveland as a publicity writer for the Community Chest. He joined the Plain Dealer in 1942. He has covered a variety of news, including crime investigation, City Hall and the welfare field.

The reporter, a fugitive from the sheltered life of the teacher and social worker, has won several awards for his journalistic work.

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George J. Barmann, coauthor of this work, has been on the staff of the Plain Dealer since September, 1942. He came to the paper from the Illinois State Journal, in Springfield, where he had gone after graduation from the University of Illinois, in

1937.

On the Plain Dealer, Barmann spent some time in writing about education. After that, he did general assignment reporting, which means covering almost the whole range of stories that daily come across the City Desk.

Barmann, in recent years, has done chiefly features for the Plain Dealer, including a great many interviews with headline personalities and people of the theater. Also, he has written feature stories about the Civil War. He traveled through the Deep South, from New Orleans to Charleston, S.C., and wrote a series of articles on what Southerners were thinking in this 100th anniversary of that war.

A native of Chillicothe, Ohio, Barmann attended Miami University at Oxford, 0., before transferring to journalism at the University of Illinois.

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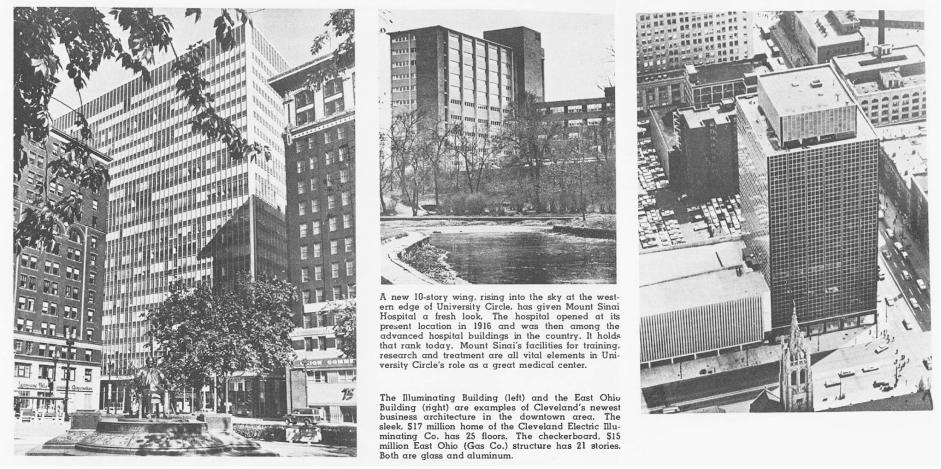

A new 10-story wing, rising into the sky at the western edge of University Circle, has given Mount Sinai Hospital a fresh look. The hospital opened at its present location in 1916 and was then among the advanced hospital buildings in the country. It holds that rank today. Mount Sinai's facilities for training, research and treatment are all vital elements in University Circle's role as a great medical center.

The Illuminating Building (left) and the East Ohio Building (right) are examples of Cleveland's newest business architecture in the downtown area. The sleek, $17 million home of the Cleveland Electric Illuminating Co. has 25 floors. The checkerboard, $15 million East Ohio (Gas Co.) structure has 21 stories. Both are glass and aluminum.

Center: A new 10-story wing, rising into the sky at the western edge of University Circle, has given Mount Sinai Hospital a fresh look. The hospital opened at its present location in 1916 and was then among the advanced hospital buildings in the country. It holds that rank today. Mount Sinai's facilities for training. research and treatment are all vital elements in University Circle's role as a great medical center.Center: The Illuminating Building (left) and the East Ohio Building (right) are examples of Cleveland's newest business architecture in the downtown area. The sleek, $17 million home of the Cleveland Electric Illuminating Co. has 25 floors. The checkerboard, $15 million East Ohio (Gas Co.) structure has 21 stories. Both are glass and aluminum.

Cleveland – a city grows to greatness.

Introduction.

AT FIRST a town fights to survive. Then it wants to grow big -- big and rich. Once it is proud enough of its size, it takes on an air of importance and busies itself very seriously with civic affairs. And at last, if it comes to greatness as a worldly-wise adult among cities, it sets out to acquire polish and culture.

Cleveland has climbed this ladder all the way. First it dug its fingers desperately into the malarial flats where the kinky Cuyahoga spills into Lake Erie, and it lived. It grew. It sprouted a clump of ship masts. It pulled the northern mouth of the Ohio Canal up to its bustling docks and it grew faster. The clump of masts and spars became a small forest. That was the first symbol of a booming trade center.

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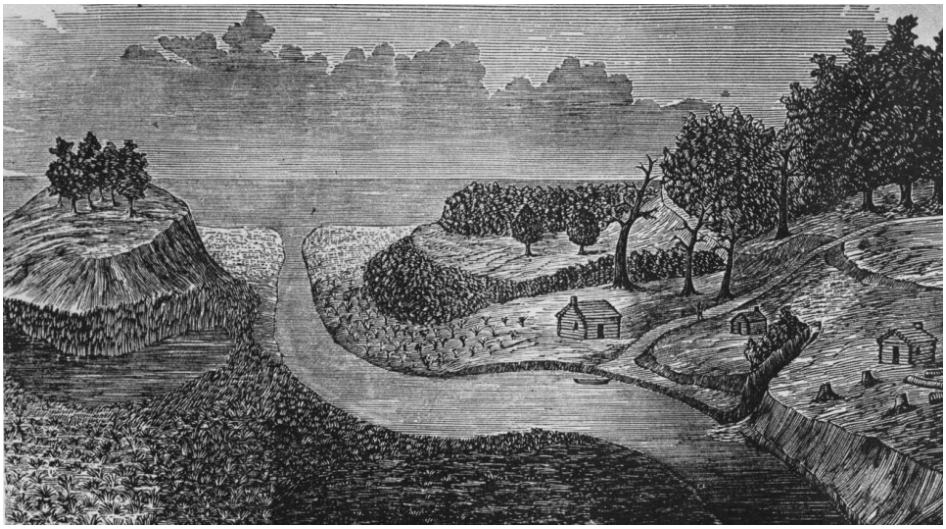

Cleveland in 1800 -- The mouth of the Cuyahoga River and Lake Erie. Cabin in center is Lorenzo Carter's first home. Building at right is identified as a surveyor's cabin, or Pease's hotel. Other structure is log warehouse of the surveyors.

Yankees from Connecticut, led by Gen. Moses Cleaveland, founded this community in 1796. Somewhere along the line, someone dropped the "a" out of Cleaveland when they named the town. The general surveyed the lands here and went back home. His town went on without him.

Connecticut, as did the other 13 colonies when they joined as the United States, gave up to the Federal government her vague title to western lands that ran from "sea to sea." But, as compensation for her rather small size, she kept a large tract -- "reserved" for her citizens to settle.

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The northwest section of the Public Square in 1838. The church is the original "old" Stone built in 1834. The military company on parade is the Cleveland Grays. organized in 1837. Note the rail fence surrounding the Square.

Western Reserve for Settlers

This area, which is now northeastern Ohio, became known as the "Western Reserve." The district, of 3,500,000 acres, began at the Pennsylvania border and continued west for 120 miles and extended from Lake Erie down to the heart of Ohio.

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The northwest section of the Square in 1873 has become a park. I-Court House. 2-Stone Church.

So the Yankees from Connecticut chose this spot for a trade town. They could not forsee that it would lie midway between unimagined coal fields to the southeast and undiscovered mountains of iron ore to the northwest.

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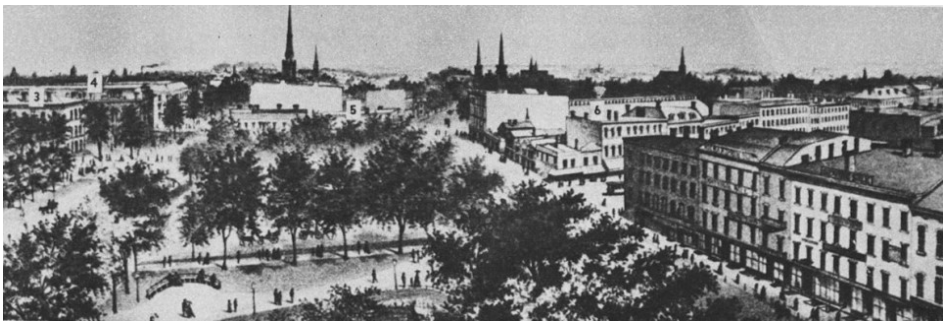

The southeast view in 1873. 3-Postoffice. 4-Case Hall. 5-Garrett Hall. 6-Skating rink.

Note: The stone lithographs in the previous three photos were made in 1873 by Orlando V. Schubert, one of the best known lithographers of his day. The pictures were purchased by Gus Heinlein and presented to Cleveland for hanging in the observation porch of the Terminal Tower.

That fortunate location and the Yankee habit of always looking for a good chance and making the most of it created new and exciting symbols along the waterfronts of the developing Cleveland.

Dusky red pyramids of ore heaved up. Giant unloaders like steel arms and claw hands elbowed up against the sky. The city thrust up furnace and factory stacks and then flaming jets above its petroleum refineries -- industrial minarets.

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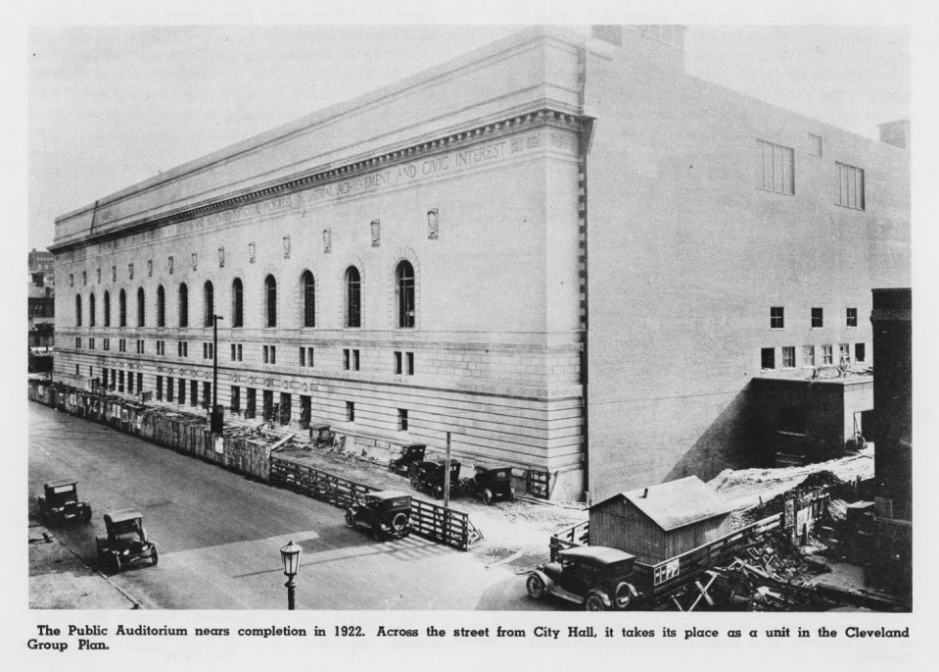

The Public Auditorium nears completion in 1922. Across the street from City Hall, it takes its place as a unit in the Cleveland Group Plan.

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A City Grows to Greatness

Flocking into Cleveland came Briton, Irishman, German, Czech, Jew, Hungarian, Pole, Russian, South Slav, Italian, Balt, Greek and Negro. They manned the mills. They made homes. And under the ruddy halo that the blast furnaces painted on the clouds over Cleveland they put up their variety of church steeples, from thin New England pinnacle to the cupolas and turnip-shaped domes of the East. These many-formed spires declared how cosmopolitan Cleveland was. At one time 75% of its people were of foreign birth or parentage.

Cleveland had been called "another Manchester" and "the Sheffield of America." On its 100th birthday in 1896 it was the greatest shipbuilder on the Great Lakes. Ship funnels, lighthouses, ore hoists, smokestacks, church towers, bridges soaring over the Cuyahoga Valley and rows of millionaires' mansions along Euclid Avenue, "the most beautiful street in the world," all testified that this city had indeed become big and rich.

Now it was time for civic monuments. Now Cleveland was more than a smoky mill town and lake port. It created its Mall and Group Plan, massing its august City Hall, Cuyahoga County Courthouse, Federal Building, Public Library and later its Board of Education Building and Public Auditorium around a broad esplanade. Church and charity came first, but those who had made fortunes began donating estates and gifts of land to the city for parks.

More self-assured and wealthy enough, the city began to adorn itself with museums, colleges, schools for fine arts, the symbols of learning, science, the graces. Buds of culture flowered until Cleveland at last has come into the front rank of cities of intellect and taste.

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A Far-Reaching Metropolis

Metropolitan Cleveland has filled up one county. It is washing over into six others. The inner city has a population of 876,050. It is the eighth-largest city in the United States. Counting in its 61 suburbs in Cuyahoga County, there are 1,647,895 Greater Clevelanders. It has attached Lake County, east along the shore, to what the census takers call its metropolitan district, bringing the total to 1,796,595. That makes it the 11th-largest metropolitan district in the land.

Cleveland's outer reaches have interlocked with suburbs of Akron to the south and Lorain to the west. By the year 2000 they will conglomerate: Cleveland, Akron, Canton, Lorain and Elyria. They will be the 10th-biggest metropolis in the country. Predicted population: 5,000,000. Metropolitan Cleveland as a collection of 1,796,595 persons is almost precisely 1 % of the United States. It does double its share of the nation's business, though: 2%. It attracts about three times its share of the nation's industrial expansion. If it is not fated to be world champion or in first place, Cleveland will still SHOOT for the top-whether in industry, in baseball, in civic progress or in fostering works of spirit and intellect. It EXPECTS to lead the field, to win blue ribbons. If it must settle for less, it will settle only for a rating in the first division, "to play over its head," to land in the top three even if it should be content with fifth or eighth in keeping with its size.

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The richest man in the world with his grandson, Fowler McCormick. Rockefeller found it necessary to be heavily guarded at all times.

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Industrial giant, yes. Financially, it has again and again cut the strings that tie it to Wall Street. This is the city where John D. Rockefeller invented his monster monopoly, the Standard Oil Co.

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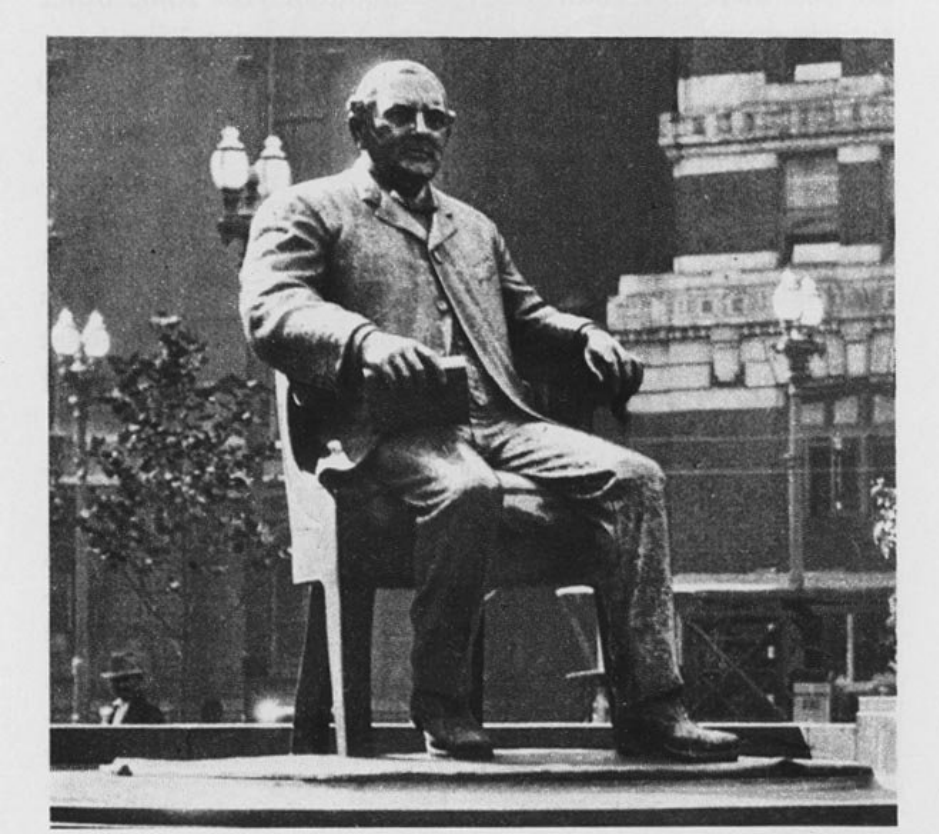

Johnson Statue on Public Square.

A City of Political Progress

But this was the shining "city on a hill," too, after that other millionaire, Mayor Tom L. Johnson, had stamped it with his own liberalism and humanitarianism. Using a TVA-like yardstick for a lance, Tom L. went tilting at utility companies, the people's knight assaulting the palace of Privilege. He had been made over into a reformer by Henry George's book, "Progress and Poverty." He found plenty of both in Cleveland. And he taught the people here to ease their poverty by making political progress.

The Johnson ideas lived on. This city was the first big one to try the city manager plan. It was the first to tinker with "P. R." proportional representation. By means of it, the town elected to Council the town cynic, women social workers, a Western Reserve University politics professor. The reformers found flaws in "P.R." and the manager plan. So Cleveland became also the first big city to abandon both. It tinkered its way back to a strong-mayor charter. As smaller towns wistfully wear their little distinctions on their chests -- "George Washington slept here" and so on -- Clevelanders keep compiling their firsts and adding "biggests" and "highests" in many fields.

This city of Tris Speaker and Bob Feller, though eleventh among U.S. metropolises, holds the national record for baseball game attendance. Outclassing cities two and three times its size, it has piled up enough Indians and Browns football fans to rank in the top three in attendance at its lakefront stadium.

It invented the community chest. It still gives more per capita to the yearly United Appeal than any other big city. Its public library leads the country in number of books withdrawn per resident every year.

Model for World in Welfare

Cleveland's welfare agencies united to plan their work centrally and economically before any other city. That federation is still a model for the world in coordinating, in meeting every need, in smooth referral to prevent overlapping and to get needs to proper services.

Co-ordination? The Yankees and foreigners who made this city, the reformer and conservative all get the habit of talking their way slowly but inexorably to a solution of their civic problems, whether in urban renewal, harbor improvement, interracial understanding or getting filthy comic books off the newsstands.

If Cleveland ever quit trying to be first in anything, it was in vice. Cleveland has few carnal enticements to offer the madcap conventioneer. The city keeps organized crime to a minimum. Even the "Cleveland gang" one of the big national syndicates in rackets-- must make its gambling money in Kentucky and Nevada. At home they have to play it straight.

Cleveland had its modest quota of scandals. Some were spectacular. That notorious cheat, Cassie Chadwick, lived royally here on the thousands she swindled from bankers. She posed as a daughter of the Pittsburgh iron millionaire, Andrew Carnegie -- until the law tripped her and sent her to prison.

Both Tom L. Johnson and President Theodore Roosevelt thought Fred Kohler was "America's best police chief." The halo crumbled when Chief Kohler was seen coming out of a house of disrepute. He brazened it out after he was fired, front porch to front porch, getting enough votes to be elected sheriff and then mayor.

As mayor, to the profit of some paint manufacturers, he repainted every city-owned fire hydrant, fence, police station door and playground fence orange and black. And he died leaving something like a half-million dollars in cash in his safety deposit box.

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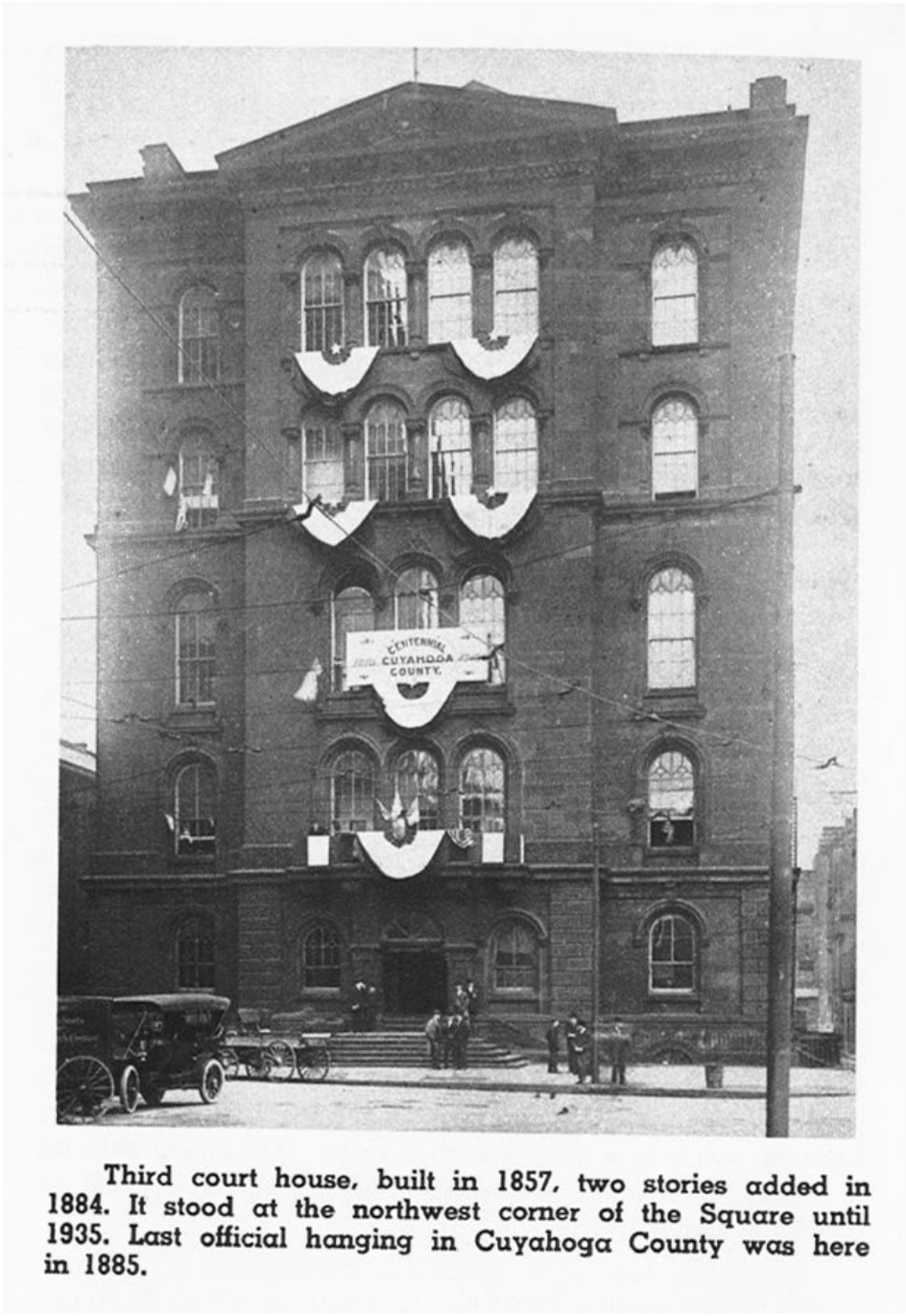

Third court house, built in 1857, two stories added in 1884. It stood at the northwest corner of the Square until 1935. Last official hanging in Cuyahoga County was here in 1885.

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One policeman sent to investigate the numbers racket became a partner in it. Others went to prison for selling imaginary cemetery lots.

Ness Smashes Rackets

But when crime and vice creep out of the back alleys and show their faces plainly in the streets, Clevelanders of all classes are aghast and aroused. It doesn't take them long to get together and clean up.

In the early 1930s, a racket buster from Chicago, Eliot Ness, who had smashed the Al Capone gang there, came to Cleveland as a T-man. He was with the Alcohol Tax Unit when he was made safety director. That was in 1935.

Ness, young and collegiate looking, moved fast. He found police tied up with the mobs. His investigations and his "untouchable" crew of honest officers broke up the crime trusts, caused 200 police to resign, and sent others to prison.

The fighting Ness, working with platoons of co-operating Clevelanders, left the city a much better place than he found it. His many reforms in police work still are intact. The bigtime mobsters were forced to peddle themselves elsewhere.

An outsider once joshed the city: "Before he goes to bed each night, the Clevelander asks himself: 'Have I cooperated today?' " Other cities will squelch a rebel who seeks the public good--or laugh him back into silence. Some cities dare him to reform the city single-handed. Not Cleveland. When a rebel leaps out into the ring here, Cleveland invites him to talk at the City Club and then puts him on a committee.

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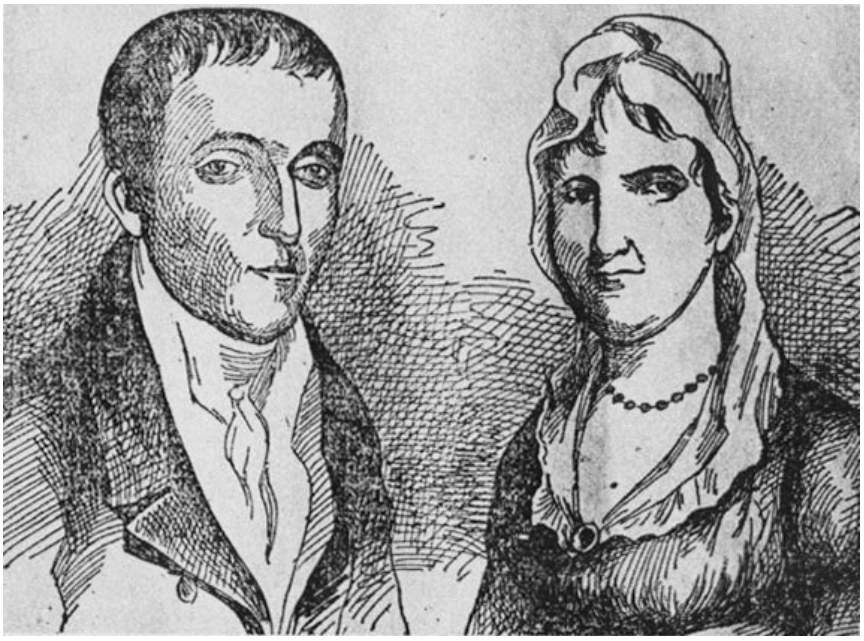

First settler, Lorenzo Carter and wife.

Trade and Industry Gave Cleveland Birth

TRADE and industry nursed Cleveland from its first breath. The first permanent settler, Lorenzo Carter, came here as an agent of John Jacob Astor's far-sprawling fur trade. Besides bartering whisky to the Indians for furs. Carter made a stray dollar or two using his home as an inn. He also built a boat and ran a ferry over the Cuyahoga River. And finding himself equal to that, he launched the shipbuilding industry here in 1808 with a clumsy flatbottomed schooner, ironically named "The Zephyr."

Etching of the city of Cleveland published in Gleason's Drawing-Room Companion of 1852.

To lure westward-slogging pioneers to this wildwood, the Connecticut Land Company gave Nathaniel Doan a free stretch of land if he would settle here and operate a smithy. At his diggings four miles out along Euclid Avenue (the old wagon road from Buffalo, a sand ridge that once was the beach of a prehistoric and bigger Lake Erie) the blacksmith grew prosperous in a handful of businesses.

A broken chain link or plowpoint spelled hunger to a frontier family if there was no smithy around. An early Clevelander once told this story: "Somewhere, sometime a blacksmith in a small village committed a murder. He was tried and sentenced to hang. But as he was the only mechanic of that sort, and it would be hard to build an empire without a blacksmith, upon consultation it was found that the settlement had two lawyers and one blacksmith. Therefore it was thought best to save the state and execute one of the lawyers instead."

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Old letter head lithograph, general view of Cleveland in 1853

Doan, out at Doan's Corners, a pious man as well as enterprising, lived to make money from his forge, from a hotel, from a saleratus factory and eventually from real estate. Saleratus was a kind of wilderness baking powder. Wagon trains pulled up and parked on what are now the campuses of Western Reserve University and Case Institute of Technology, on the east bank of Doan Brook. Drivers and homesteaders would buy his baking soda, have harness buckles, kettles or wheel rims mended, would borrow tableware from his hotel or rest under his roof.

But the dribble of money in a woodland village puts its economy barely above the level of barter. Though existing since 1796, this little outpost still had only 150 inhabitants in 1820, and many of those were still paying off debts to the land company office at Warren. Cash kept going back east to Connecticut. Cleveland was no bigger than Burton or Newburgh (now absorbed, out at Broadway and E. 93rd Street), or many another hamlet nearby.

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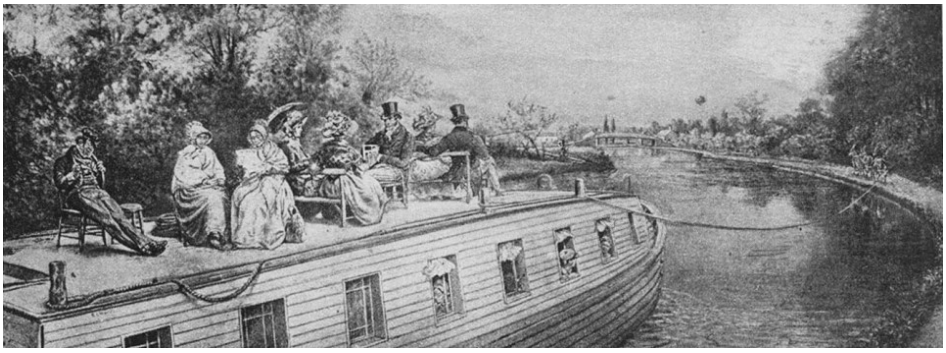

Packet Boat on the Erie Canal.

Canal Pours in Prosperity

It was the Ohio Canal which opened the way to Cleveland's first baby boom. Its first attorney and civic power, Alfred Kelley, made sure in the Ohio Legislature that the great ditch would pour its trade into his city. The first leg of it, to Akron, was done by 1827. The canal reached the Ohio River at Portsmouth in 1832. In 1840 the cross-cut into Pennsylvania sluiced more goods up this way. The population curve zoomed.

Up from the heart of Ohio came wheat, flour, pork, lard, whisky and rough lumber. Down from Cleveland went barrels of fish and salt, cut lumber, barrel staves and a widening variety of factory-made goods, both Clevelandmade and imported: hats, silks, crockery and farm tools. Up came "mineral coal," which at first only blacksmiths and ironmakers learned to use. Fussy housewives turned up their noses at the messy black stuff -- as long as cordwood was still plentiful in a land still being logged off. Finally, down canals, down the lake and along the new railroads went Cleveland-made ingots and blooms of iron and steel.

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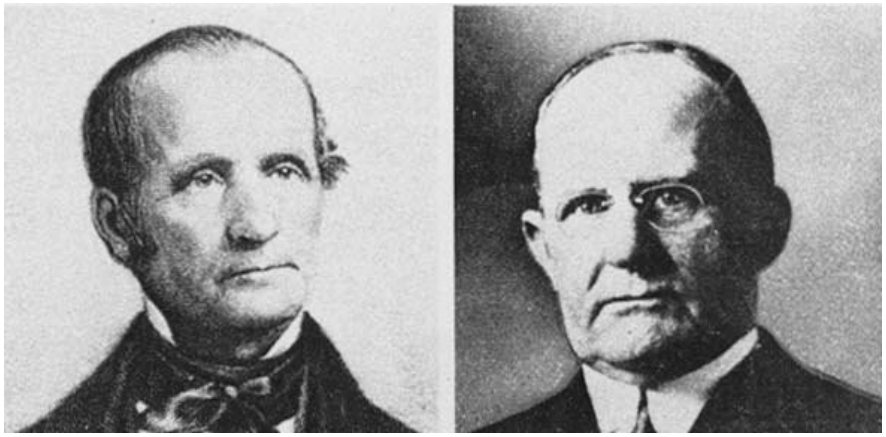

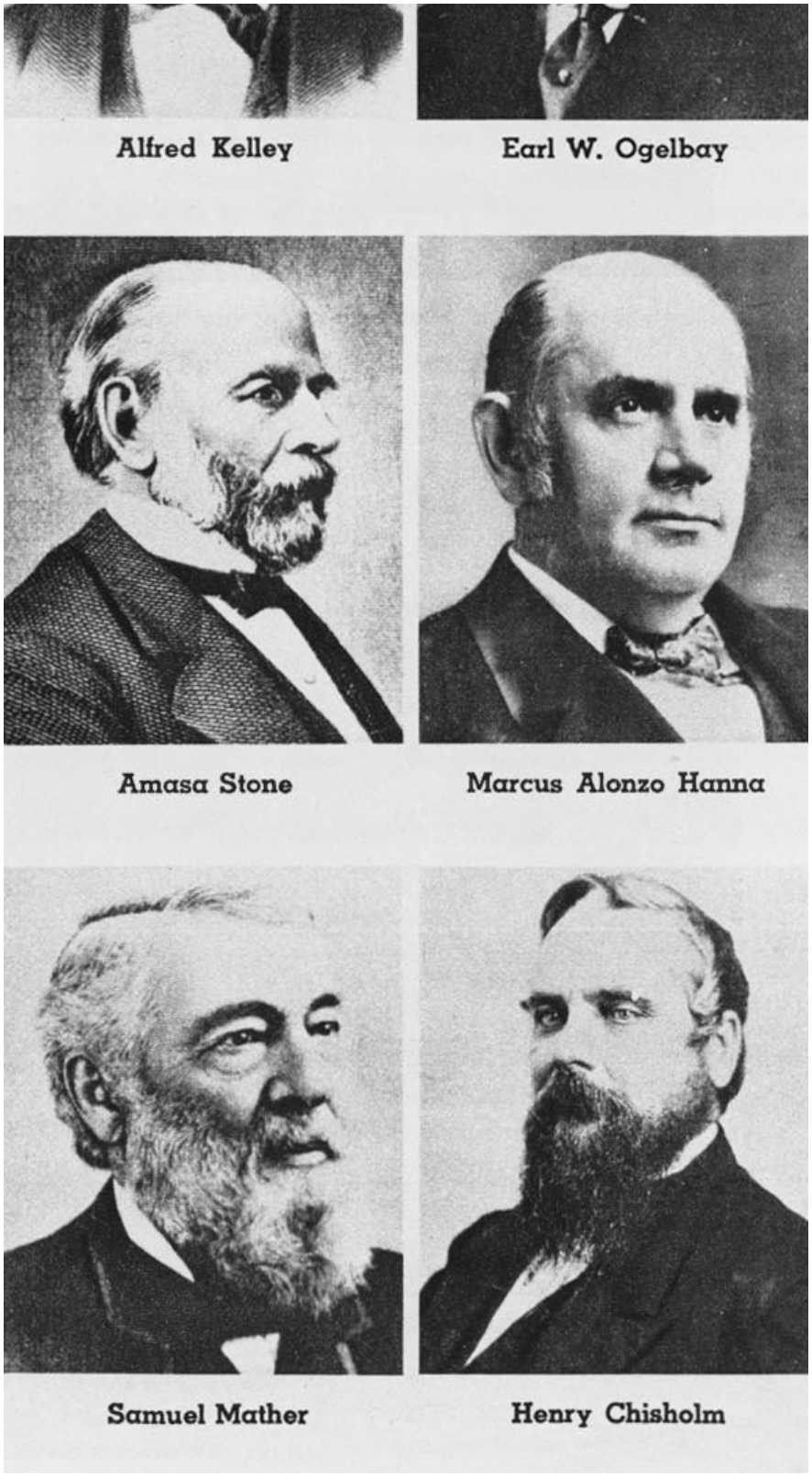

Alfred Kelley, Earl W. Ogelbay, Amasa Stone, Marcus Alonzo Hanna, Samuel Mather, Henry Chisholm

The Chippewa Indians told tales of the iron mountains in the rough terrain in Upper Michigan. When geologists went prospecting there for silver and copper, the needles on their magnetic compasses ran wild, refusing to point to the North Pole as they scrambled along the steep trails behind Indian guides. That was in 1844. Ohio's few iron mills were getting along on bog iron.

Two Clevelanders, Dr. J. Lang Cassels, chemist, and Ohio's geologist, Charles Whittlesey, explored the wilds around Negaunee. They came back with samples and facts. Whittlesey gave a dream-inspiring talk in the Apollo Theater here in 1846. Cleveland's enterprise nerve twitched. Men with money and courage pitched into what was to be the city's greatest industry. Lawyer, banker and merchant and a sprinkle of skilled metal-workers got into the rush. In time their names came to be painted on the sterns of mammoth ore carriers: Mather, Hewitt, Tuttle, Oglebay, Norton, Brown and Hanna. And one day the names Otis, Chisholm, Ford, Jones and Stone would mean boiler plate and steel rails in industrial language.

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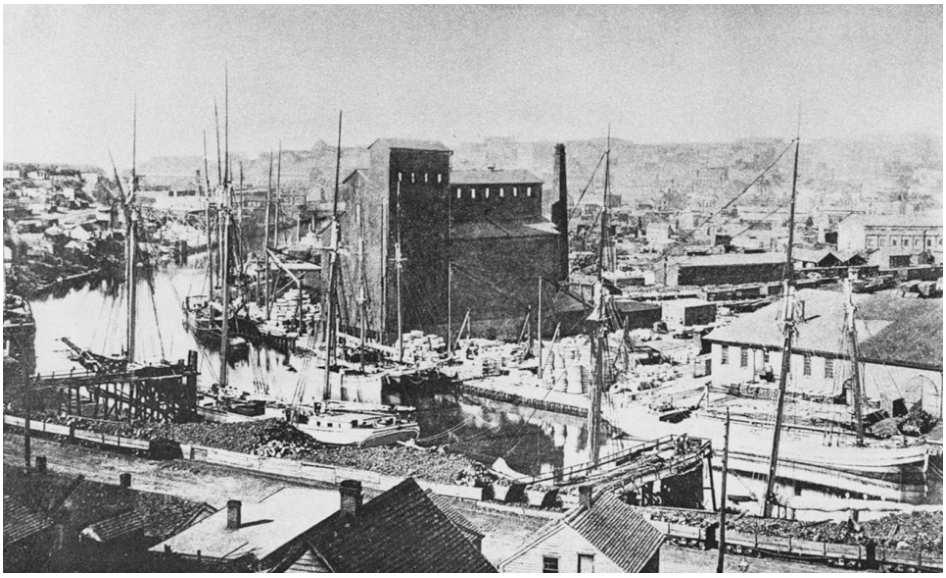

When the kinky Cuyahoga sprouted masts and spars like a small forest, the first symbol of a booming trade center.

Clevelanders got the best grip on the big Marquette range. The first ore shipment to Cleveland in 1852 was only a few barrels. They had to be portaged around the rapids and narrows at Sault Ste. Marie. In those days the Soo was such a barrier that the ore men defied Michigan's winter cold and its fleets of mosquitoes in summer to build furnaces at the mines and ship steel bars down from Lake Superior. Then they lobbied themselves some locks at the Soo. They designed great tubby boats and hauled the red ore to Cleveland, where a pool of labor, coal and railroads was

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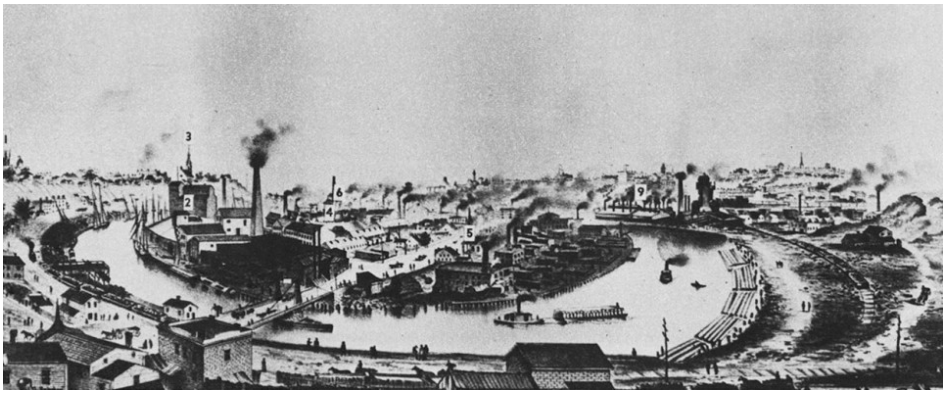

The Flats from Columbus Hill in 1873. 1-St. John's Episcopal Church. 2-Union Station. 3-St. Malachi Catholic Church, 4-C.C.&C. Ry. Roundhouse. 5-St. Mary's (French) Catholic Church. 6-Cleveland Elevator. 7-Glaser Bros, Tannery. 8-Bosfield & Peoli Pail Factory. 9-Cleveland Furnace Rolling Mills.

Ship channels widened and deepened. Ore boats grew bigger, a city block long. A grocer, Hulett, invented an unloader. An iron magnate's son, Brown, invented the Brown Hoist. Now Cleveland could scoop out the holds of the boats in giant bites when they steamed into the harbor or were nudged up the river to the steel mill docks, around Cuyahoga's hairpin bends. (As ore carriers have lengthened the city has had to clip off more of the river's banks to let them through, and dredged it to a 21-foot depth for six miles.)

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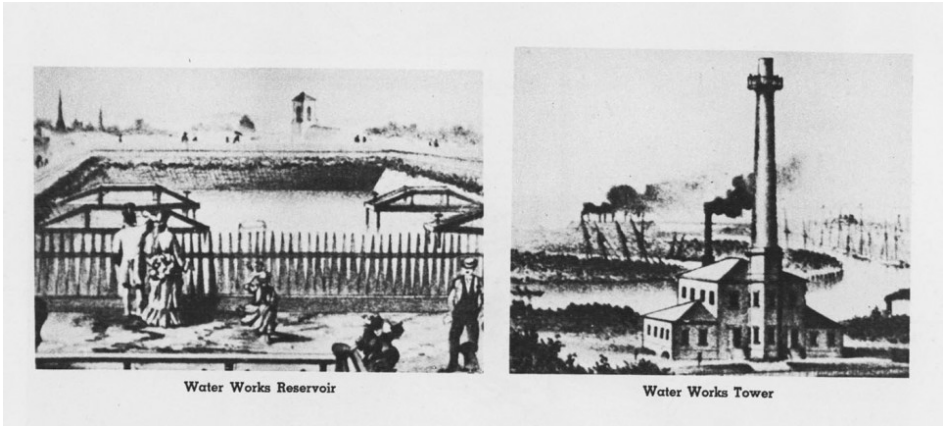

Left: Water Works Reservoir. A visit to the Water Works Reservoir, Kentucky and Franklin Sts. Built in 1852, it was 332 by 466 feet at the base and 46 feet high. It contained 162,875 cubic yards. It was mounded by horse teams and scrapers. Hand labor earned 75 cents for a ten-hour day. Teams brought $1.75.

Right: Water Works Tower. Water Works Tower Pump Station. It contained two Corliss Beam pumps, three boilers. The standpipe was 148 feet high, four feet in diameter at the base, three feet at the top. A winding stair rose to the observation platform. Whiskey Island is in the background.

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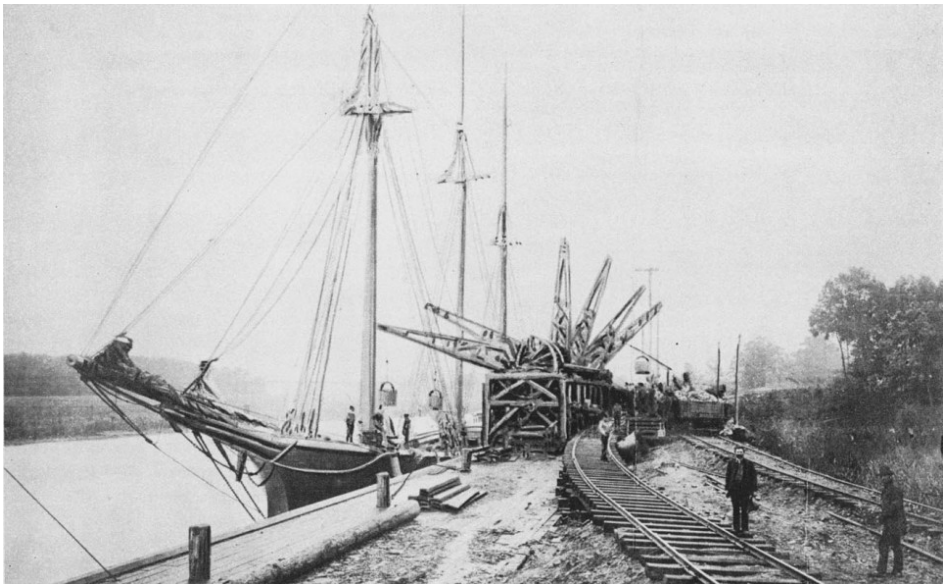

Primitive ore unloader about 1885. Fleets of schooners came down from the upper lakes to moor at Whiskey Island or on Cuyahoga River. Unloading 2,000 or 3,000 tons of ore by buckets was a long and hard job. The Hulett unloader mechanized this operation.

By the 1850s Cleveland was challenging the big steel towns through its population was only 20,000. The 1860s and Civil War demanded torrents of iron. The population was doubling at every census: 20,000 in 1850, 43,000, then 93,000, and 160,000 by 1880. They called this "Cleveland's Manchester," "another Sheffield."

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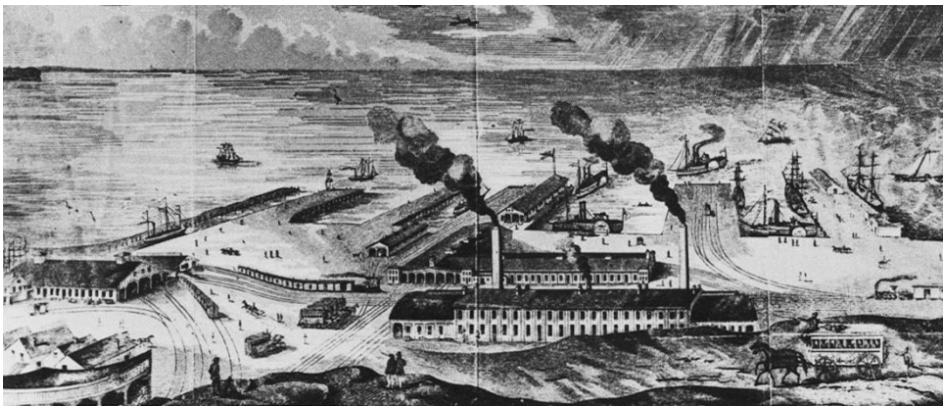

Cleveland Station (center) in 1854. Travelers boarded cars of the Cleveland, Cincinnati and Columbus Railroad for a 253-mile journey to Cincinnati.

The First Railroad

Railroads were harder to create. Alfred Kelley, old now, was brought back to dig the first wheelbarrowful of earth for the Cleveland, Columbus & Cincinnati in 1846. A crack bridge and railway builder, Amasa Stone, came from New England to construct it. Rails had to be bought in Europe. But by the time the next lines were being built, Cleveland's mills were rolling out rails for its own tracks and some for the rest of America.

Out of its public treasury the city gave the C. C. & C. a nest egg, but more money was needed and hard to lay hands on. To hang onto the charter, work had to keep on. The railroaders-to-be hired one workman to keep shoveling along toward the state capital while they went scratching for cash.

People snickered at the lonely digger down in the Cuyahoga flats, inching his way toward Columbus. One man jibed: "If he keeps on long enough, the day may come when he can ride by rail to his own hanging in the state penitentiary."

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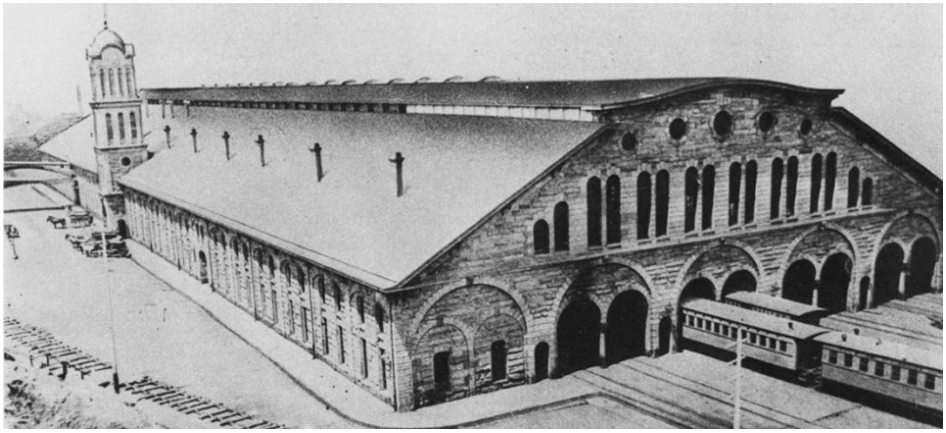

The old Union Depot on Lake Erie about 1866.

Men had to dream hard and dig hard to build a railroad. Years after he had pushed his railway into existence in the 1850s, a wealthy Clevelander named Perkins said: "If I die, you may inscribe on my tombstone: 'Died of the Mahoning Valley Railroad.'"

Chief builder of the C. C. & C. was Amasa Stone. The first locomotive puffed along his line in 1851. By 1866 Clevelanders were dedicating "the finest Union Depot west of New York,'' into which six major rail lines ran. Bear meat and venison were served under gas light at the dedication banquet in the depot down W. 9th Street hill on the lakefront, not far from where Moses Cleaveland's party first nosed into the river for a landing 70 years before. The city was a big railroad hub.

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First oil well in Titusville. Pa., in 1859.

Oil Empire is Founded

Whaling had passed its peak by 1859. Whale oil had lit the world's lamps. But the whale had begun emigrating out of the North Atlantic, escaping the New Englanders' whaling fleets. Chemists were hunting some cheap, plentiful lamp oil in the cabinet of nature. Some knew how to get it from coal --coal oil. A few had distilled the same thing, kerosene, out of samples of "rock oil," which is the American translation of "petroleum." Rock oil was a gooey green-black liquid found scummed on some Pennsylvania creeks. Indians swore by it as a medicine. Medicine peddlers bottled it and sold it as a cure-all health tonic.

In 1859 Edwin L. Drake drilled the first producing petroleum well along Oil Creek near Titusville, Pa., 110 miles east over the Alleghenies from Cleveland

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Col. E. L. Drake
Pioneer oil man

Samuel Andrews
Petroleum refiner

John D. Rockefeller in his middle 30's had become one of the great capitalists of the country. He was president of the Standard Oil Co. which in 1878 had control of 90% of the country's refineries.

Top left: Col. E.L. Drake. Pioneer oil man. Top right: Samuel Andrews, Petroleum refiner. Bottom: John D. Rockefeller in his middle 30's had become one of the great capitalists of the country. He was president of the Standard Oil Co. which in 1878 had control of 90% of the country's refineries.

In that year John D. Rockefeller was a young produce merchant, dead-solemn about his pennies, whether taken in for apples or paid out for rent of his pew at church. Not far away was a tallow and candle maker, Samuel Andrews, experimenting, learning to refine petroleum. He was good at it.

Rockefeller went to Titusville, but the raw, raucous oil rush instilled little confidence in him at first. He waited and sounded out its future.

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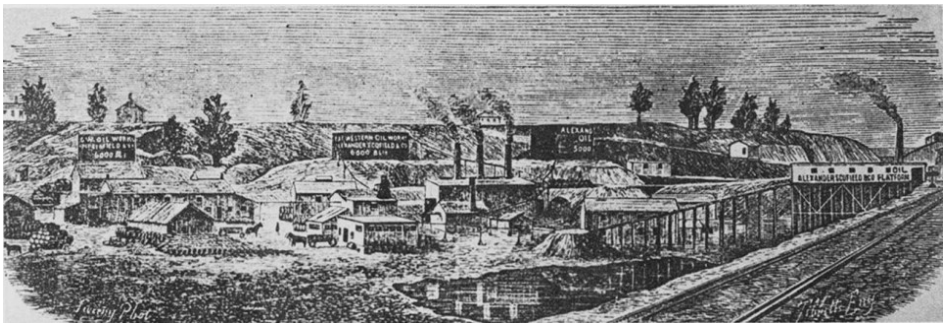

Oil refineries on Kingsbury Run in 1866. The beginning of a world-wide industry. Standard Oil is on this same land today.

In 1862 he stepped into the shallows of the oil field. Other Clevelanders were already steaming off and throwing away the gasoline and distilling out kerosene in the flats. He built his refinery along the Atlantic & Great Western railroad, where Kingsbury Run comes into the Cuyahoga. The A. & G. W. came straight from the oil region east of Meadville.

Andrews could cook more kerosene and better grade stuff of petroleum than the others. John D. and Andrews and the sharp young grain dealer Rockefeller had brought from Bellevue as a lieutenant, Henry M. Flagler, set up The Standard Oil Co. When they said "The Standard," they meant "Our company sets the high standard, the high grade, the high level of quality against which all others must be measured."

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Here is where John D. Rockefeller first opened an office. It was located on the northwest comer of Main and River Sts., just across from the east end of the old Main St. Bridge that spanned the Cuyahoga River.

Crude oil dealers were a middleman in the industry. Rockefeller cut them out by buying crude right at the wells. A descendant of Blacksmith Nathaniel Doan was one of those middlemen. Rockefeller took his partner, Stephen Harkness, into camp.

The Standard's top secret was a rebate or kickback on railroad freight rates. Rockefeller told rail men: "I am shipping more oil than my competitors. I deserve a lower rate." The rule then was that on a common carrier everyone should get the same rate. The railroaders, to hang onto Rockefeller's patronage, secretly gave him his kickback.

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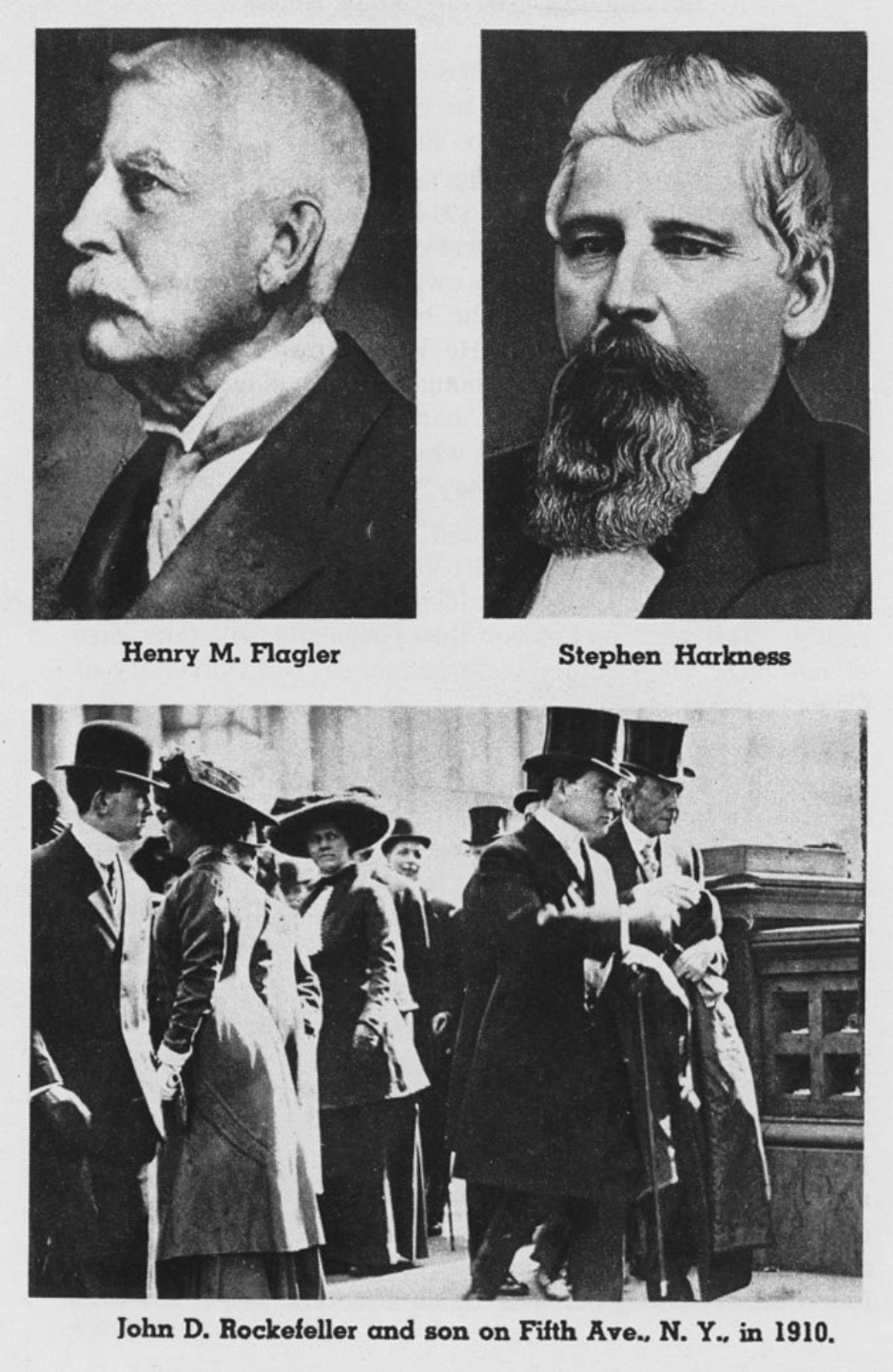

Top left: Henry M. Flagler. Top right: Stephen Harkness

Bottom: John D. Rockefeller and son on Fifth Ave., N.Y., in 1910.

Now he could undersell everyone. He then could send Flagler around to say -- in polite language -- sell out or be crushed out. Some sold out and were paid in Standard Oil stock. They became John D. associates. Others gritted their teeth, fought Rockefeller and hated him. Cleveland's moneyed families split into two antagonistic social circles: those who scorned John D. and those who accepted him.

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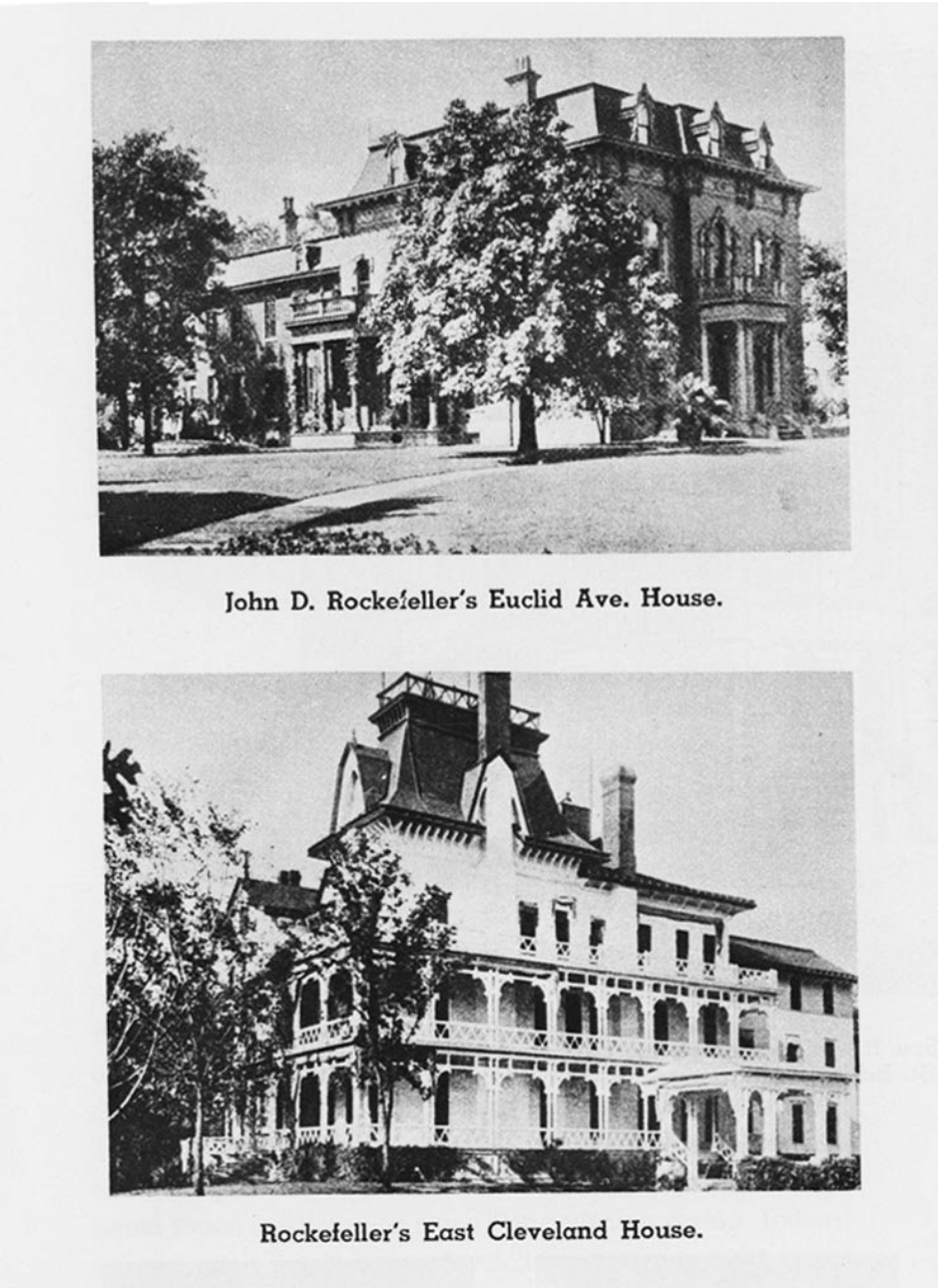

John D. Rockefeller's Euclid Ave. House.

Rockefeller's East Cleveland House.

Top: John D. Rockefeller's Euclid Ave. House. This was the city residence of Rockefeller on Euclid Avenue, southeast corner of E. 40th St. The house was razed in 1938.

Bottom: Rockefeller's East Cleveland House. This was the suburban residence at Forest Hills, East Cleveland.

His shave-penny methods and his coldness endeared him to nobody. Barrels cost $2. He manufactured his own for 90 cents. A packet line refused his proposition? He'd build his own barges. Or his own steel plant. He came to dominate lake shipping as the biggest stockholder in the Pittsburgh Steamship Co. He left a trail of ruined and humiliated rivals behind. Though it was a buccaneering, dog-eat-dog era in business, many an industrialist with a cast-iron stomach felt queasy when Rockefeller righteously said: "God gave me my money."

The Baptist Church refused a big gift from him once. When he offered millions to lift Western Reserve University up to the top cloud in the academic heaven, a trustee said coolly: "Tell Mr. Rockefeller that Cleveland will take care of her own." The money went instead to the University of Chicago.

After a spat with local officials over taxes, Rockefeller quit coming home summers to stay at his Forest Hills estate.

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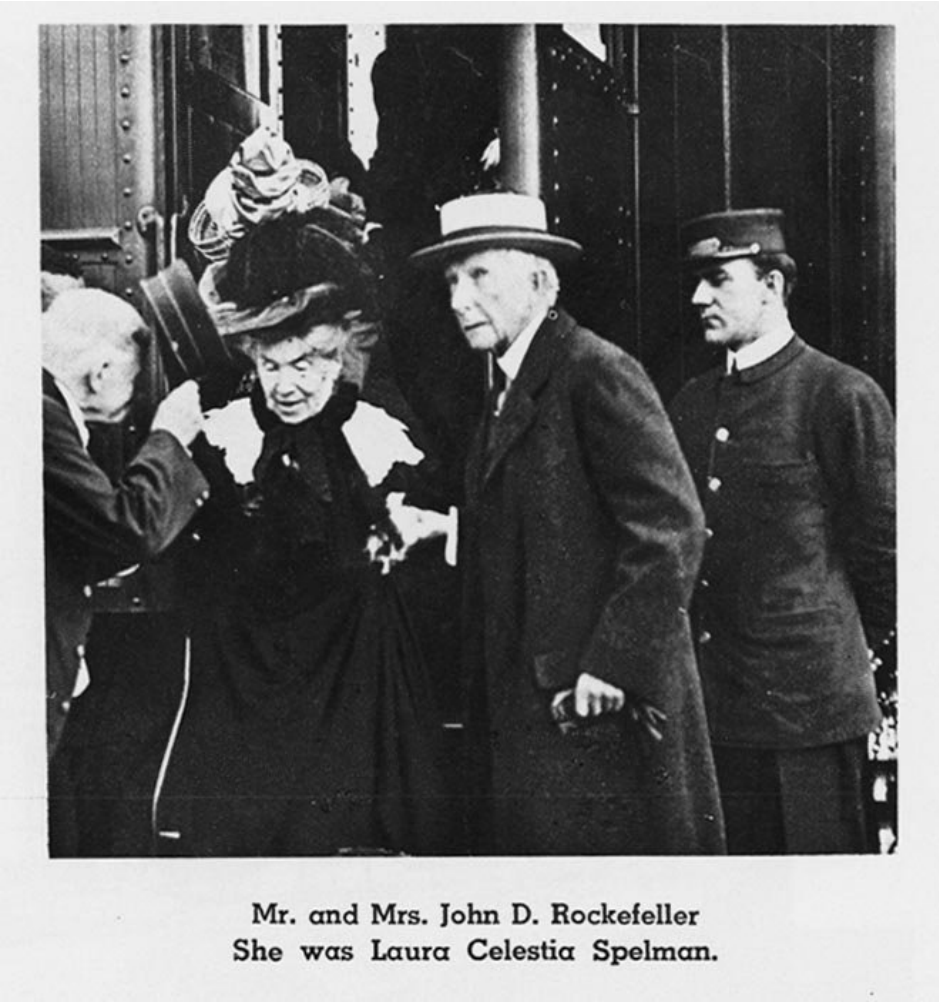

Mr. and Mrs. John D. Rockefeller
She was Laura Celestia Spelman.

Mr. and Mrs. John D. Rockefeller. She was Laura Celestia Spelman.

The aging Rockefeller gave away dimes in Florida, millions in New York and middle-sized gifts elsewhere, some to Cleveland in spite of the quarrels. His gifts made an unbroken chain of Cleveland's parks from Lake Erie up Doan Brook's valley and on to the charming little Shaker Lakes where the brook starts. He gave Case Tech its mining and chemistry buildings. He set up Alta House, a social settlement. It bought him some applause, some thanks, some footnotes in history but little or no affection.

He had carried laissez faire and American corporation law and the creed of "business is business" to their logical extreme, a gargantuan monopoly. Now Federal antitrust laws and the dismemberment of The Standard Oil Co. were the logical answer by the public, via Congress and Federal Judge Kenesaw M. Landis.

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Charles F. Brush, 1849-1929. Charles F. Brush gave the arc light to the world and served for 50 years as a scientist, humanitarian and philanthropist. The Brush Electric Co. was formed in 1880 to supply Cleveland with street lighting. This was the beginning of commercial electricity.

Electric Light for World

Like Benjamin Franklin, the Yankees who came out to the Western Reserve were curious about nature and anxious to make something good out of it. They fooled around, as Franklin did, with lightning and levers, tin and mechanical principles, hoping to create something as useful as Franklin's stove --or anything that could get them a patent and make them rich.

A coachman for a Cleveland merchant devised an automatic horse feeder. While Thomas A. Edison was tinkering toward success, so were some Clevelanders. In 1879 Charles F. Brush lit up Public Square with his carbon vapor electric arc lights. In 1884, thanks to Brush's dynamo, the first electric streetcar in the world ran a mile out Garden Street (now Central Avenue). Brush and Edison companies formed the nucleus of the General Electric Co.

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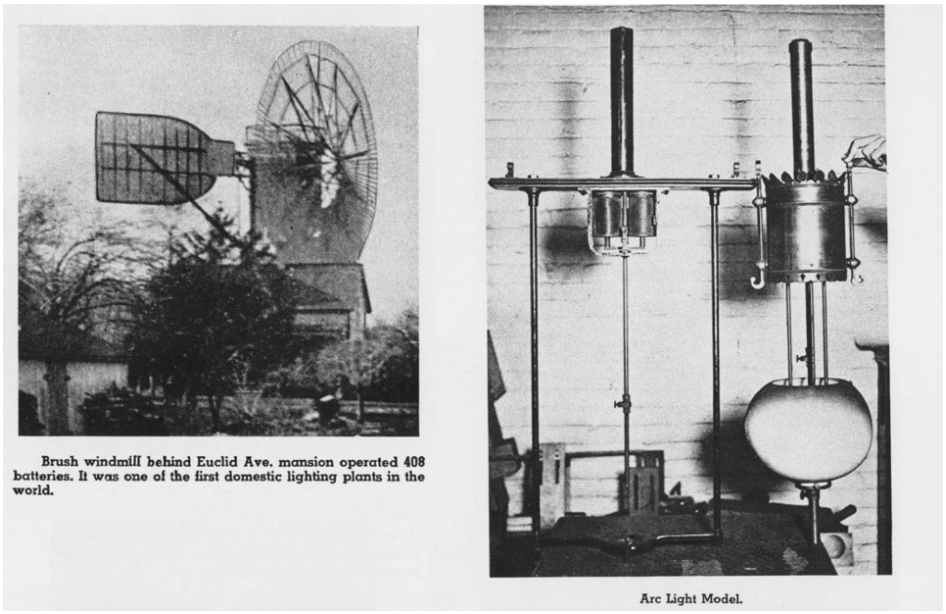

Brush windmill behind Euclid Ave. mansion operated 408 batteries. It was one of the first domestic lighting plants in the world.

Arc Light Model.

Left: Brush windmill behind Euclid Ave. mansion operated 408 batteries. It was one of the first domestic lighting plants in the world.

Right: Arc Light Model. Cleveland first recognized the superiority of Brush's light. It was demonstrated in Public Square on an April evening in 1819. People with colored spectacles and smoked glasses came to witness the epoch-making event, quite certain blindness would result if they were not prepared against the awful glare they anticipated.

This small patch of the world's surface (Tom Edison was born in Milan, 0., 50 miles west of Brush's home) gave electric light to the world. It was natural that the National Electric Lamp Association (NELA) should build its research center, perhaps the first research campus in America, Nela Park, in Greater Cleveland. It is still Mecca to those who want to study color vision, incandescence, fluorescence, anything that light can do. GE has one of its largest lamp centers here.

Another Clevelander invented “an arrangement to waken sleepy servants." Like an alarm clock, it rang a bell at waking time. But the bell would keep ringing until the slothful one got down to the kitchen to turn off the switch.

Some part-time inventors were not cut out for the work. A lawyer, a member of one of the city's first families, invented a trolley-car brake. He demonstrated it before an audience of businessmen -- and broke his leg with it on the first try.

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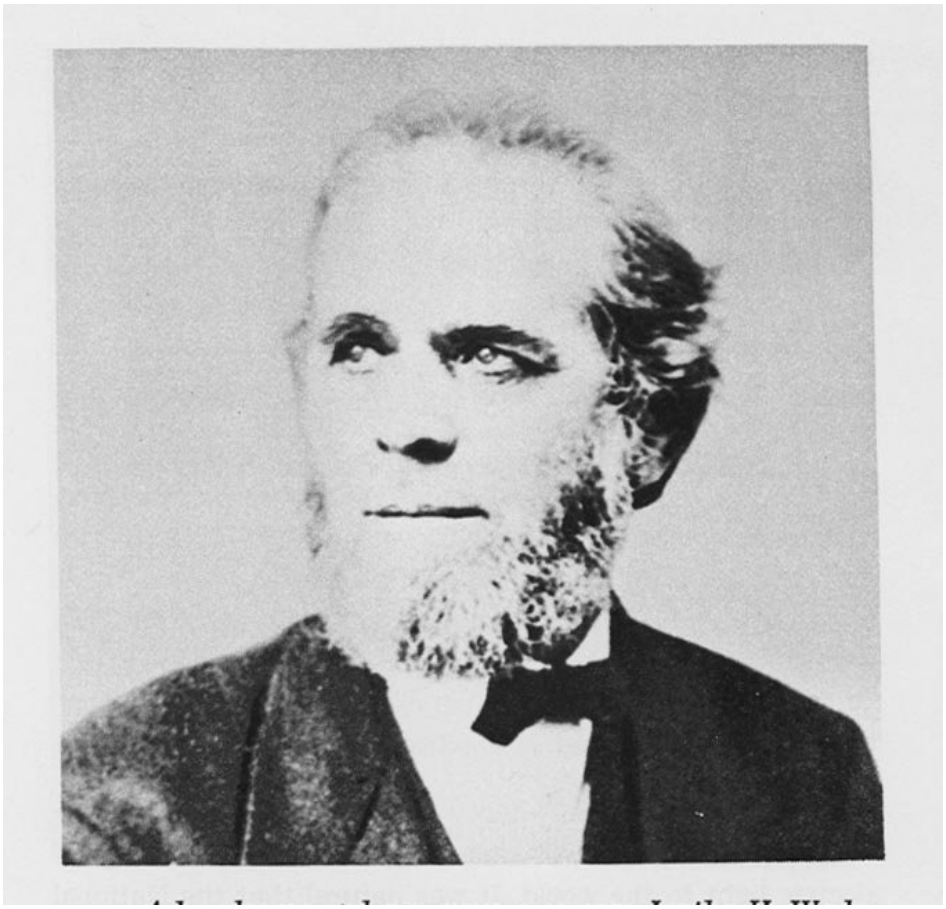

Jeptha Wade

But Jeptha H. Wade, who had tried his hand at carpentry, and mill work and portrait painting, invented the insulator for the telegraph key. He went on later to invent the Western Union Telegraph Co., a country-wide web of lines, some of which he himself had strung. He had plotted the first telegraph line over the Rocky Mountains to the Pacific coast. The Union Pacific Railroad respectfully followed his thin strand of wire with its heavier ribbons of track.

A handsome and generous man was Jeptha H. Wade. It was he who gave the site for the Cleveland Museum of Art, which stands in the elegant park that today bears his name. He was a patron of the arts and keen man of business.

Wade's trusts were varied as his interests. He left funds for charitable institutions. He built an orphanage. He gave land for what now is Flora Stone Mather College of Western Reserve University. He had an artistic temperament and painted portraits.

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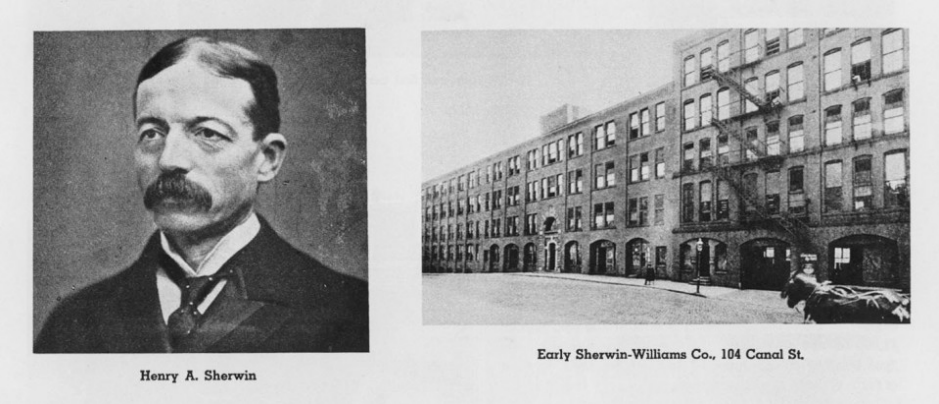

Henry A. Sherwin

Early Sherwin-Williams Co., 104 Canal St.

Left: Henry A. Sherwin

Right: Early Sherwin-Williams Co., 104 Canal St.

Mixing some flavoring into Mexican chicle, William White got Cleveland into the chewing gum business. A dry goods clerk named Henry Sherwin, with another Clevelander, E. P. Williams, built grinders to pulverize pigments and learned how to make paints and enamels, and Cleveland moved into that business in 1870.

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Worcester R. Warner and Ambrose Swasey, philanthropists, business leaders and backers of astronomy. Both were 80 when this picture was taken in 1927.

Worcester R. Warner and Ambrose Swasey, philanthropists, business leaders and backers of astronomy. Both were 80 when this picture was taken in 1927.

Worcester Warner and Ambrose Swasey 10 years later were making machine tools of such precision that their turret lathes and their telescopes became world famous. Warner & Swasey telescopes were to bring the heavens down to astronomers at the Yerkes, the Naval Observatory, to the official star gazers of Canada, Argentina and other lands. Cleveland today turns out 9% of all U.S. machine tools, most of them accurate down to 1/10,000 of an inch.

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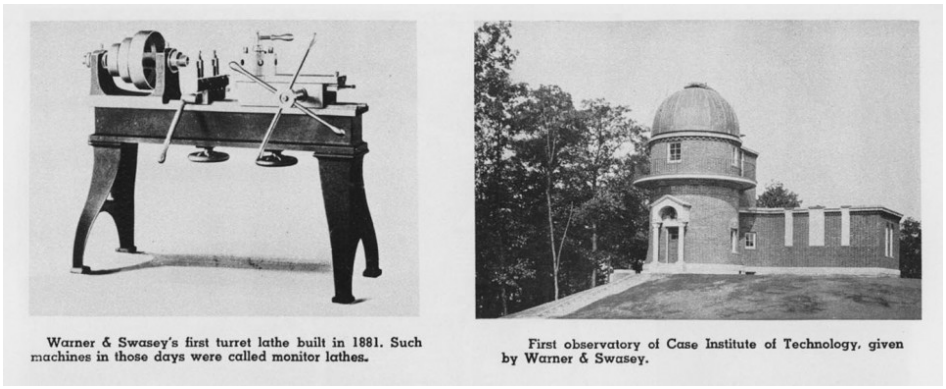

Left: Warner & Swasey's first turret lathe built in 1881. Such machines in those days were called monitor lathes.

Right: First observatory of Case Institute of Technology, given by Warner & Swasey.

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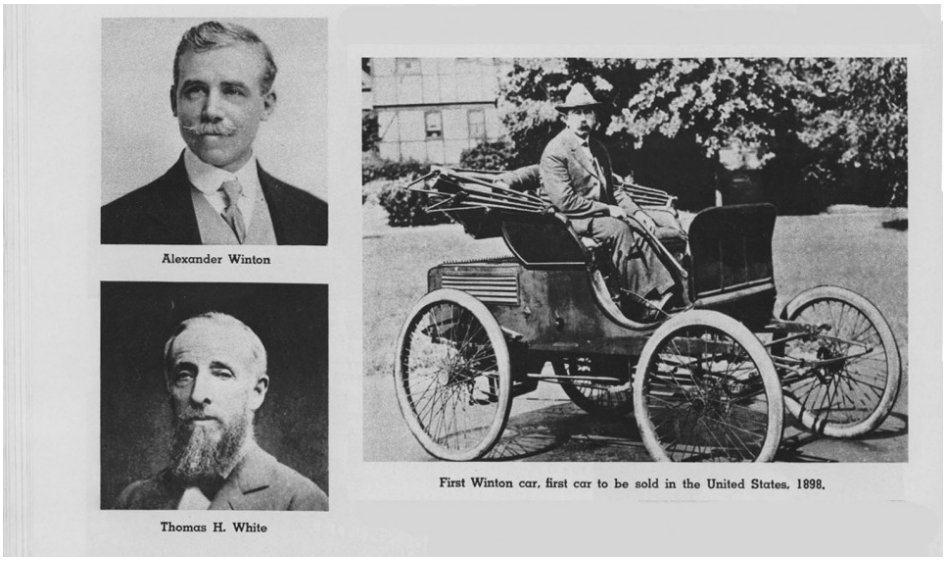

Top left: Alexander Winton

Bottom left: Thomas H. White

Right: First Winton car, first car to be sold in the United States, 1898.

The Pioneer Auto Builders

The first automobile built for sale in America was made by Alexander Winton here. It had an ice-cooled, one-cylinder engine. A Pennsylvania engineer ordered it and paid Winton $1,000 for the one-lunger. "Steamers" and "electrics" and "gas buggies" hissed, hummed and coughed their way out of factories onto Cleveland streets.

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The first White steam car, a Stanhope model built in 1900. This steamer now stands in the Smithsonian Institute in Washington. White's production of automobiles and trucks in 1900 established his company as one of the leading pioneers of the automotive field.

Thomas White and his sons, solid in the sewing machine and bicycle fields, turned to trucks, buses and cars. These won some of the early national motor vehicle contests. By 1900 six major automobile makers were in production here. By 1920 Peerless, Jordan, Chandler, Stearns, White, Winton, Baker and Rauch-Langs were putting 85,000 cars on the roads each year -- $40,000,000 worth.

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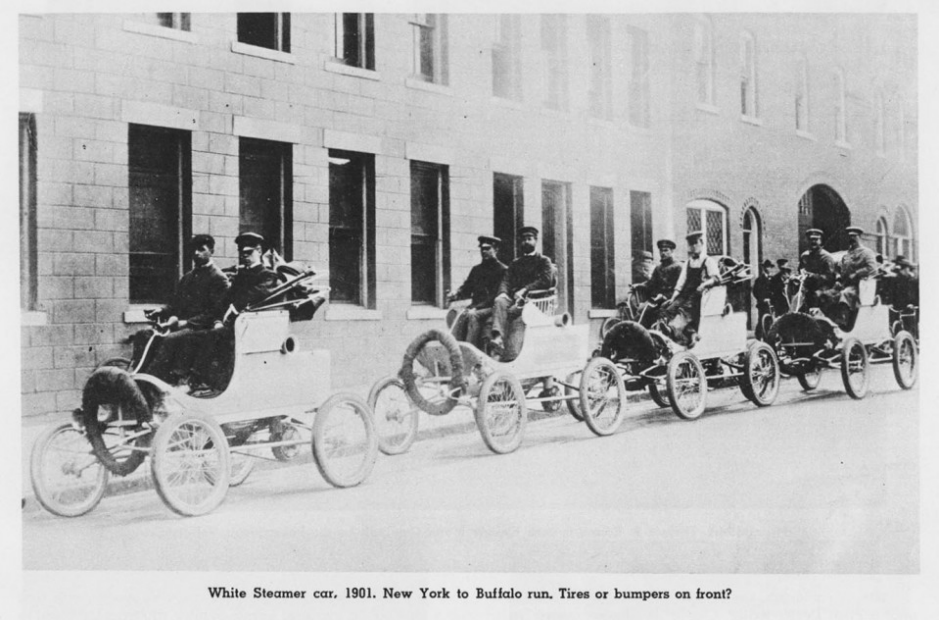

White Steamer car, 1901. New York to Buffalo run. Tires or bumpers on front?

White Steamer car, 1901. New York to Buffalo run. Tires or bumpers on front?

Americans didn't know what to call the automobile until a Plain Dealer writer, Charles B. Shanks, coined the word for them. That was in 1899. Before that, this new machine was called a "motorrig," or "motor wagon," or the "go-alone," and by many other names.

In the spring of 1899, Shanks, this newspaper's first auto editor, managed a cross-country trip from Cleveland to New York in a Winton. The inventor, Alexander Winton, was at the wheel. Shanks used "automobile" in his stories of the trip. It caught on overnight.

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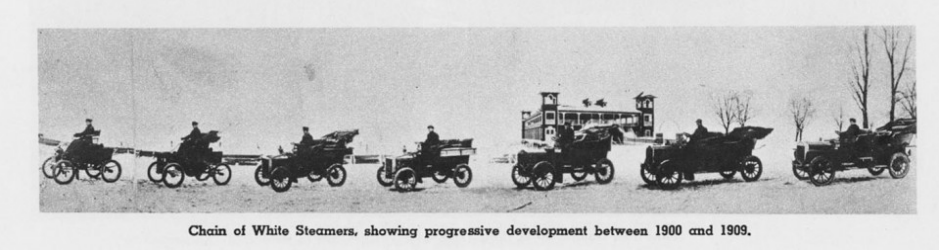

Chain of White Steamers, showing progressive development between 1900 and 1909.

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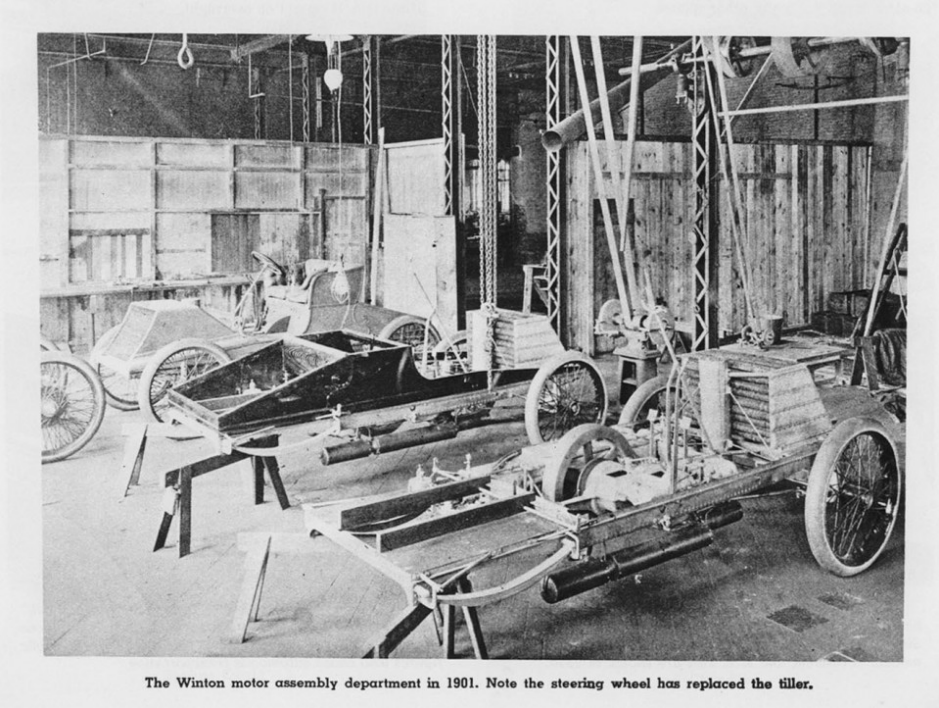

The Winton motor assembly department in 1901. Note the steering wheel has replaced the tiller.

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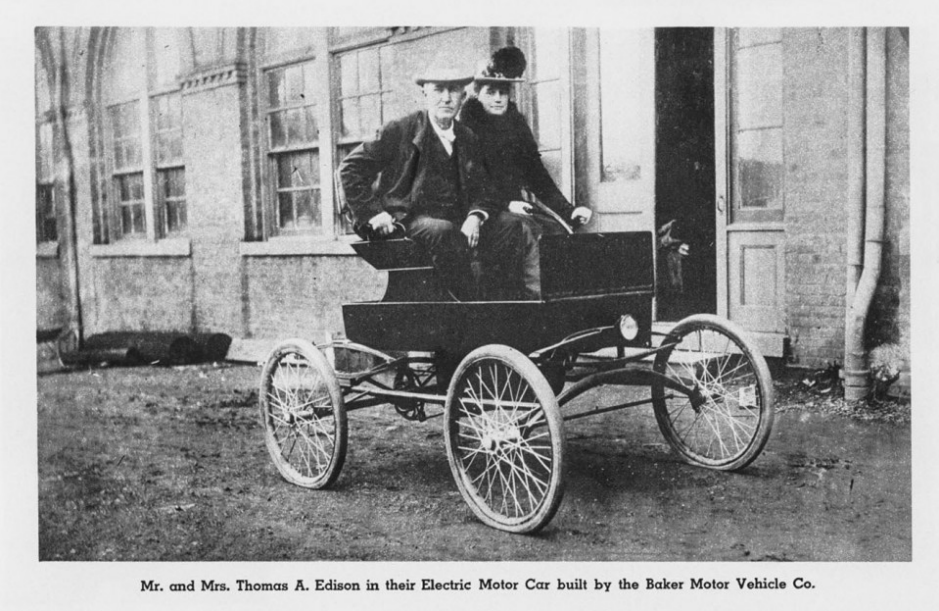

Mr. and Mrs. Thomas A. Edison in their Electric Motor Car built by the Baker Motor Vehicle Co.

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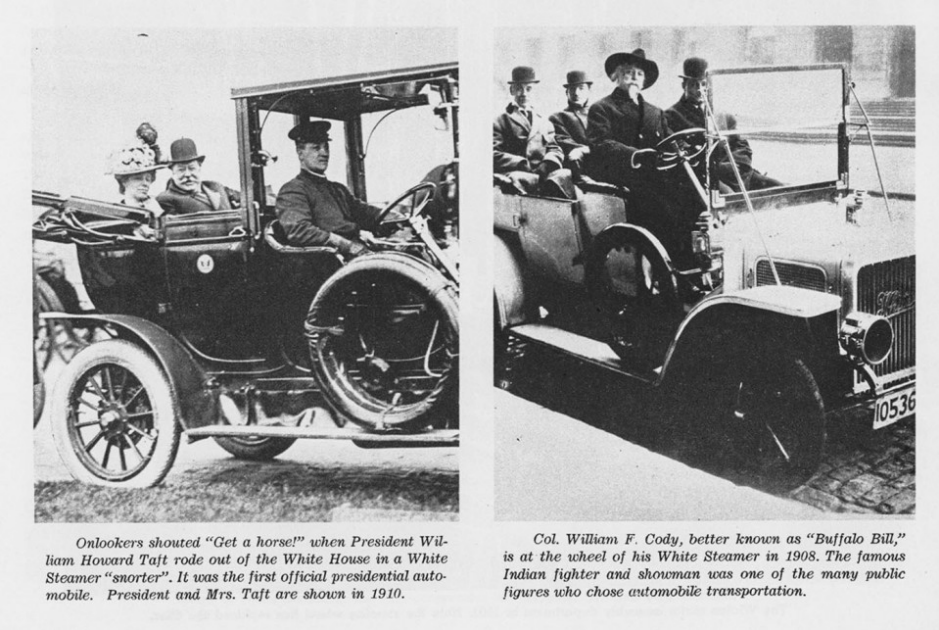

Onlookers shouted "Get a horse!" when President William Howard Taft rode out of the White House in a White Steamer "snorter". It was the first official presidential automobile. President and Mrs. Taft are shown in 1910.

Col. William F. Cody, better known as "Buffalo Bill," is at the wheel of his White Steamer in 1908. The famous Indian fighter and showman was one of the many public figures who chose automobile transportation.

Left: Onlookers shouted "Get a horse!" when President William Howard Taft rode out of the White House in a White Steamer "snorter.'' It was the first official presidential automobile. President and Mrs. Taft are shown in 1910.

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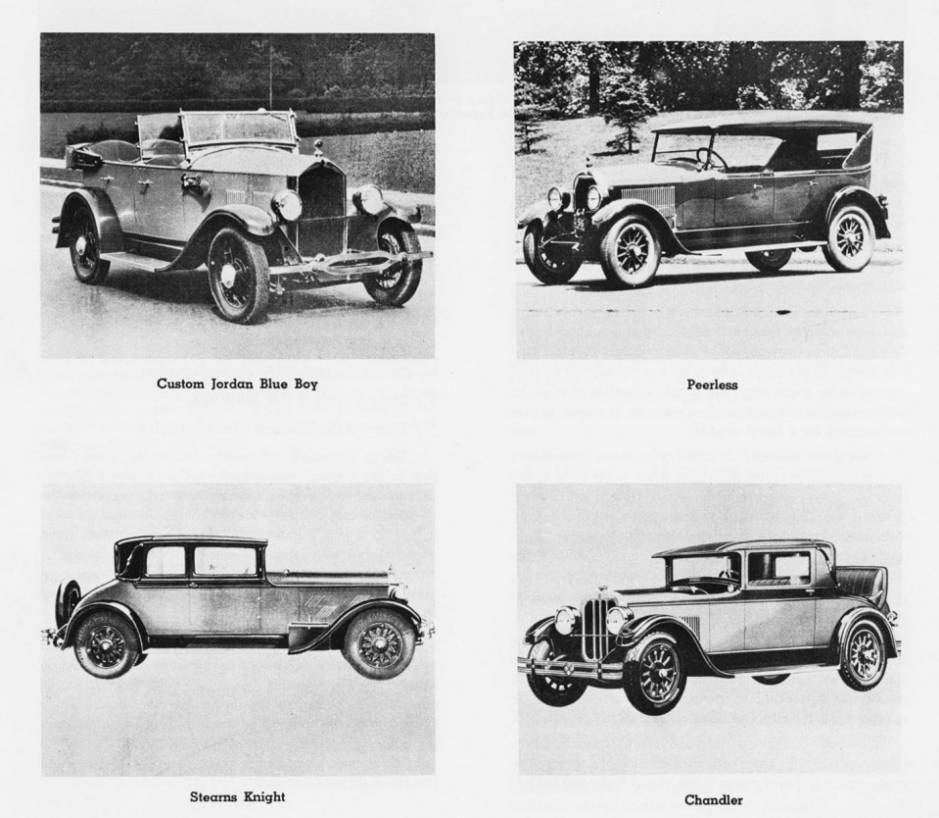

Clockwise from top left: Custom Jordan Blue Boy, Peerless, Chandler, Stearns Knight,

The chances are that you have never heard of the Ben-Hur or the Durabile, much less driven them. But they were both automobiles that were manufactured in Cleveland, the Ben-Hur in 1916 and the Durabile in 1903.

At one time, as a matter of fact, there were 80 different automobiles which bore the made-in-Cleveland tag.

If you took them alphabetically, you would start with the Abbott, whose life span was 1918 to 1919, and the American, 1903 to 1905, and the Baker Electric, 1899 to 1918, and continue to the handsome Stuyvesant, the racy Templar, the White Steamer to the famous Winton.

All of them may not have been good, but they were loud.

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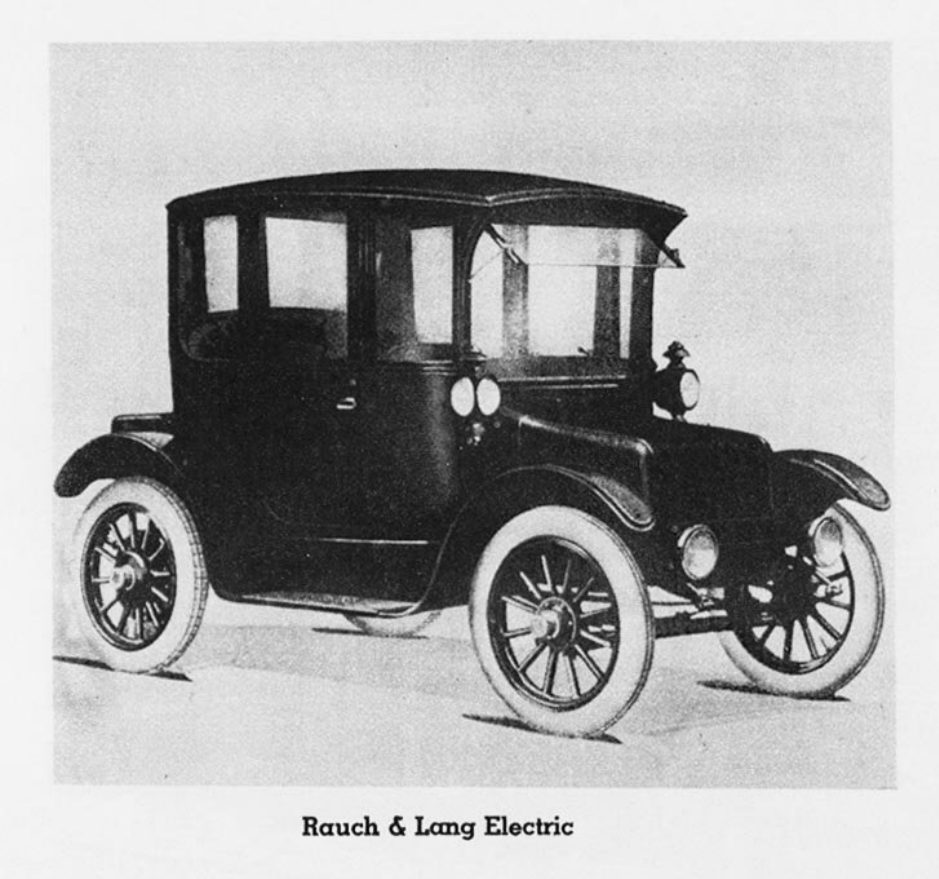

Rauch & Lang Electric

Bauch & Lang Electric

As the years passed, the center of the automobile industry moved to Detroit, but Detroit today could not get along without Cleveland. For Cleveland turns out millions of parts and accessories as well as the steel sheets for bodies that go to make Detroit's cars. The manufacture of bearings is a famous Cleveland automotive development.

Big auto plants in this area, Ford, Chevrolet and Chrysler, make engines and major assemblies. In Lorain, west of here, Ford turns out finished compacts. From nearby Akron, as everyone knows, come the endless tires that keep the nation's cars rolling.

Cleveland also produces much of the mammoth road machinery that scrapes and smoothes the rough earth throughout this country and across the oceans.

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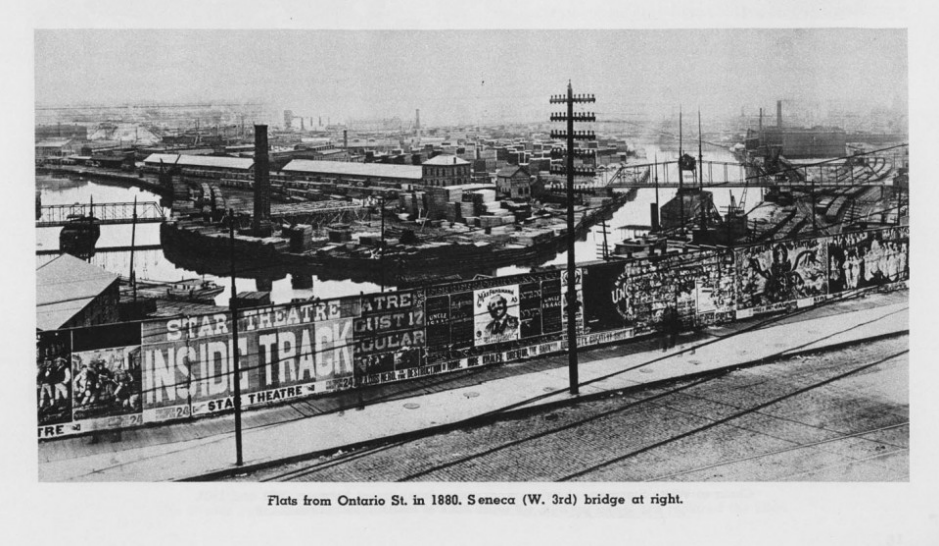

Flats from Ontario St. in 1880. Seneca (W. 3rd) bridge at right.

Flats from Ontario St. in 1880. Seneca (W. 3rd) bridge at right.

From the 1840s on, a widening wedge of the needle trades took up its stand here. Northwest of Public Square, from St. Clair to Lakeside Avenue, up and down W. 3rd and W. 6th, capmakers' lofts and big coat and suit and dress factories made a separate community. Clothing was one of the principal products, up among the top five or ten in value, all through the last half of the 19th century.

Packing houses were barreling pork from Ohio farms and were shipping it out by barge, brig and boxcar. Ads of Cleveland meat packers can be read in copies of the Titusville Herald of the 1860s.

Cleveland was feeding the oil well diggers -- who would ship back a million barrels of crude in 1870, to be cracked into gasoline, naphtha, kerosene, grease and paraffin for a world market.

This great diversity of industry is one of Cleveland's good habits. When steel mills shut down, some steel towns go dead. When auto production stops, Detroit shifts down to first gear. One-industry towns are more vulnerable than Cleveland. It takes a general depression to make Cleveland's economy bend or buckle.

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Early Cleveland phone calls cleared through building at center. The structure that looks like a pigeon loft at the right of the roof is a mass of wires. The street is now Superior N. W. The building to the left was torn down to make room for extension of Seneca St. (now W. 6th St.).

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There are more than 700,000 wage and salary earners in Metropolitan Cleveland. Roughly half of them work in manufactures. Of that group, out of every six, four help to produce metal or metal products, from huge road graders down to tiny precision-cut bolts like those a watchmaker handles with tweezers. And of those four who work in metals, one is working on trucks or autos or else bodies or other parts for motor vehicles.

Cleveland can turn out sun-powered batteries and beryllium springs for space missiles, or zip-open cellophane wrappers for a box of cough drops. It can make you batteries for your flashlight or catalytic pills to crack high-octane fuel out of petroleum. It can build a printing press or an enamel-on-steel mural, a bridge truss or a plastic potato bag.

As cities compete for industry Cleveland's pool of widely experienced working men and women gives it an asset as important as its lakeful of water, its harbor, its air, rail and roadway lines and its being centered within a 500-mile circle that takes in:

-More than half the U.S. population.-Two-thirds of the U.S. wholesale market.-Three-fourths of U.S. production.-Eleven of the 15 largest cities of America.

Selling Cleveland industrially, the slogan "Best Location in the Nation" was coined by the Cleveland Electric Illuminating Co. Inventor Charles F. Brush was one of the founders of that company. Mayor Tom L. Johnson attacked it, not only with a municipal light and power plant for a yardstick but with campaign slogans of "three-cent light." At one time "three-cent fare," "three-cent light" and even "three-cent fish" were the political cries here to win over the citizens as consumers.

The Illuminating Co. has threaded its lines over nextdoor Lake County and beyond that to Ashtabula County, up against the Pennsylvania border on Lake Erie. It and a downstate coal company set up the pipe line through which ground-up coal in water is pumped up from the mines, saving rail costs, to be converted into factory power and to light the homes along the lake shore, where Metropolitan Cleveland sprawls eastward.

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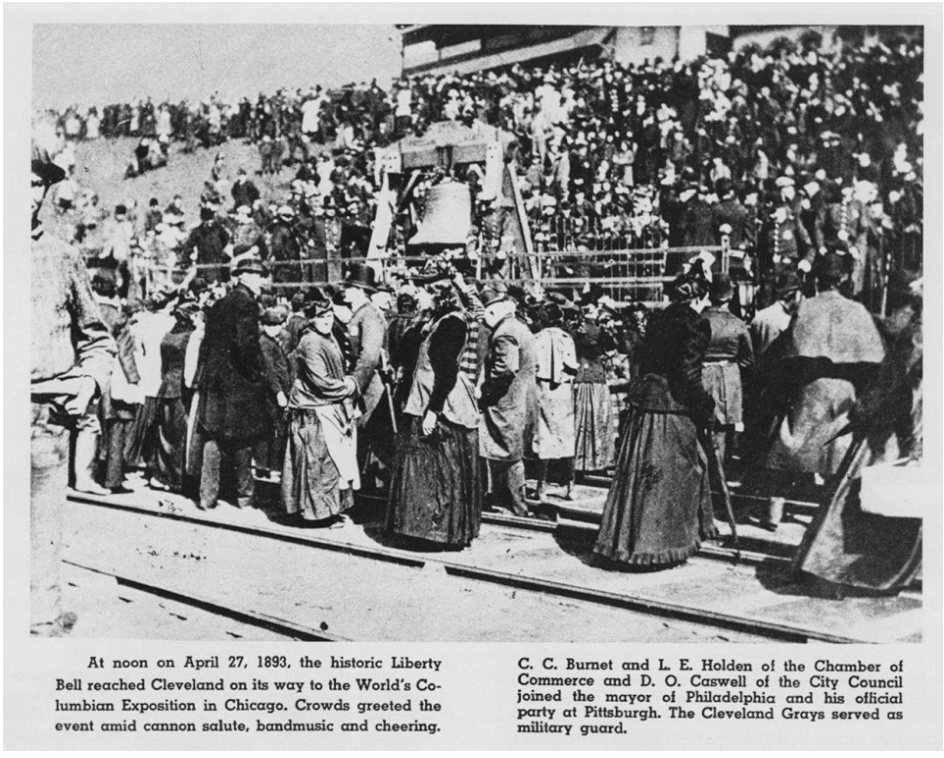

At noon on April 27, 1893, the historic Liberty Bell reached Cleveland on its way to the World's Columbian Exposition in Chicago. Crowds greeted the event amid cannon salute, bandmusic and cheering.

C. C. Burnet and L. E. Holden of the Chamber of Commerce and D. O. Caswell of the City Council joined the mayor of Philadelphia and his official party at Pittsburgh. The Cleveland Grays served as military guard.

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The Power of a City Is In Its People

TWO SEPARATE bodies of people, who still do not mix together much, made Cleveland what it is. First to arrive was the frugal, industrious Yankee of Connecticut River Valley stock. This vanguard was made up of farmers, traders and tradesmen, and on their heels some speculators, some men of education --even Yale graduates --sailors, roustabouts, drifters, merchants with a little capital. Then as things got better and better, out came families of the earlier comers to help on the farm or in the store, or to grab their own frontier opportunities.

The other groups came later, now trickling, now washing in in waves, bringing along unpuritan tastes in the arts, or the ideas of the more dreamy, philosophical continental European mind. Some came trained by great European universities. Some were polished craftsmen. Some had been leaders in their homelands and came here to live in the republican utopia they had dreamed of in their native countries.

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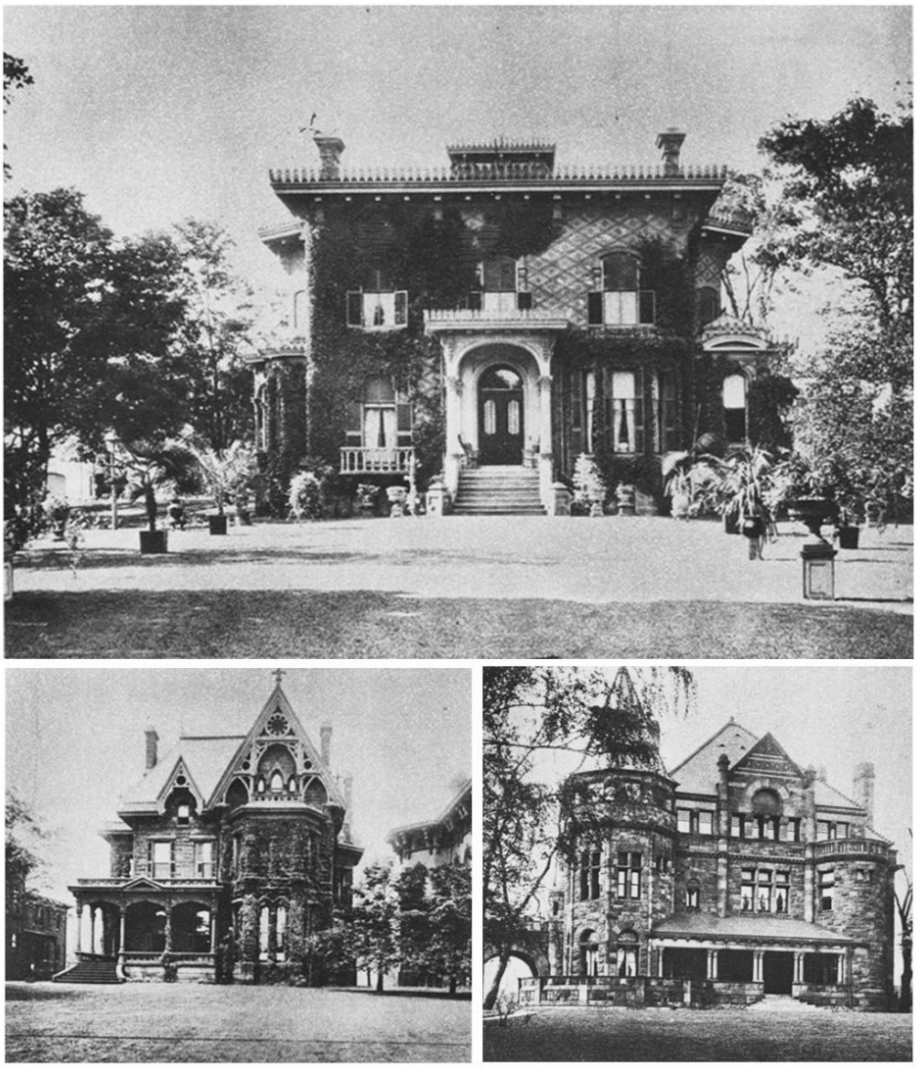

Top: H. B. Hurlburt home, Euclid at 30th in 1885. Hurlburt art collection helped to found the Cleveland Museum. Bottom left: John Hay home in 1881. Hay was son-in-law of Amasa Stone. Bottom Right: S. T. Everett home, Euclid at northeast comer of E. 40th.

Most of them, however, were poor working people driven from behind by poverty or by political or race oppression, lured ahead by promises of jobs, American gold, the right to try any trade, to own property, to enjoy liberty and to give their children a free education and an equal chance for success.

Both groups shared certain characteristics which now are dyed deeply into the city's traditions. For example, Cleveland is rather strait-laced and moral. Cleveland is frugal, keeping tax rates relatively thin and savings accounts fat, recoiling from flair and splurge in public spending. Cleveland is liberal in the classic political meaning of the term.

Those New Englanders had, as they themselves would now and then tell you, "minds of our own," and the fresh country to which they were planning to go would offer a fine setting for a firm and free will to function.

Their feelings on just about everything had been formed there in their own tidy little colony on the Atlantic.

They staunchly believed what Poor Richard preached in his almanac: "A penny saved is a penny got." "Plow deep while sluggards sleep." Their thrift made a boy feel guilty squandering a nickel to see a traveling menagerie. Pleasure for pleasure itself made them feel a lick of hell-fire. They were intensely sin-conscious. It is no wonder that the theater always hung by a frayed financial shoestring in Cleveland.

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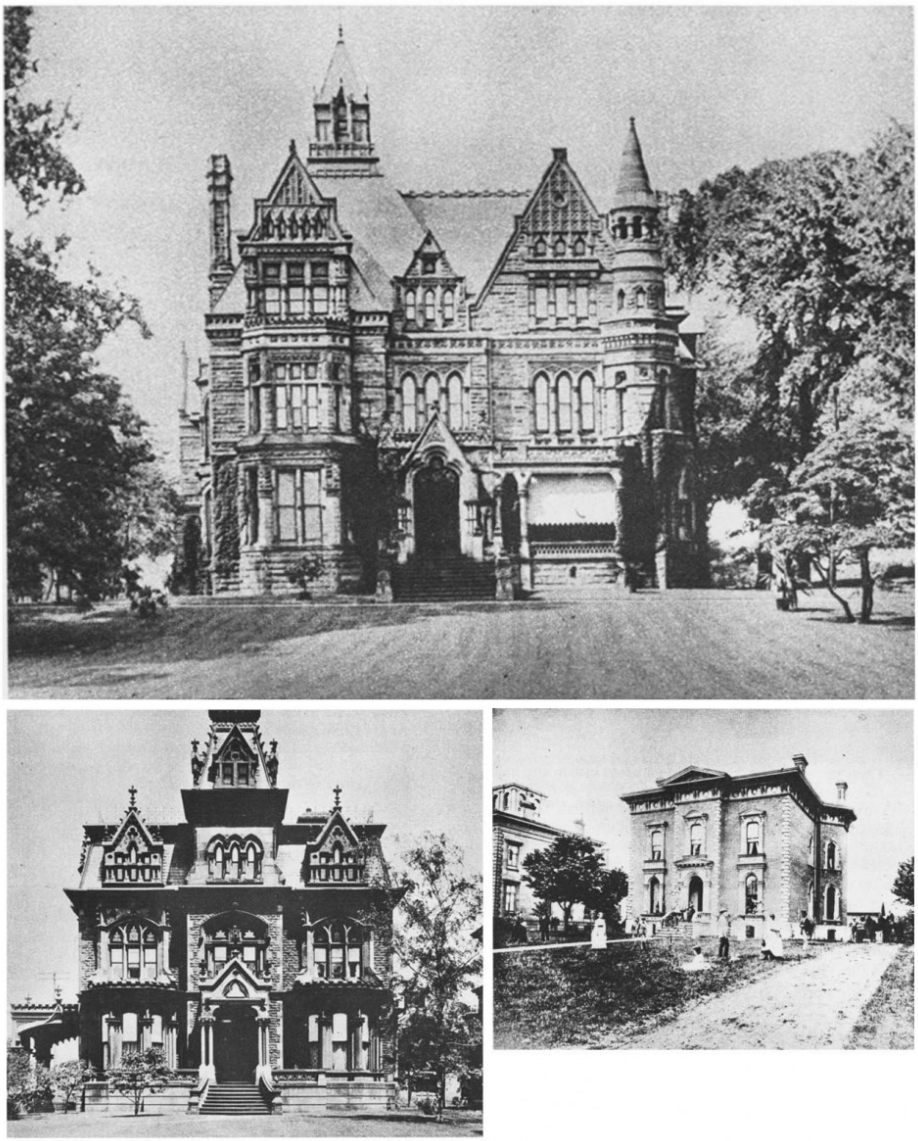

Top: Samuel Andrews' home, known as "Andrews' Folly," northeast comer of Euclid and E. 30th. It needed a staff of 100 servants. Bottom left: Home of R. P. Winslow, northeast comer of E. 24th and Euclid. Bottom right: James Dempsey homestead, Euclid and E. 14th.

Beauty was always wrestling urgently with practicality --and thrift--in all the city's arts. Finer homes were built in Hudson and Burton than here, in the early decades of this Western Reserve. Clevelanders lived in log houses faced with clapboard. Their first county courthouse, built on Public Square, was made that way, no more than a twostory cabin.

Most of the artists who came here all through the 1800s, singers, fresco painters, musicians, were foreigners. A president of Western Reserve University, which began as a Presbyterian school, declared that the faculty, not the buildings, made a university what it was, and the homely architecture on the campus showed that the trustees agreed. Fine arts were incidental until the city grew rich and old.

Euclid Avenue, First Suburb

Wealthy families of the early native group built mansions along Euclid Avenue when Cleveland became a young financial Hercules. This row of elegant houses, broad lawns, tasteful plantings and arching trees made Euclid "the most beautiful street in the world," they boasted.

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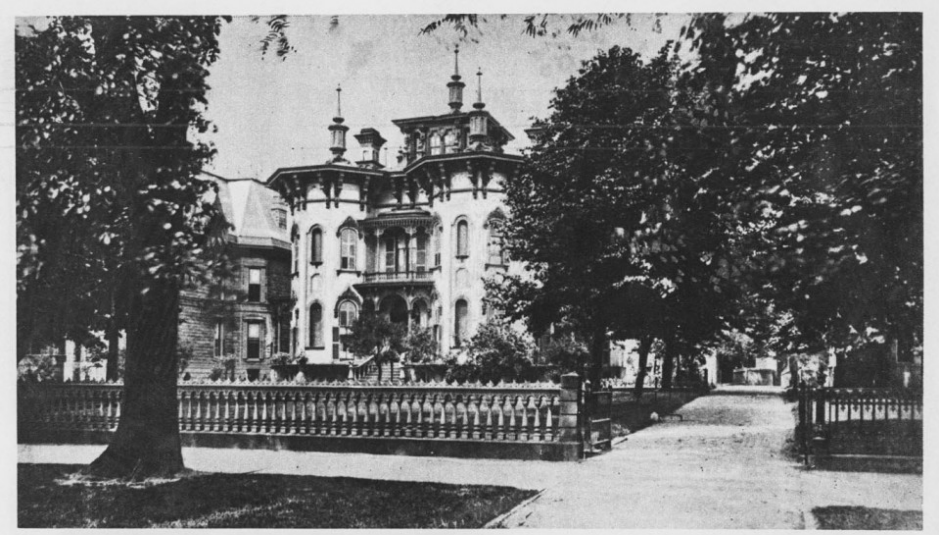

Amasa Stone home in 1881, later the home of Samuel Mather. Mrs. Mather was Flora Stone. It was at Euclid and E. 13th St.

Amasa Stone home in 1881, later the home of Samuel Mather. Mrs. Mather was Flora Stone. It was at Euclid and E. 13th St.

Behind these homes -- of Mathers, Browns, Perrys, Paynes and Rockefeller -- were stables fit for aristocratic horseflesh. Along Euclid in the late 19th century the elite competed in winter in cutter races, matching their picked lines of horses, luxurious sleighs, carriage robes, ermines and sables.

This was an early deluxe suburb. It was far enough out, considering that the heart of downtown was west of Public Square on Superior Avenue around what is now W.6th Street. Packets from Buffalo and canal boats from downstate, boats from up the lakes and down were the center of Cleveland's business life, and merchants and bankers hugged close to that center. When a wealthy builder and landholder named Scovill gave the city a big lot on Erie Street (E. 9th) a few blocks south of Euclid for a cemetery, people complained it was "unfair to make us go out in the woods to bury our dead."

Rich man's row marched out Euclid Avenue, eventually past E. 40th Street. After it came business, chewing down the nearer houses till shops and banks and hotels and office buildings had reached E. 22nd Street. The well-to-do moved out further. They bought big tracts of land for estates, first along Doan Creek, all the way from where Euclid Avenue, the old Buffalo pike, crossed it, to the lake shore northward. This strip of scenic valley was inviting in the monotony of Ohio flatland.

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Hayes residence, north side of Euclid between E. 12th and E. 13 Sts. in 1889.

Hayes residence, north side of Euclid between E. 12th and E.13 Sts. in 1889.

But population pushed against their fences. A rich wholesale grocer took his stable of thoroughbreds-which had run in harness races at the track in Glenville Village and had been shown at the county fairgrounds there -- and moved away. He donated his estate, up against the lake at the brook's mouth, to the city for a park. Up the brook, at Euclid, where the first blacksmith had settled, Jeptha Wade donated another big patch.

Rockefeller bought the in-between stretch for the city, making a public chain of parkland. He later added the rest of the brook to its Shaker Lakes source. Rockefeller leapfrogged out into East Cleveland along Euclid and created a castle, his own lake and a golf course on a fenced domain of rolling hills cut through by Dugway Brook. This was his Forest Hills home.

Interurban railways tempted others in this bracket of wealth to move on to the Chagrin River valley and the adjacent rolling hills, the "Berkshires of Ohio." Families out there trained show horses, played polo and organized a hunt club that goes out in full Anglophile regalia: the horn, the hounds, the blessing at the little church, the red coats, the fox. Others chose to move up on the bluff called "the Heights," which is the last foothill of the Allegheny mountains, rising southeast of Doan's Corners with Western Reserve University and Case Institute of Technology at its toes.

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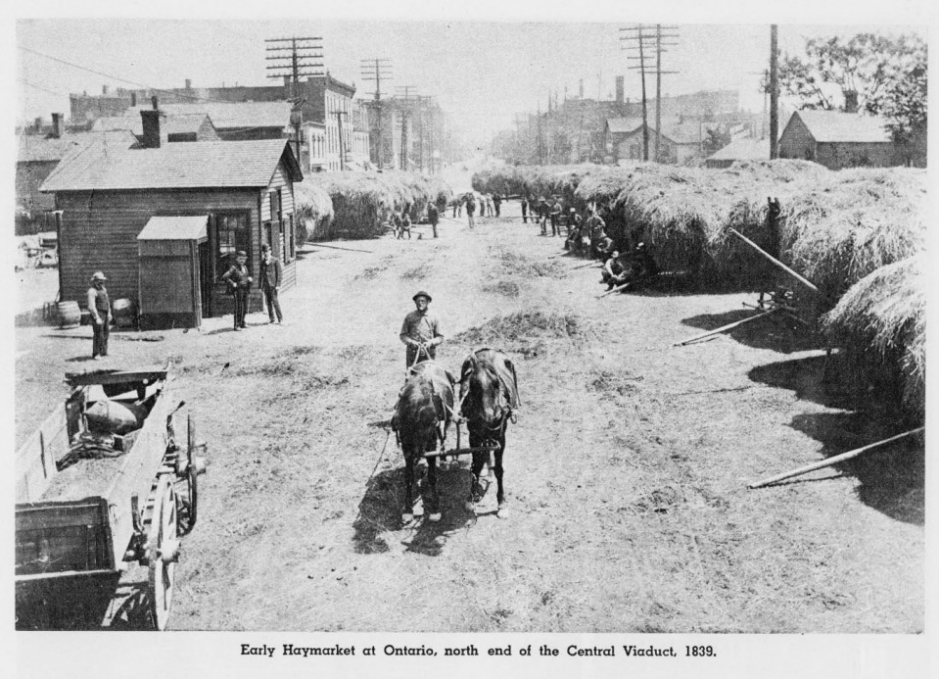

Early Haymarket at Ontario, north end of the Central Viaduct, 1839.

Early Haymarket at Ontario, north end of the Central Viaduct, 1839.

The Tides of Immigration

On lower Woodland Avenue, many a two-story building built in the late 19th century was a modest store-front with living suites above.

Three layers of immigrants to Cleveland have left their traces here, for the historian's eye. On the raised parapet in stone is the name of the proud immigrant who erected the building -- usually a Jewish name. Over the display windows is the name of the grocer -- usually Italian. Inside, the customer and clerks now are Negroes.

On the West Side, along Lorain, a German name caps the building in block letters. Below, a cafe or restaurant has its Bohemian or Hungarian owner's name painted in gold on the window. The patrons in some of these places are mainly from Kentucky, Tennessee or West Virginia, up here only since World War II, and there may be some newcomer Puerto Ricans among them.

Each wave of new immigrants started out in the older and therefore cheaper homes near the heart of Cleveland. With each new surge of industry new settlers came in, huddled together, slept in their beds in shifts, took out citizenship papers, went to night school, took their greenhorn brother along to get a job at the plant, sent a few dollars back to the folks in the Old Country, started a savings account, bought American clothes for Sunday but overalls for everyday, and worked, worked, worked.

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West Superior. Horse car is headed for westside Detroit Ave., formerly Ohio City.

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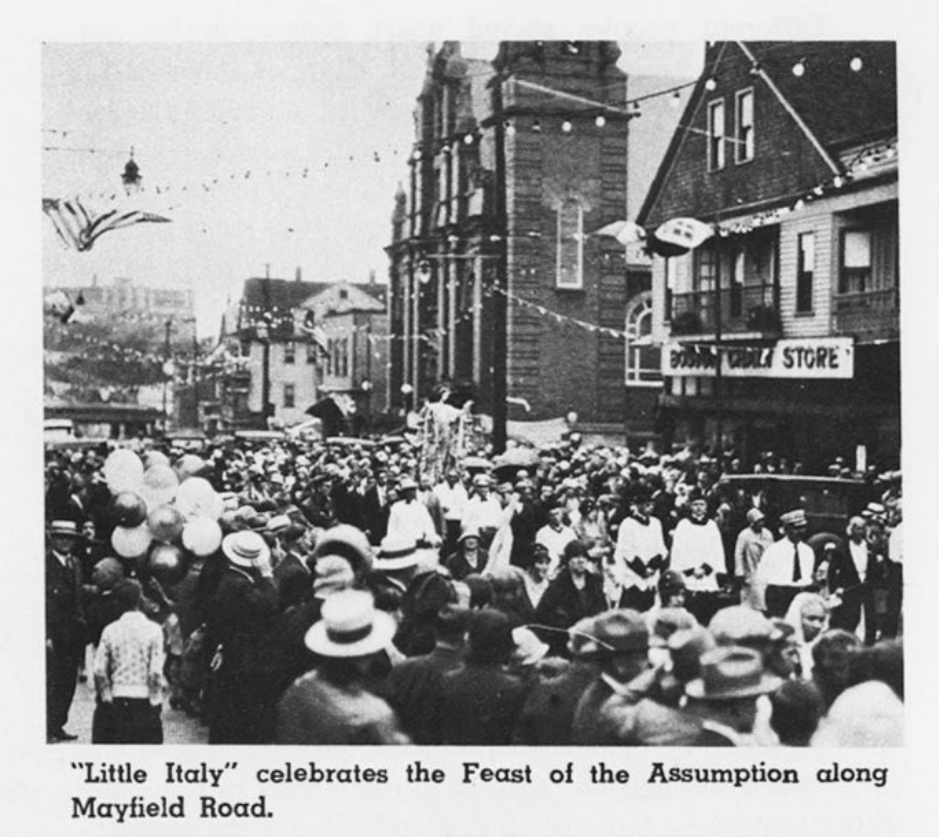
Irishmen who carved out the Erie Canal moved on to shovel the Ohio Canal. Some of them settled here. One loop of the Cuyahoga is still called ''Irishtown Bend." The Irish settler came because of a potato famine or an English raid on his secret republican society. The German may have come as an intellectual who had fought in the republican uprisings in the Germanies after 1848. University-trained doctors and teachers, cabinet makers and carpenters were in this group. Like the Irish, they started mainly on the near West Side, in what was once Ohio City.

A band of Welsh settled in Newburg in those early days when the mills were pulsing with the energy of industrial progress. They were a clannish, hard-working people, the Welsh, and they had families that were determined to make something of themselves. And they usually did. From Welsh stock came William R. Hopkins, Cleveland's first city manager, and Mayor Edward Blythin, both of whom used to speak with warmth of their heritage.



"Little Italy" celebrates the Feast of the Assumption along Mayfield Road.

"Little Italy" celebrates the Feast of the Assumption along Mayfield Road.

There was once a "Wooden Shoe Alley" full of Dutch settlers. A colony of Manxmen have always kept their identity. Jewish immigrants came from Germany, Austria-Hungary, Poland, Russia and Lithuania, depending on where oppression became intolerable.

Czechs who had fought for independence from the Hapsburg crown made up another big group of newcomers. Slovaks exploited like share-croppers by their Hungarian landlords fled here. Poles living under German, Russian or Hungarian conquerors had to be smuggled over the complex borders of their country to reach this land and this city. Hungarians who admired Louis Kossuth and were hunted as republican radicals in their land fled here. So did Italians who fought with Garibaldi. Poverty there and prosperity here in a growing, and, above all, a free nation brought them by droves.

When the mills, the mines and the ditches needed more hands, posters were tacked up in small Yugoslav towns to lure young natives to America. Serb, Croat and Slovene saved, coin by coin, to buy a ticket. In 1917, needing labor, Cleveland mill owners recruited Negroes in the south and brought them up by railroad carloads.

Old World feuds sometimes split these new citizens. New antagonisms piled onto those when two ethnic groups were competing for jobs or began moving into each other's neighborhoods. Then the hard words flew: "Mick," "Hunky," "Kike," "Dago," "N-----."

Each new group felt rejected and resented by the native Americans too. There once were signs posted in Ohio stores saying "No dogs or Irishmen allowed." Language, clothes and faces marked the aliens for jibes and jokes. The foreigner went to "steamer classes" organized by the Cleveland public schools to teach those who had come over in steerage how to talk English and what America was about. The alien strove to Americanize his children if not himself.

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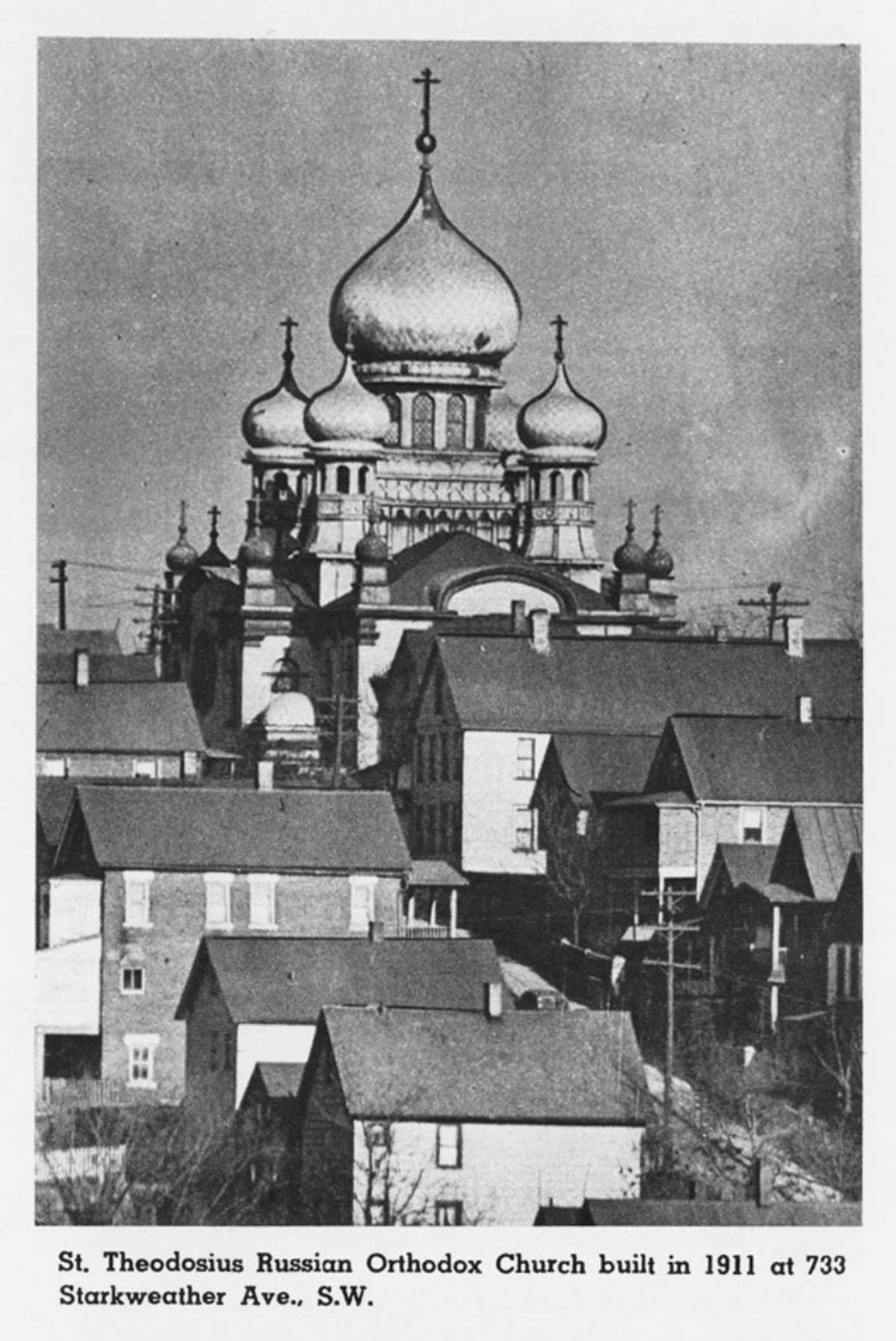

St. Theodosius Russian Orthodox Church built in 1911 at 733 Starkweather Ave., S.W.

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Each in Own Community

Pressures from the rest of the community and the comfort of hearing one's native tongue and being accepted by neighbors made each group huddle close. Cleveland had a Little Bohemia, a Little Italy, a Warsaw. Where the immigrant settled in town depended on where others of his kind could get homes, where his job would be.

Germans settled on the west bank of the Cuyahoga and worked in the earliest factories down in the Flats. Poles stuck close to the brink of Kingsbury Run so they could walk down the hill to the big steel mills. Jews found homes near E. 9th Street on Woodland, Scovill and Central Avenues and could walk from there to jobs in the clothing factories just off Public Square or buy goods to peddle in wholesale houses near home. Italians crowded in there later, working in the food district, going out with wagons full of produce to sell.

Each group had its own small shopping center. When each group got more prosperous and could afford new homes, its members would move out along their familiar car line, one of the lines that radiated outward like the ribs of a fan from downtown Cleveland. That was because old parents, or turnverein or sokol, or the familiar butcher, friends who stayed in the old neighborhood, their double houses that they now rented, or their jobs were still along that streetcar line.

By turns, as the children were wrenched into American ways while parents clung to them and tried to preserve old ways too, each group suffered, seeing some of its youth go delinquent or abandon the church or Americanize the proud family name or go into prize fighting or try to get into vaudeville.

But others shot higher. Each group finally could pride itself on having bred up a school teacher, a factory foreman, a fire lieutenant, a Cleveland Indians ballplayer, a Cleveland Symphony horn player, a sculptor, a lawyer, a doctor, a writer. Inspired sometimes by a teacher or settlement worker of wealthy Yankee background, many an immigrant's son studied law, ran for council, legislature or for judge. Eventually a group felt the full glory of having arrived when one of their own made it to the judiciary, and a few exulted at having produced a mayor.

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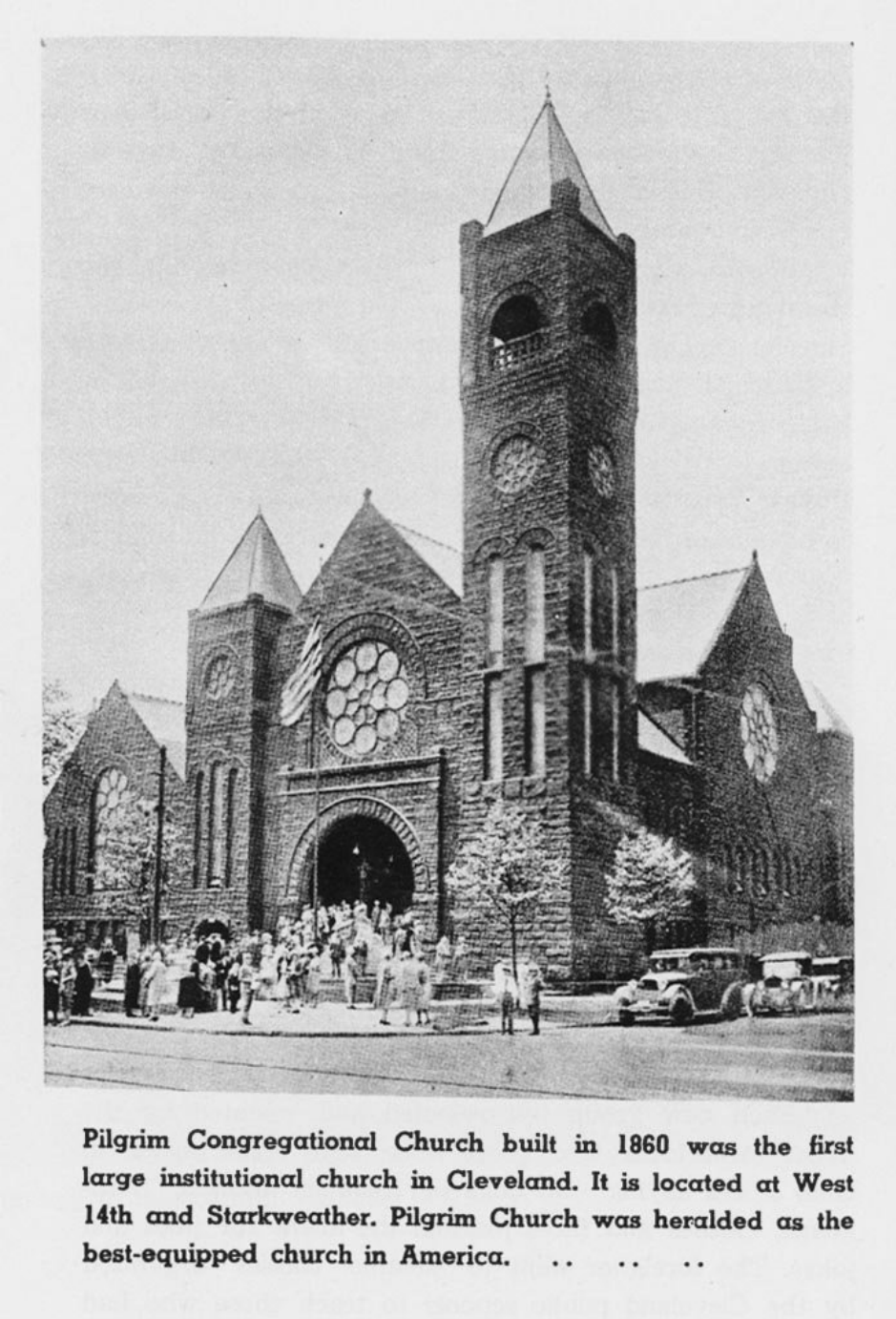

Pilgrim Congregational Church built in 1860 was the first large institutional church in Cleveland. It is located at West 14th and Starkweather. Pilgrim Church was heralded as the best-equipped church in America. .. .. ..

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Different peoples stayed apart geographically, too. White native Americans who could afford it followed the town fathers' lead. They moved outward ahead of the foreign and Negro tides. Last to arrive and to earn enough to aspire to a good home, the Negro remained bottled up in the East Side. Barriers kept him out of the West Side and suburbs, even when politically and industrially he had advanced to where he could afford suburban housing. Other groups stuck close, if they had a church or synagogue to hold them together. But as intergroup tensions relaxed for some, they began to become diffused into many neighborhoods. The automobile emancipated them from transit lines, and decentralizing factories made it natural for them to move into less familiar communities.

Forums For All

Despite the fences between groups, Cleveland always gave every citizen his right to be heard. All kinds could join the City Club, or be heard equally in political, cultural and social work forums. The City Club compassed radicals and Taft Republicans, laborites and capitalists, skeptics and conservatives, Protestants, Catholics and Jews, churchmen and atheists. Every year it staged its "Anvil Revue," a lampooning operation which deflated every stuffed shirt and mercilessly kidded the starch out of every bigwig from the President down.

Though Cleveland's ethnic groups do not merge, they know how to cooperate. All patriots, they won national honors for their war bond and Red Cross drives in World War I. Their last Victory Chest gave the leaders in philanthropy an idea. Jewish and nonsectarian welfare agencies each had begun to do joint planning. The multifarious money-raising campaigns sought out everyone who looked as if he had a spare dollar.

Besides, in the war's backwash Cleveland found itself with an army of jobless factory workers, many of them Negroes and white farm people brought in hastily to turn out war material. They showed little disposition to go back to farms and the barefoot existence of cotton choppers in the South. Private charities were swamped.

The Community Chest was invented. This would spread the burden of giving wider, so the rich men alone would not have the whole load. It would cut costs by having one annual drive instead of 50 or 100, and only reputable welfare agencies could share in it, cutting out wasted giving to fakers or insubstantial and inefficient agencies.

All faiths and nationalities teamed up. They raised money and then budgeted it among the city's private health and welfare organizations. This required a central budgeting and planning council, the Welfare Federation. Given power, it could withhold money and lessen overlapping service.

The Federation took public, tax-supported agencies in, such as the city recreation department, city and county relief or child welfare bureau. In that way it could define the territories of each, and make sure that each piece of the town's welfare apparatus did only its own job, that no problem got lost shuttling between agencies and public money was not frittered away.

Now called the United Appeal, the money-raising drive harvests $12 million, more per capita than any other bigcity community fund. This is allotted to Jewish, Catholic, Protestant and nonsectarian agencies, including many which serve specific ethnic communities.

Community Relations Board

Cleveland created its own fair employment ordinance just after the second world war. Its community relations board and the wartime's democratizing of factories have helped to reduce intergroup frictions. Company picnics with white and colored workers crowding into Euclid Beach, Cleveland's Coney Island, occasioned some small clashes, but Cleveland typically ironed those out without severe trouble.

Again typically, one neighborhood on the edge of Shaker Heights is openly striving to hold its older white residents, to keep its real estate values and its democracy as Negro families move in. A sprinkling of Negroes has dotted itself here and there in the suburbs, including Shaker Heights. These tests have not always gone smoothly. Often, however, the most-affected neighbors have turned out to accept the incomers more graciously than would banks or savings and loan associations, mayors and building departments in the suburban city halls.

Many pastors in Cleveland churches, too, have refused to exclude Negroes from their congregations, and a good many have become integrated. The Cleveland Indians was the first American League ball club to put a Negro player on the field. Signs of such willingness to perfect democracy are not found in every corner of Cleveland's life, but in many American cities they are not to be found at all.

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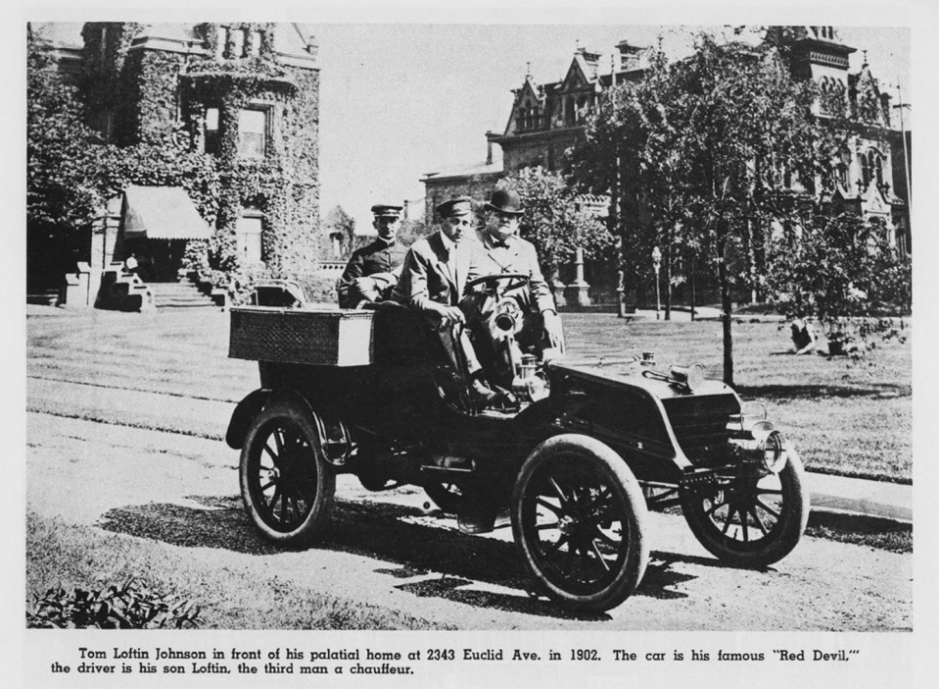

Tom Loftin Johnson in front of his palatial home at 2343 Euclid Ave. in 1902. The car is his famous "Red Devil," the driver is his son Loftin, the third man a chauffeur.

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Torches Lit Politics In Days of Johnson

ONE man lit up the city's inner works, back in the days of torchlight parades, and showed the people what makes Cleveland tick and taught them how to keep it running right. The lessons stuck. The Cleveland voter is a pretty sophisticated fellow, hard to hoodwink long. The torch flare slowly died down to a candle flicker, but politics in Cleveland still glows from somewhere within.

This one man made Cleveland the best, most honestly, most humanely, most progessively, most democratically governed city in America in an era dirty with political graft.

This man, sitting now in bronze effigy on Public Square, was Tom L. Johnson (1854-1911). He was mayor from 1901 through 1909. He was an uncommon man working for the common man. He fought privilege and was loved by the underprivileged. He was adored by the happy band of disciples who went warring with him against special franchise holders, exploiters and "boodlers." And in the end he was deserted and ingratefully or carelessly pushed out of City Hall to die with only a remnant of his old coterie of worshipers there to mourn him.

Johnson was a self-built millionaire, a monopolist converted into a roaring enemy of monopoly by reading Henry George's books, which advanced the single tax theory. Champions of the mass citizen against his fellow millionaires, he was condemned as Franklin D. Roosevelt was later, as "a traitor to his class."

Johnson came of a prosperous southern family impoverished by the Civil War. He was a boy genius in business. Born in Blue Spring, Ky., he was a newsboy at 11 in Staunton, Va., then a millhand and then a transit line clerk in Louisville at 15. At that age he invented a farebox which brought him a $30,000 start toward a fortune. He bought a mule-powered street railway company of his own in Indianopolis when still in his teens.

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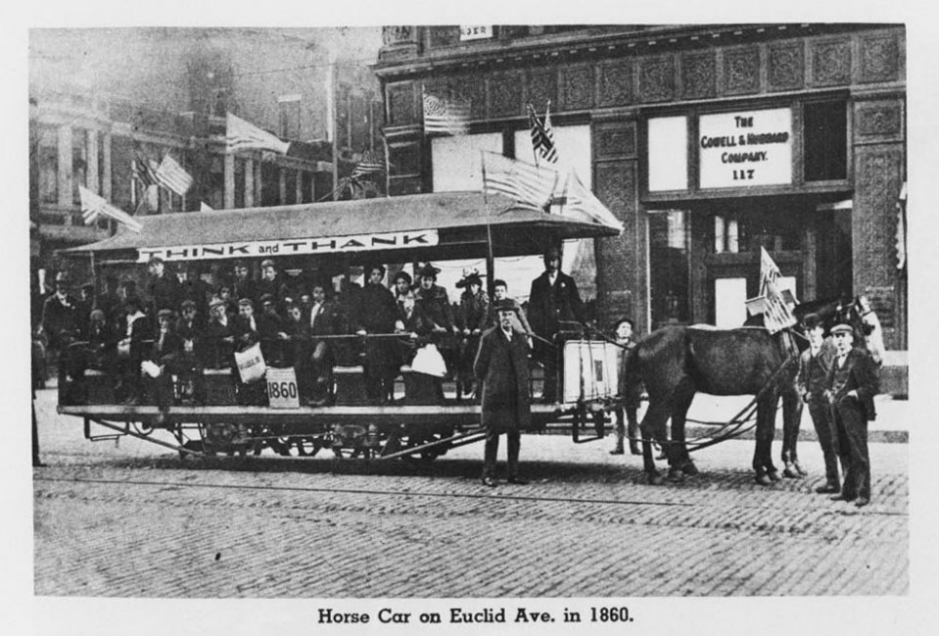

Horse Car on Euclid Ave. in 1860.

Horse Car on Euclid Ave. in 1860.

Embroiled in Transit Wars

When Johnson was 26 he had half a million dollars. He was there in Indianapolis, looking about for some other transit property. He bought several street car lines here, then went to Brooklyn, N. Y., to run electric lines. In 1900 he returned to Cleveland, but not as an owner of street railways.

Later he was to say: "Yes, this city looked like a good field to me for it then had eight street railroads operated by different companies and owned by bankers, politicians, business and professional men who had been successful in various undertakings, but without a street railway man in the entire list.

"I thought my knowledge would give me some advantage there."

So Tom· Johnson became embroiled in transit battles, and they led to political struggles that once and for all directed Cleveland's life and politics.

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Tom L. Johnson as motorman on the first municipally-owned street railway system in the U.S.

He matched wits against Marcus A. Hanna, the man who made McKinley president, the transit mogul, the monolith of Republican leadership in Ohio. They were bound to collide, and in their collision, finally, both of them were smashed.

So fierce did the struggle grow that once, to crush Johnson, Hanna got the Ohio legislature to abolish all city governments. In return, Johnson once built a "yardstick" transit system to humble the big street railway systems, and in the dark of one night laid tracks out on the pavement of

Superior Avenue from the West Side to the Square, stringing trolley wires from poles stuck in barrels of sand spaced along the sidewalks.

Hanna stood off Johnson's attempt to capture the governorship in 1903, giving the mayor a bad beating. But these wrestlings left Hanna worn. He got himself elected United States senator in his obedient legislature in 1904.

After Hanna came to Washington from Ohio, he developed typhoid fever and not long afterward he died.

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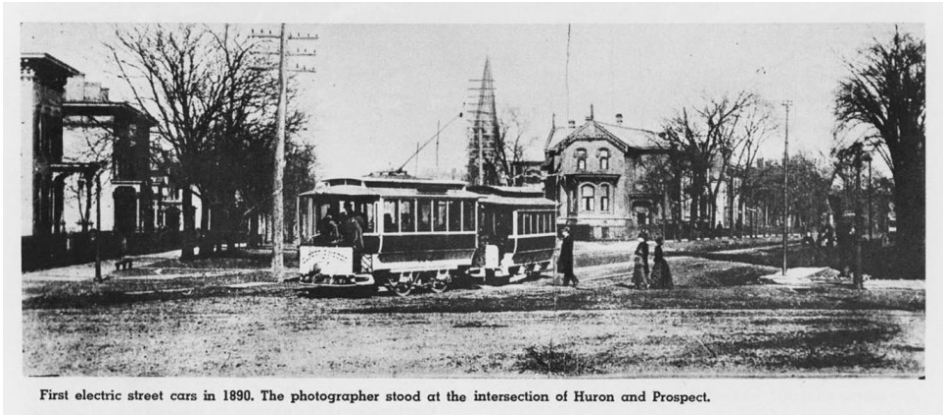

First electric street cars in 1890. The photographer stood at the intersection of Huron and Prospect.

First electric street cars in 1890. The photographer stood at the intersection of Huron and Prospect.

Tom L. drank down his defeat, bowed his head at Hanna's death, got his hearty laugh back and went on fighting for trolley rides at cost. The big transit serpent, unpopularly known as the "Concon," a merger of the Little Consolidated and Big Consolidated lines, did not die. Johnson sometimes had it down, sometimes was downed by it. He came badly cut up, like Mark Hanna, to a tragic end. In the hour of his last fight, when he was inching toward a half-glorious victory at the last enemy ditch, the public voted him out of office. He went away broken and stripped of his millions.

He died in a modest rented apartment, though he had maintained one of Cleveland's most luxurious mansions.

The upshot of his fight for public service at cost, and for three-cent fare, was a mixed defeat and triumph. The Tayler Grant, named for Federal Judge Robert W. Tayler, who combed out the tangled financial knots of the interlocking railway lines, did put some shackles on the transit kings.

It unified the systems into the Cleveland Railway Co.

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Start of the first 3-cent fare car of the Forest City Railway Co. in 1906. The man with the derby hat and watch chain is Robert Koch, chairman of the company. Between Koch and Mayor Johnson is A. B. Dupont, company manager. The man in soft hat in foreground is Vice Mayor Charles W. Lapp. Behind him in light hat is Burr Gongwer. The tall man with derby hat is Peter Witt. Beside him in light coat is Frederic C. Howe.

Start of the first 3-cent fare car of the Forest City Railway Co. in 1906. The man with the derby hat and watch chain is Robert Koch, chairman of the company. Between Koch and Mayor Johnson is A. B. Dupont, company manager. The man in soft hat in foreground is Vice Mayor Charles W. Lapp. Behind him in light hat is Burr Gongwer. The tall man with derby hat is Peter Witt. Beside him in light coat is Frederic C. Howe.

It gave the city an option to purchase the system when municipal ownership became legal and a certain value was reached for the property. It enforced low fares on a sliding scale. Three cents was not enough. It limited the owners to a 6% return on their investment. Once bought by the city, which happened in 1942, the transit system could be run nonprofit by a nonpolitical board for the benefit of the public, as Johnson wanted 35 years earlier.

That was part of the Johnson legacy to this city. The submerged bomb in the whole transit situation was the way the transit firms' stock had been watered. On paper the lines were worth a great deal - -and a 6 % return on a great deal is a great profit. Judge Tayler could not squeeze all the water out of the stock to make the railway come up with a smaller appraised value and thus more reasonable profits. When the city purchased the lines, also, it found it had bought creaking old equipment, run to a frazzle by, the private owners.

The Right to Regulate

Still, Johnson had gained many yards against old, freebooting business privilege. He clinched the idea that the public has a right to regulate monopolies like the privately owned utilities. And if big utility companies tried to boss, buy or manipulate the regulating body -- such as city councilmen -- then Johnson taught the people to oust such councilmen and replace them with men working for the public.

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Marcus Alonzo Hanna Statue.

Marcus Alonzo Hanna Statue.

Another Tom L. Johnson "yardstick" to hold down utility rates is the Municipal Electric Light and Power plant. It brought the homeowner three-cent electricity, almost as dear to Johnson's heart as three-cent carfare. It took highspeed, hairbreadth deeds to put Cleveland into the power business. Johnson moved to annex South Brooklyn, which had a small lighting plant. Through a blizzard of injunction suits filed to block the annexation, Johnson sent Peter Witt out by automobile to snatch up and whisk to City Hall for safekeeping all of the suburb's records. They were kept safe until the annexation became fully legal.

Then, in an effort to make sure the city's yardstick utilities would never be used to milk the public's purses, Johnson's chief brain truster, Newton D. Baker, wrote an important piece of law. It is stijl in the city charter. It guards against income from

the city's utilities being used to support an army of political parasites at City Hall. All waterworks and light plant income must be spent only to run or expand or improve those services. If any is left over, it must go back to the public in the form of reduced city utility rates.

These good-government achievements were admired by other cities, and were copied by those cities which were able to throw off the shackles of small caliber politicians dominated by big caliber monopolists .

Not all of Johnson's career was grim. Lincoln Steffens, writer who recorded the rise, the shame and cleanup of cities, found Johnson and his cohorts the "happiest reformers in America." Johnson was a chubby jolly man. He came charging into politics with the same pugnacious optimism and humor with which he had been chasing dollars.

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Mayor John W. Willey 1836-1837

Mayor Nicholas Dockstader 1840

Mayor John W. Allen 1841

Mayor Nelson Hayward 1843

Mayor Samuel Starkweather 1844-45 1857-58

Mayor George Hoadley 1846

Mayor Josiah H. Harris 1847

Mayor Lorenzo A. Kelsey 1848

Mayor William Case 1850-51

Mayor Alfred C. Brownell 1852-54

No picture of Joshua Mills, Cleveland's second mayor, was to be found in any of the archives. The seventh and 15th mayor was Samuel Starkweather. A photograph of the 11th mayor, Flavel W. Bingham, was not available.

Amateur on a Soapbox

He was a clumsy amateur on the political soapbox at first. Scholarly, dignified Theodore E. Burton beat him in his first run -- for Congress in the 21st District in 1888.

Two years later Johnson tried again. To this amateur's dismay, Burton challenged him to a debate. But Johnson was foxy. He agreed on condition that each candidate speak no more than 10 minutes at a stretch, alternating throughout the debate.

Burton accepted. He shouldn't have. Johnson punched home his plain-facts points, in his hearty, witty, hard-biting style within each of his 10-minute innings. But the ponderous oratory of Burton did not fit into such limits. Burton used up his 10-minute turns with elaborate preambles and colorless introductions. He seldom got to the heart of anything. Johnson won the debate, won the seat in Congress and began preaching there free trade and the single tax which had become his gospel.

Still, Tom kept on making steel rails and running his streetcars. Once he even said on the floor of Congress:

"I am a monopolist and so long as I continue in business I shall take advantage of all the class legislation enacted by Congress, but as a member of Congress I shall work, speak and vote against such class legislation."

Seventeen years later the Republicans were desperate to knock him out as mayor. Burton was still the Republican's big man, so they threw him into the pit against Tom L. Even Theodore Roosevelt and William Howard Taft urged Burton to run. Burton accepted the nomination by intoning Caesar's words at the Rubicon: "Jacta est alea." To his tent meetings, Johnson translated the pompous phrase into working man language: "All he means is: 'Let 'er go, Gallagher!' " He had the touch. Burton was swamped.

Fond Johnsonites told this story too: Tom L. noticed that the elevator man who took him upstairs at City Hall was a Republican. "But the poor fellow's only got one arm," said one of Johnson's men. Johnson snapped back: "Can't you find any one-armed Democrats?"

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Mayor William B. Castle 1855-56

Mayor George B. Senter 1859-60

Mayor Edward S. Flint 1861-62

Mayor Herman M. Chapin 1865-66

Mayor Stephen Buhrer 1867-70

Mayor Frederick A. Pelton 1871-72

Mayor Charles A. Otis 1873-74

Mayor Nathan P. Payne 1875-76

Mayor William G. Rose 1877-78 1891-92

Mayor R.R. Herrick 1879-82

The 18th mayor of Cleveland was Irvine U. Masters, who died in office. A photograph of him could not be found. George B. Senter was the 16th mayor and the 19th. William G. Rose was the 25th and later the 31st mayor.

A Pastor Comes to City Hall

Spotless honesty and quick, efficient service were taken for granted by Johnson. He would scourge any grafter out of City Hall, Democrat or foe. But more profound was the humanitarian aim of his administration. He put his pastor at the Disciple Church, Dr. Harris R. Cooley, in as director of charities and corrections and he gave a let-'er-go-Gallagher to the advanced ideas of this great-souled minister.

Dr. Cooley bought a 2,000 acre spread of farmland in Warrensville. There he built a House of Correction. Drunks, petty thieves and such miscreants, instead of decaying in dark, dank jail cells, could do farm work in open country air. He believed that most minor offenders were victims of poor upbringing and bad environment. He thought (far ahead of his time) that the community should rehabilitate its offenders, not punish and embitter them. He thought rebuilding their bodily health with milking pails and rakes and hoes and sunlight would help to rebuild their spirits and morals too.

He built out there a home for destitute aged citizens. In it, as no other city official had, Dr. Cooley put rooms for married couples. He did not think taxpayers should pile more misfortune on those already suffering the misfortune of being poor. Over a doorway in this home he put the words: "It is better to lose money than to lose love."

When the state would not house and care for tuberculars or the mentally deficient, Cooley Farms found room and hands to tend them.

Thirty to 40 years later, one by one, these pioneer institutions -- all but the corrective ones for men and women -- were taken over by the county or their patients were admitted to state homes. The county at last took on two other Cooley institutions: The Boys' School, at Hudson, and Blossom Hill School for Girls, both cottage-type group homes on open campuses, retraining delinquents.

Each time some new public service can use open land, Dr. Cooley's wisdom is proved again. A public golf course, a public cemetery and crematorium, an army defense missile site, a section of the city's greenhouse and forestry nursery have been moved there. The "workhouse" has gone through deterioration and reform. A notorious pickpocket once was de facto boss of it while a prisoner. Loose and having no prison wall, the place has been leaky sometimes. But today it has honor barracks, has tried classifying its inmates and using group therapy and case work techniques to salvage what personalities it can. The Cooley heritage has never been lost.

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Mayor John H. Farley 1883-84 1899-1900

Mayor George W. Gardner 1885-86 1889-90

Mayor Brenton D. Babcock 1887-88

Mayor Robert Blee 1893-94

Mayor Robert McKisson 1895-98

Mayor Tom L. Johnson 1901-09

Mayor Herman C. Baehr 1910-11

Mayor Newton D. Baker 1912-15

Mayor Harry L. Davis 1916-20 1933-35

Mayor William S. Fitzgerald 1920-21

John H. Farley was the 27th and 34th mayor. George w. Gardner was the 28th and 30t.h mayor. Harry L. Davis was the 38th and 41th mayor.

The Mall Plan Is Legacy

The Mall Plan in downtown Cleveland wiped out an oblong area of shoddy buildings. It gave the city a grassy common 540 feet wide and 1,500 long, from one corner of the Public Square that Moses Cleaveland marked out to the edge of the bluff overhanging the lakefront. Surrounding it are majestic public buildings, city, county, federal, the school board and public library. Other buildings in the vicinity harmonized their designs with them. This early urban renewal program was another Johnson legacy.

Another legacy: Johnson had the "keep off the grass" signs uprooted from the city parks and that rule still holds. He even held up the land transfer of the site in Wade Park on which the Cleveland Museum of Art was built until he was assured there would be days when anyone -- the poorest --could get in without paying an admission charge.

But Johnson himself said he was not in the game for "good government." Yes, the public was entitled to honesty, but honesty wasn't enough. The public had the right to clean, well-lit streets, pure water, public baths, good police, orderly markets with honest scales. Johnson made sure they got them, too.

That still was not the main purpose of this prophet of the city. He wasn't in it even for three-cent fare or utilities at cost. Tom L. Johnson was in the game to teach and to establish a principle. And his principle came out of the single tax philosophy of Henry George, at whose side Johnson sat in 1897, watching George losing his mayoralty campaign against Tammany Hall by dying a week before the election.

This was the principle: People, packing into cities, give the land and the factories or buildings whatever value they have. In other words, a patch of ground at E. 9th Street and Euclid Avenue is worth millions with a city of millions of people around it. Without the people and their need for it the same land is of no more value than an acre of the desert.

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Mayor Fred Kohler 1921-23

Mayor Clayton C. Townes 1924-25

Mayor John D. Marshall 1925-31

City Manager W.R. Hopkins 1924-29

City Manager Daniel E. Morgan 1930-21

Mayor Harold H. Burton 1931-32, 1935-40

Mayor Ray T. Miller 1932-33

Mayor Edward Blythin 1940-41

Mayor Frank J. Lausche 1941-44

Mayor Thomas A. Burke 1945-53

William R. Hopkins was Cleveland's first city manager, 1924 to 1929. The second and last city manager was Daniel E. Morgan, 1930 to 1931. Serving as mayor during their regimes were Clayton. C. Townes, 1924 to 1925, and John. D. Marshall, 1925 to 1931. Burton was the city's 45th and 48th, mayor. He was acting mayor, November, 1931 to February, 1932 and mayor from November, 1935 to December, 1940.

A Foe of Privilege

Therefore, Johnson taught, the public has an interest in the property, having invested it with value. Government, as the public's agent, must be able to get the public its due from that property by taxing and regulating it. To do that, government must be superior to the private interests.

A government is corrupt, Johnson reasoned, if it grants special privileges or franchises to anyone in anything which owes its value to the people's presence and need for it. He said that if a street railway property, a vendor of hot chestnuts on the sidewalk or a politician's favorite cement contractor asks a privilege and gets some special monopoly or franchise, the public is being cheated. Privilege was the devil in Johnson's cosmology.

In Tom L.'s time the city was still the tail to the state's kite. Today America becomes more citified every census. We are metropolitanizing. The city is becoming the big power center. Johnson became known as the ''prophet of the city." He defined what a big city was, what it should do, for whom it should labor, namely, the public. Cleveland has not forgotten it.

Johnson's fortune dwindled. His majority forsook him. He was a broken, sick man and he died less than two years after losing to Herman Baehr, West Side brewer and the first man of non-Yankee stock to be mayor of Cleveland. Thousands crowded the sidewalks as his casket rode to the depot. He was buried in Brooklyn, N.Y., next to Henry George.

It says on his statue in Public Square:

"Beyond his party
And beyond his class
This man forsook the few
To serve the mass

"He found us groping
Leaderless and blind.
He I.eft a city
With a civic mind.

"He found us striving
Each his selfish part.
He left a city
With a civic heart."

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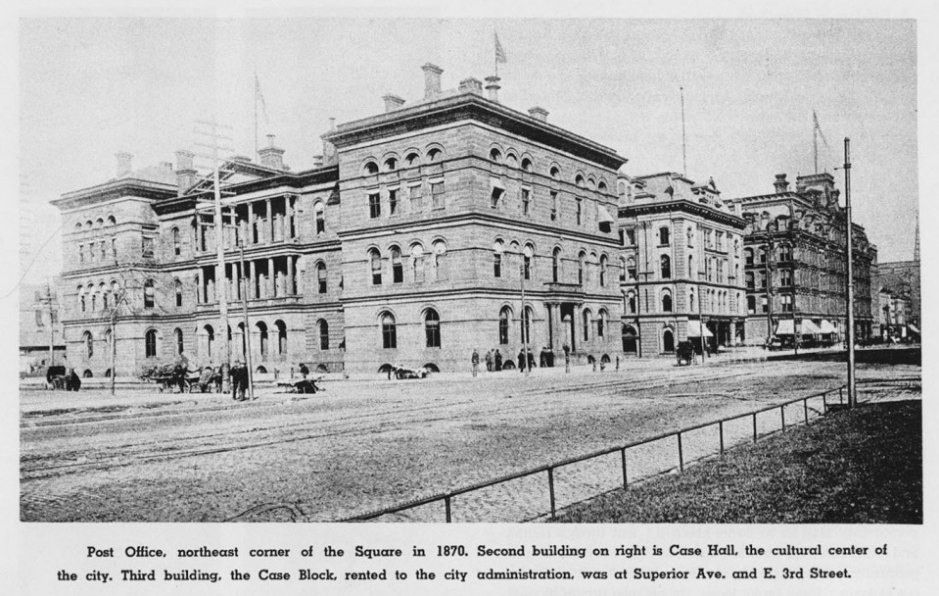

Post Office, northeast corner of the Square in 1870. Second building on right is Case Hall, the cultural center of the city. Third building, the Case Block, rented to the city administration, was at Superior Ave. and E. 3rd Street.

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A Bridge is Wrecked

"The best people" had run the city at the start. Banker Leonard Case, the Kelleys, names like Kingsbury and Buhrer, Otis and other early settler families held the major offices. Case's elder son, William, was mayor in 1850 when Cleveland and the town west across the Cuyahoga River, Ohio City, did battle over one of the bridges. The main casualty was the bridge. Mayor Case, delicate and scholarly, led a company of militia armed with a cannon against an Ohio City mob armed with crowbars, clubs and stones. The West Siders ran Mayor Case's army off. The bridge was ruined. Not long after, Cleveland absorbed Ohio City, gracefully letting an Ohio City man be mayor of the unified municipality.

Johnson had one progressive forerunner, Robert E. McKisson. McKisson was a man of the new time. He defied the city's tradition of letting the well to do, then spearheaded by Mark Hanna, set limits for City Hall's energies. Handsome young "Curly-headed Bob" became mayor in 1895. He took office in time to officiate at Cleveland's Centennial, 1896, with its pioneer cabin on Public Square and its ceremonial pilgrimages back to Connecticut and Massachusetts.

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Old City Hall, 1875-1916. The city administration rented the Case Block for 25 years at $36,000 a year, but in 1906 purchased it from the Case estate. In 1916 it was razed to make way for the Public Library. On the top floor of the City Hall, Archibald M. Willard and his artist friends united in an art colony which developed talent that gained international fame. Willard painted the great patriotic "The Spirit of '76."

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He also took office in time for a street railway fight. The franchises were up for renewal, and Mark Hanna expected City Hall to be docile about it. But though Hanna and McKisson were both Republicans, they were not friends politically. Smashing old precedent, McKisson demanded a cut in fares. Fury broke loose. In his own tussles against the lordly railway owners, like Johnson after him, McKisson once counter-attacked by running against Hanna statewide. He challenged Hanna for U.S. Senator -- and lost by only one vote.

After Johnson, his followers kept his torch flaming to throw at privilege and power. The master flame thrower was Peter Witt. Peter was an iron moulder with a head full of acid ideas, a heart full of righteous anger and a tongue that slashed like a razor. He had come to a Johnson tent meeting to heckle a puffed up, faking millionaire. Johnson jovially asked him to the platform and let him talk. Johnson charmed Witt, convinced him and converted him. From there on and after Johnson died, Peter Witt went forth to sell tirelessly the word of his hero.

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Cleveland's own stately City Hall in the new Group Plan, dedicated on July 4, 1916. Note that the great statues on top and on either side of the doors were not yet in place at the time this picture was taken. Chairman of the dedication was Myron T. Herrick. Mayor was Harry L. Davis.

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At tent meetings, the program was a solid talk by Tom L., then some polished oratory by Newton D. Baker, the scholar, who was himself to become mayor, and finally Peter Witt showering his stilettos against the House of Privilege. Even in the elegant calm of attorneys' offices, when the mayor and the transit owners were discussing terms, Peter Witt would blast out: "Cut-throats!" "Thieves!" "Robbers!" One of his jobs for Johnson was to run the "tax school," lecturing voters on who was paying the taxes and who ought to pay them.

Inheriting Johnson's mantle, Witt kept around him a group of single taxers, reformers and intellects who fought political machines and tried vainly to make Witt mayor. They were a minority of independents. With Johnson gone, and Baker's term as mayor over, political machines resumed business as usual. Maurice Maschke was a brilliant Republican boss. For instance, though liberal Cleveland's Republicans were lopsidedly for Theodore Roosevelt, Maschke took a bloc of loyalist votes to the 1912 GOP convention and delivered them to William H. Taft. W. Burr Gongwer, converted from a Republican by Tom L. Johnson, served as an aide to Baker first and then became Democratic county chairman. The Witt faction ran alongside, sniping at both machines.

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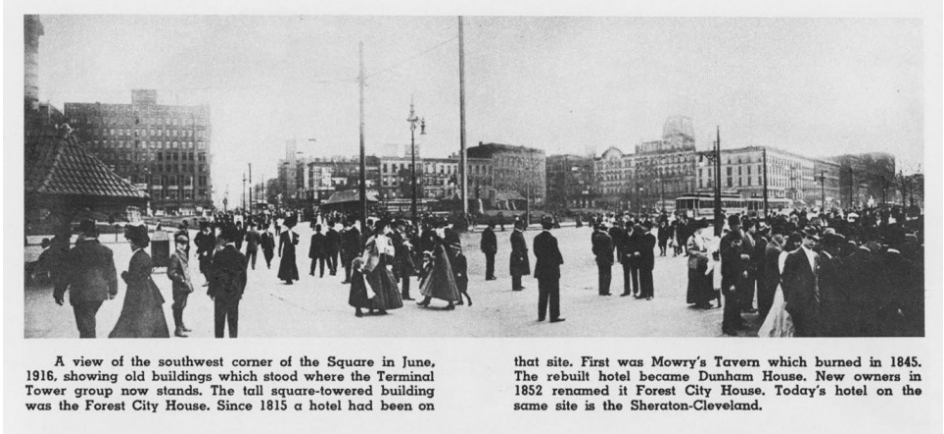

A view of the southwest corner of the Square in June, 1916, showing old buildings which stood where the Terminal Tower group now stands. The tall square-towered building was the Forest City House. Since 1815 a hotel had been on that site. First was Mowry's Tavern which burned in 1845. The rebuilt hotel became Dunham House. New owners in 1852 renamed it Forest City House. Today's hotel on the same site is the Sheraton-Cleveland.

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Witt Versus “The Vans”

Witt presided at "The Soviet Table" at the City Club, a luncheon argument and idea-trading forum set up in 1912. He kept an audience of lawyers, professors, dissenters, antagonists, single taxers and those who liked vinegar with their noontime snack. Once a year, later, he held a town meeting, a public lampooning of public figures and a crowd would come to see this nostalgic revival of the old tent meetings.

Single-handed but vainly Witt opposed 0. P. and M. J. Van Sweringen's proposal to defy Tom L. Johnson's original group plan. They wanted to put the Union Depot on Public Square instead of the lakefront. To Peter Witt this was heresy. "The Vans" had pyramided a parcel of real estate into an empire of railroads. The communal and celibate Shaker sect had farmed that land. (Ohio once passed a law against their practice of replenishing their male population by conversion. Too many husbands and fathers were finding new freedom from family burdens by making this religious step.)

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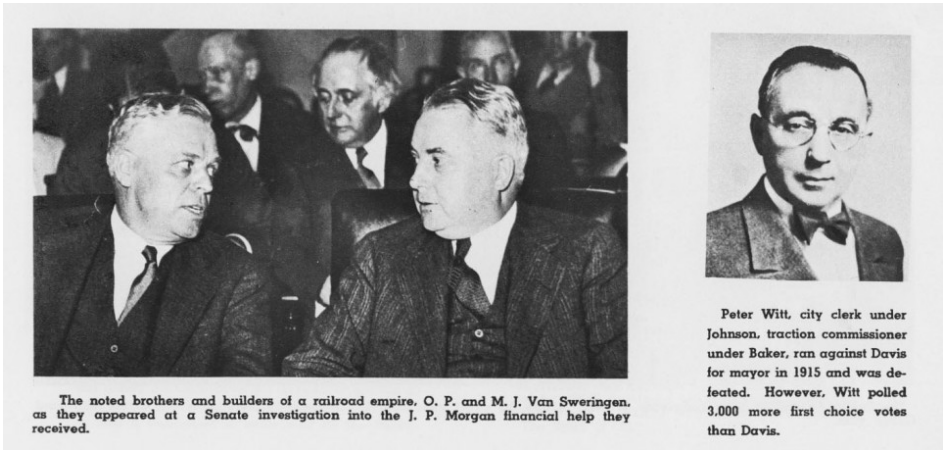

The noted brothers and builders of a railroad empire, O. P. and M. J. Van Sweringen, as they appeared at a Senate investigation into the J. P. Morgan financial help they received.

Peter Witt, city clerk under Johnson, traction commissioner under Baker, ran against Davis for mayor in 1915 and was defeated. However, Witt polled 3,000 more first choice votes than Davis.

Left: The noted brothers and builders of a railroad empire, 0. P. and M. J. Van Sweringen. as they appeared at a Senate investigation into the J. P. Morgan financial help they received. Right: Peter Witt city clerk under Johnson. traction commissioner under Baker, ran against Davis for mayor in 1915 and was defeated. However, Witt polled 3,000 more first choice votes than Davis.

"The Vans" planned Shaker Heights as a rich men's exclusive, rigidly zoned suburb to maintain real estate values. Its streets funneled up to a rapid transit line. To get the right of way from their suburb to Public Square, the Van Sweringen brothers bought the Nickel Plate Railroad from New York Central in 1916. They now could run cars down through Kingsbury Run, but they needed a terminal. They conceived a great $60 million group of buildings, one to have a tower to rival the tallest on Manhattan Island.

Up Euclid A venue, the merchants were hostile. They said the Vans were pulling the center of business back to Public Square when .the trend had been out east. The Pennsylvania Railroad refused to move out of the 1866 depot down where lake and Cuyahoga River flats met. Witt went to court and tried to cut the Van Sweringen blueprints to shreds.

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The vision of the "Vans" planned the first suburban shopping center at Shaker Square. View in 1929 shows Moreland Courts apartments under construction, stores and theatre not yet begun. The Rapid Transit station was not built until 1954. Note lack of tree growth which characterized an area of fields at that time.

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But the Vans won. The Terminal Tower, 708 feet high, 52 stories, with great, blocky supporting buildings rose in the prosperous 1920s to add to the city's emblems of greatness. Hundreds of bankers, bondholders and savings depositors, in the bank smashup just after the Terminal was dedicated in 1930, lost money which depended on the Van Sweringen pyramid of finance. That debacle was too big to have given Tom Johnson's ghost much satisfaction.

The Van Sweringen Co. went into receivership. Two decades later, county and cities were still waiting for back taxes on the land they had so carefully platted. But the Terminal Group, as grand as the Mall group, as well as Shaker Square, perhaps the first planned suburban shopping center in the country, and the top-grade schools and neighborhoods, and the well-run rapid transit line now owned by the city of Shaker Heights, remain.

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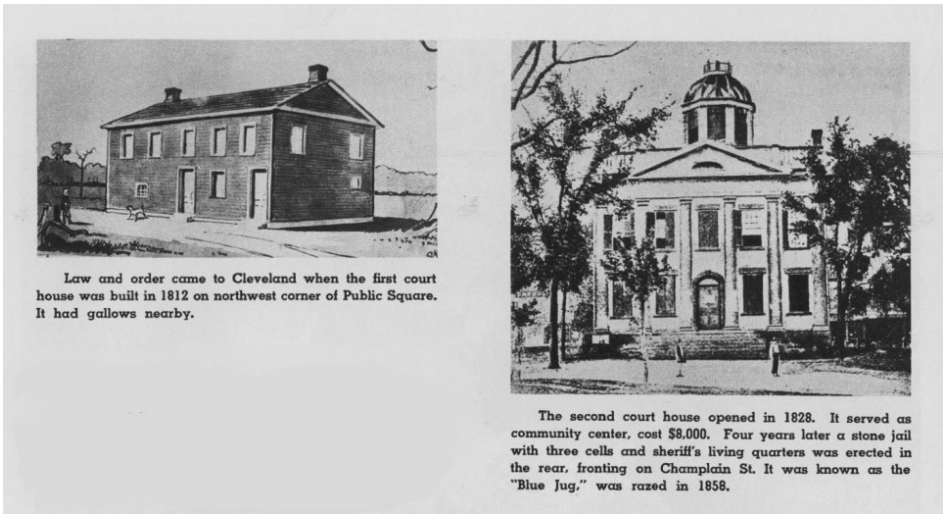

Law and order came to Cleveland when the first court house was built in 1812 on northwest corner of Public Square. It had gallows nearby.

The second court house opened in 1828. It served as community center, cost $8,000. Four years later a stone jail with three cells and sheriff's living quarters was erected in the rear, fronting on Champlain St. It was known as the "Blue Jug," was razed in 1858.

Left: Law and order came to Cleveland when the first court house was built in 1812 on northwest comer of Public Square. It had gallows nearby. Right: The second court house opened in 1828. It served as community center, cost $8,000. Four years later a stone jail with three cells and sheriff's living quarters was erected in the rear, fronting on Champlain St. It was known as the "'Blue Jug," was razed in 1858.

Reform Spirit Persisted

If the letter of Johnson's Mall Plan was not followed, the reform spirit persisted. In 1924 Cleveland tried the city manager plan. It was the first big city to make the experi• ment. Theorists like Prof. A. R. Hatton of Western Reserve University and Peter Witt's forces were sure it would stop the spoils system of the political machines.

More experiments. The city decided to try "P.R." That stood for "proportional representation.' Instead of majority take all, Cleveland tried a ballot marked, "I," "2," "3" and so on for one's first, second, third and subsequent choices. Once a candidate was elected on first choices, he needed no more votes, so those given second choices were in line to roll up enough 2s to get in. The minorities hoped to break through the party slates this way, and they did. The city in this period put Prof. Hatton, Peter Witt, a pair of social welfare minded women and a few other independents into Council.

But reformers and citizens in general got uneasy about the plan. They said that the Republicans and Democrats had made a 60-40 split of patronage so they could still collect the spoils. The majority party got 60 % of the jobs and the minority 40%, and together the two parties could control the city manager, the reformers argued. He was not the unpolitical business-like executive they had hoped for because politicians could fire him, acting in unison. Besides, they said, the. complicated vote count of P. R. became a madhouse on election night and they charged that the cynical polittcians could manipulate ballots and squeeze out unwanted independents.

The same reform army that had fought for the manager plan now went out to kill it. They wanted a strong mayor charter and many of them wanted Peter Witt to be the first mayor under it. One of them was a civic-souled lawyer, Saul S. Danaceau, who as a boy had gaped at the great men at Johnson tent meetings. Another was E. T. Downer, registrar at Western Reserve University. A third was a still-ambitious Republican who had beaten Witt for mayor in 1915, had once become Ohio's governor and was hoping to make a comeback. He was Harry L. Davis, no reformer at all but a power with innumerable friends.

The three tinkered and tooled and in 1931 the voters dumped the manager plan out, first major city to abandon it, and voted in the present charter. It contained a good deal of Johnson, of Baker and Witt ideas and safeguards for the public. But instead of electing Peter Witt, the voters chose Ray T. Miller, the city's first Catholic mayor and of German-Irish descent. He was symbolic of the first two immigrant groups to come after the New England settlers. Miller, a big, vigorous, blunt man, won the job

of county prosecutor in 1928, when Democrats were rare-in the county courthouse. He sent to prison not just hoodlums of the gangster era but Republicans caught cheating in county office. He helped Cleveland to start pivoting toward Democrats before the nation went Democratic with Franklin D. Roosevelt.

Miller lost his mayoralty in 1933, when his administration was swamped by the breadlines and marchers on City Hall. Radical speakers were crying out in Public Square and the relief snarl was making every public official look ineffectual.

But in 1932 a strong phalanx of able Democrats came into county offices. From then on they were fastened into their places by the grip the Democratic party got on big industrial cities. Miller became his party's county chairman. No Republican has broken into county government since then.

The Last Republican Mayor

City Hall was a different matter. The progressive charter of 1931 made contests for mayor and 33 places in Council nonpartisan. Since the Peter Witt days, the candidate who could say he was independent of party sounded unbossed, and had a head start on any party loyalist.

As if to prove that party wheelhorses should not be mayors, Harry L. Davis succeeded Miller, inherited the depression mess and failed to impress the city. Slot machines clicked and crime rumbled louder. This one last taste of an old-line politician was too much. In 1935 Maschke, the Republican boss, plus the newspapers and many reformers backed Harold H. Burton for mayor. Burton was a lawyer of New England background, unquestioned honesty and meticulous propriety. He held office until 1940, when he was elected to the U.S. Senate. (Later he was appointed to the U.S. Supreme Court.) He was the city's last Republican mayor.

At the next election a county judge, first-generation Slovenian-American, broke with Miller, ran as an independent and became the most phenomenal vote-getter in Cleveland history. Frank J. Lausche was first of a series. Thomas A.Burke, who was mayor longer even than Johnson, and then Anthony J. Celebrezze, who kept on getting elected, all split with Miller's organization.

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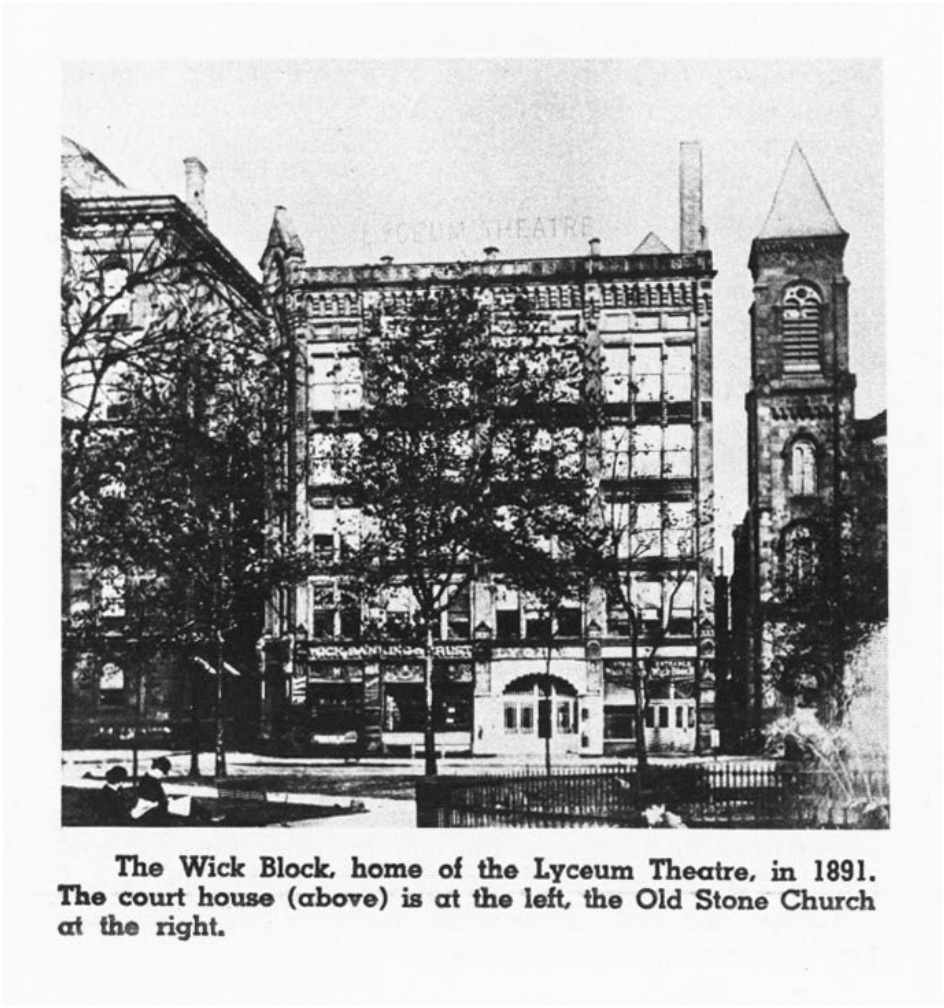

The Wick Block, home of the Lyceum Theatre, in 1891. The court house (above) is at the left, the Old Stone Church at the right.

The Wick Block, home of the Lyceum Theater, in 1891. The court house is at left, the Old Stone Church at the right.

Miller threw all he had into trying to whip these men who had strayed. He himself ran against Lausche for governor but got beat. He ran candidates against "independent" mayors to no avail. He could elect full slates of Democrats to the state legislature and to the county offices. But the mayoralty, governorship and U.S. Senate seats and delegates to national Democratic conventions kept slipping out of his hands. Seeking a way to tame maverick Democratic mayors, the party regulars managed to amend the city laws to require mayoralty candidates to run in party primaries instead of nonpartisan and unlabeled.

Democrats Gain in Suburbs

Yet the tides and times were making the near-monopoly of the Democrats more solid. As Cleveland sprawled outward, Democrats from within the mother city were infiltrating the once-Republican suburbs. A pivotal year was 1960. In the presidential election half of the suburban cities and villages went Democratic and half Republican. For the first time, too, more votes were cast in the suburbs than in the city proper. Cleveland itself went 70% Democratic, as expected.

Suburban life was no longer for upper-income, mainly Republican families. All classes excepting Negroes were moving out there, including the "cosmopolitan" or "nationality" groups with their long history of Democratic voting. Even the spillover from CUyahoga County into Lake County, which is in Cleveland's metropolitan district, in 1960 showed up in the election of several Democrats to county offices formerly held by Republicans for decades. The theory that a Democrat moves to the suburbs, buys a five-pound box of grass seed and turns Republican seemed to be disproved.

Up until the 1920s most big cities were able to annex "dormitory suburbs" which they had spawned. But then they, Cleveland included, came up against the master bedroom suburbs of the better-off. Where the imitation castles and English style

country manors began, the suburbs were able to keep up their de luxe schools and city services, being full of prosperous taxpayers.

Lower personal income suburbs could keep afloat az,d autonomous if they had enough industry in town to help pay the taxes needed. Euclid, for instance, zoned itself smartly to attract big industry along its shoreline and railroad lines. An extreme example is Cuyahoga Heights, which is a big cluster of smoky steel plants-which pay big taxes-with only a small handful of residents who can stand the factory atmosphere and can have the richest schools in the county and a low tax rate to boot.

The County Charter Problem

Other suburbs had neither wealthy inhabitants nor rail lines nor water nor industry to shoulder the heavy hod of taxes. There was a septic tank belt. There were suburbs too poor in tax base to buy a fire pumper on credit. Some still had volunteer fire departments in 1960. City water had gone over the boundary into Summit County, but patches of Cleveland's suburbia were still getting along on wells or were leapfrogged by developers because water was not to be had there.

Greater Cleveland tackled the snarly problem of many small odd-shaped boxes of municipalities and many countywide services in two ways. It made a metropolitan survey in the 1950s and then tried vainly to sell the voters on a reorganized county metropolitan government in 1959. The new government would have taken over major urban services: Water, sewerage, airports, zoo, Public Auditorium (where conventions, home and flower shows, sports and boating shows, and the Metropolitan Opera run the round of the year) the Stadium (where the Cleveland Indians and Cleveland Browns can play to 80,000 spectators), traffic control and main streets.

Charterites, mainly Republicans and Citizens League members, propose charter movements. Democrats, having the votes, jump in and get half or more of the seats on the charter commissions. Then they draw up a charter proposal which progressives, home rule enthusiasts and "newspaper suburbs" vote for. So do some who see the charter as a Democratic document. But the cities that have paid long and dearly to get good water, sewage and garbage plants see the charter as a threat to take away their facilities for the use of others who have not been willing to pay for them.

Contemporary Leaders in Cleveland's Growth

These five mayors and one city manager are representative of the chief executives who guided Cleveland through significant years of its recent history. They are being discussed here because they came to offce at a time when the city was experiencing tremendous change in many phases of its life and because, through their counsel and leadership, Cleveland moved forward on the road to greatness.

Newton D. Baker

NEWTON D. BAKER was a valiant mayor of Cleveland and long a servant of the people in the truest sense. Always his name will be remembered in the city's history for his devotion to cause, historical logic and his broad understanding of municipal management.

But Newton D. Baker also was a brilliant national leader. He was secretary of war under President Wilson in World War I. His name will be remembered for his idealism, his unruffled calm in the days of battle and his fight for world peace.

In 1894, after graduation from Washington and Lee University, Baker opened a law office in Martinsburg, W. Va. But he had scarcely a client. He took a job as private secretary to the postmaster general in Washington and later he went on a vacation to Europe. On board ship he met and impressed a Cleveland judge, who invited him to come and join his law firm.

So Baker began his Cleveland career and his efforts for the Democratic party. Tom L. Johnson, the city's dynamic mayor, made him law director. Then, in 1911, he ran for mayor and won. In 1913, he was re-elected.

Mayor Baker, taking over Johnson's mantle, won for Cleveland the municipal light plant ("My little mental giant," Johnson called him). And Baker got home rule for cities and a new Cleveland charter, and a host of municipal projects for the people.

President Wilson offered Baker the post of Secretary of the Interior in his cabinet in 1913, but he declined to break off his duties as mayor. In 1916, after he left City Hall, the president asked him to be Secretary of War. He accepted.

In later years, he came back to Cleveland and to the law. President Hoover named him to the Wickersham Commission to study prohibition. President Coolidge appointed him to the Court of International Justice at The Hague. Always he was fighting for the League of Nations and for world peace.

"I am so much for peace," he said some time before he died, in 1937, “that I am ready to fight for it.”

William R. Hopkins

MANY people in this city, who often disagree on one matter or another, usually are unanimous about one thing when they talk about William R. Hopkins. They say he "put Cleveland on the map."

"W. R.," as he was called, left more physical reminders of his leadership here than probably any other Clevelander. He died, at the age of 91, last February, but you can encounter his works all over town.

Hopkins was city manager from 1924 to 1930. Cleveland had mayors before him, but the city charter was changed, by election in 1921, because it was felt that the old federal plan was inadequate to cope with graft and incompetency.

The square-jawed Welshman changed the face of the city: Streets were rebuilt, repaired and widened and new streets were cut through. Parks were enlarged and improved and new public buildings were erected. The LorainCarnegie Bridge was put up, the two wings of Public Hall were built and the vast underground Exhibition Hall was built. The Cultural Gardens were laid out. And this era also saw the development of the giant Union Terminal project on the city's Public Square.

But it is Cleveland Hopkins Airport that is the real monument to W. R. Hopkins.

The city manager wished to make Cleveland a center of what was a new system of transportation back in those days. He saw the possibilities of commercial aviation and he began a crusade to put Cleveland in the forefront of the the aeronautical world. Often he was criticized for spending money for a flying field so far from the heart of the city.

But Hopkins held firm and he built an airdrome of the size he was certain would be needed in Cleveland one day. Tribute to his vision came on his 82nd birthday anniversary, in July, 1951, when he led the dedication ceremonies that added his name to the official name of Cleveland's big, modern port, where sleek jets roar off to distant cities.

Harold H. Burton

THE career of Harold H. Burton is an example of what teachers of government and public affairs time and again tell their students: if a city is dynamic, community-minded and well-run, it will attract to it men to match its stature.

Burton's background, as is Cleveland's, is New England, but he became interested in this city in the Midwest even before he left Harvard Law School because he heard of Cleveland's ideas for reform and progress in those 1920 years.

This was the place, he thought, to live and set up a law practice.

Politics--politics in the scholarly manner--took Burton, once he entered public life, on up: member of the Ohio Legislature, city law director, mayor (1935-1940), U.S. senator, and then associate justice of the United States Supreme Court.

As mayor, the Republican Burton was pretty much free to do as he wished, thanks to the wide variety of support he had received in his election. He took advantage of this and wrestled hard with the biggest problem of that time, city finance and city relief.

He completed the lake shore boulevard with funds from Washington. He kept after the state until he got help for Cleveland's big relief crisis in 1939. He was a man of industry who never let up. He liked a career based on a cause rather than on personality.

Probably no mayor in the city's history labored with more diligence. When he came here from the East, he wore a derby and had a broad Massachusetts accent. He got rid of the derby; the accent took longer to go. But, as he observed once: “I’m a bear for work. I’ll never change that.”

Ray T. Miller

AFTER Ray T. Miller was elected county prosecutor in 1928, a whole series of scandals broke out at City Hall.

The prosecutor prosecuted with vigor. He sent the offenders to prison right and left. He won wide commendation for the caliber of his assistants, one of whom was Thomas A. Burke, who was later himself to become a most popular mayor of Cleveland and a U.S. senator.

In 1931, Miller and the Democratic organization fought successfully to overthrow the city manager form of government. As his party's inevitable choice for mayor he was victorious and took office when the city’s financial structure was cracking in the depression.

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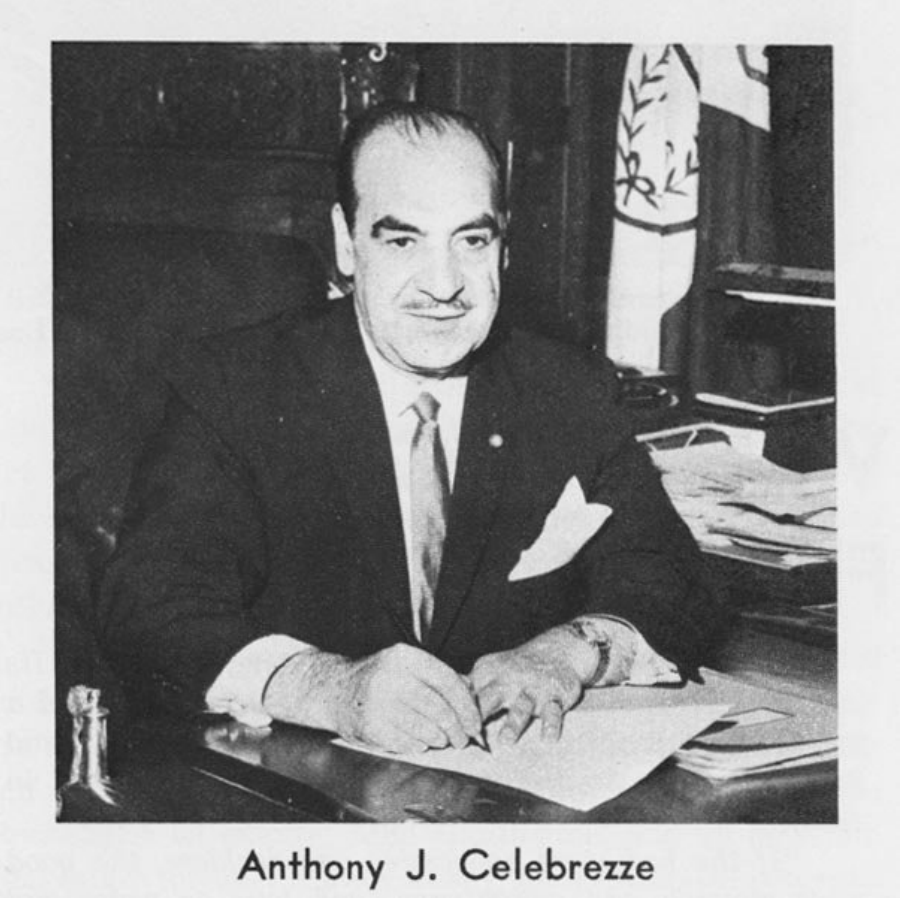

Anthony J. Celebrezze

Mayor Miller began a big program of retrenchment. After his first year, he was able to say that city government expenses had been cut $6 million. And also that year he concluded negotiations for lease of the Stadium by the Cleveland Indians, who played the first game there July 1, 1932.

And Mayor Miller moved the city into the area of public works as times became worse. He put men to work to start building Cleveland's Lake Shore Boulevard. This was in the face of criticism of many persons, who said such a lake drive couldn't be built.

Intra-party strife ruined the mayor's chances for reelection. He ran twice and lost. The party bickering increased, and Miller was in the thick of it. But eventually, after beginning again in a modest way, as a candidate for precinct committeeman, he won the Democrats' party chairmanship.

Miller is the party chairman in Cuyahoga County today. Aggressive and persistent, he lets it be known he runs the show.

Frank J. Lausche

FRANK J. Lausche was Cleveland's mayor in World War II. Three weeks after he entered office, Pearl

Harbor was attacked and one of his first official acts was to establish a civilian defense network. The organization he formed was one of the strongest in the country.

Lausche-who later was to become a five-term governor of Ohio and United States senator-then tackled the problem of public transportation. The city acquired the Cleveland Railway Co., ending a complicated and long drawn out controversy that he said could not continue in wartime.

Aware of the need for quick settlement of labor disputes in the city's bustling war plants, Lausche appointed a war production committee, which included representatives of both labor and management. It operated so successfully that it became a model for other cities. The mayor himself gave inspirational talks to the workers in war plants to help boost production. He organized a share-the-ride plan for war workers. He even found time to serve as an air raid warden.

Lausche, as a war mayor, had to cope with a multitude of new problems - health, housing, race relations, scrap reclamation, meat shortages, black markets, postwar planning. He created special committees to work on them.

The mayor also had to deal with the impact of war upon municipal government-increased city salaries, bigger supply and repair costs, postponement of new construction, difficulties in getting essential supplies and equipment to run the city, and the inevitable problem of manpower.

Mayor Lausche, a Democrat on the books but always an independent in action, fought to control strikes and to keep down municipal expenses. A lawyer, he served as a municipal judge and Common Pleas judge before reaching the mayoral chair.

Thomas A. Burke

THE "father of Rapid Transit" in Cleveland is the term often applied to Thomas A. Burke, who was mayor four times.

Tom Burke was city law director when, in January, 1945, Frank J. Lausche resigned to become governor of Ohio. Burke stepped into the mayor's chair. Then that November, he ran for mayor and won easily. He served four successive elected terms. Later he served for a time as U.S. senator from Ohio.

It was not long after he first became mayor that Burke began to see the need for fast cross-city transportation that was not affected by traffic conditions. He was certain that rapid transit was the answer. So he set out to get it, and he used his Irish wit and persistence to m a n a g e a loan of $29,500,000 from the Reconstruction Finance Corp. in Washington. One day he broke the first earth for the project and the present Rapid Transit System is the result.

Burke moved fast at City Hall when the chips were down. He handled an electric utility strike by personally telephoning the White House. The United States .Army took over. This was during World War II and he was thinking of what the strike would do to the community's war effort. At another time, municipal workers staged a strike. He called in labor leaders and said he was going to keep City Hall open. The strike lasted less than a day.

Another accomplishment of Mayor Burke's, which required his own special brand of diplomacy. was the passage of a $35 million city bond issue. For years Cleveland had been rejecting bond issues. Burke, largely because he was able to organize

support by using tact and persuasiveness with large real estate interests, was able to get all 18 of the vital issues approved.

This mammoth multiple bond issue enabled Cleveland to get going on a host of postwar improvements that had been needed for years but which never before could be financed.

Mayor Burke, who had sent a number of racketeers to prison as assistant county prosecuter back in the 1930s, threw his full support as chief executive behind a big policypolice graft investigation in one of his later terms. This resulted in jail for a bribe-taking police lieutenant and two top policy operators.

An airport on Cleveland's lakefront, close to downtown, was one of Mayor Burke's chief interests. He kept pressing for the project and encouraging its development until eventually it became a reality. Not long ago, at dedication ceremonies, it was christened Burke Lakefront Airport in his honor.

Anthony J. Celebrezze

MAYOR ANTHONY J. CELEBREZZE, who is serving his fourth term and seeking a fifth, has the sound of bulldozers and pile drivers on his mind.

The restoration of downtown Cleveland is the mayor's continuing purpose. Buying and clearing acres of land for Erieview, the big urban redevelopment project where bright new buildings are expected to rise from the torn-down rubble of the old, are the first steps in a plan to fight decay that is taking the life out of the center of many American cities.

Also, Mayor Celebrezze's administration has been economy-minded, working to hold down the tax rate, despite the need for spending for the renewal projects and for improvements to meet the trade of the St. Lawrence Seaway. He feels also that his strictness about maintenance of law and order in the city has brought results.

A Democrat, Mayor Celebrezze is Cleveland's first foreign-born chief executive. He came from Anzi, Italy, the ninth of 13 children in the family. He was brought to Cleveland when he was two.

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Cleveland Public Library, Superior Ave., at E. 3rd St. The former Plain Dealer Building is now the Business and Science Building, connected to the main building by Eastman Park.

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Wealth of City Flows Into Culture

"Our city had from the first a tough element. Its whisky still started in 1800. Not untii years after did a few of the citizens meet to worship God on Sunday," said Schoolmistress Guilford at the Cleveland centennial in 1896.

"If the bad were aggressive and reckless, the good were staunch and enlightened, and love or order and righteousness at length turned the scale. It was no ordinary community of 70 persons which formed a Library Association of 16 men."

ONE of those 16 was that self-taught frontiersman, Lorenzo Carter. He could talk a party of Indians off the warpath in their own tongue or, if it came to it, thrash a tentful of them bare-fisted. He could build a boat, run an inn, keep the town's accounts. He borrowed from the library such volumes as Goldsmith's "History of Greece." Once he kept Cervantes' "Don Quixote" long overdue.

And, these days, Cleveland is still bringing home high grades in learning and literacy from whatever Miss Guilford gives out the marks to cities for cultural effort.

In 1960, as usual, the treasure that is the massive Cleveland Public Library led all the other big-city systems in this country in the rate at which its 2,900,000 books are used; 8.03 per capita. Among public libraries in the United States, only the New York Public Library has more books than Cleveland's.

Downtown, on Superior Avenue, the Main Library covers an entire city block. Out in the neighborhoods in every part of Cleveland and also in many of the schools there are branches to serve the people. Also, bookmobiles carry thousands of volumes cut to those who are not able to leave their beds or homes.

The Cleveland Public Library is a great research library to supply materials from all over the world under the guidance of specialists in their fields. Up on the top floor is the famed John G. White Collection of Orientalia, rare specimens that mark it one of the largest collections in the world.

In 1884, the library board hired a former book store clerk, William Howard Brett, to be its librarian. Brett started the "open shelf" system of keeping books so that, as in the modern supermarket, you could walk in and pick out what you wanted, instead of ordering a book and waiting for someone to bring it.

But the Cleveland Public Library does more for the community than simply opening its doors and pointing to the shelves of books. The downtown library sponsors film matinees and musical evenings. And they are free to the public; not even a library card is needed to be admitted to these events.

"What a marvelous collective presentation of the arts!" a visitor from Washington remarked recently after a tour of the library.

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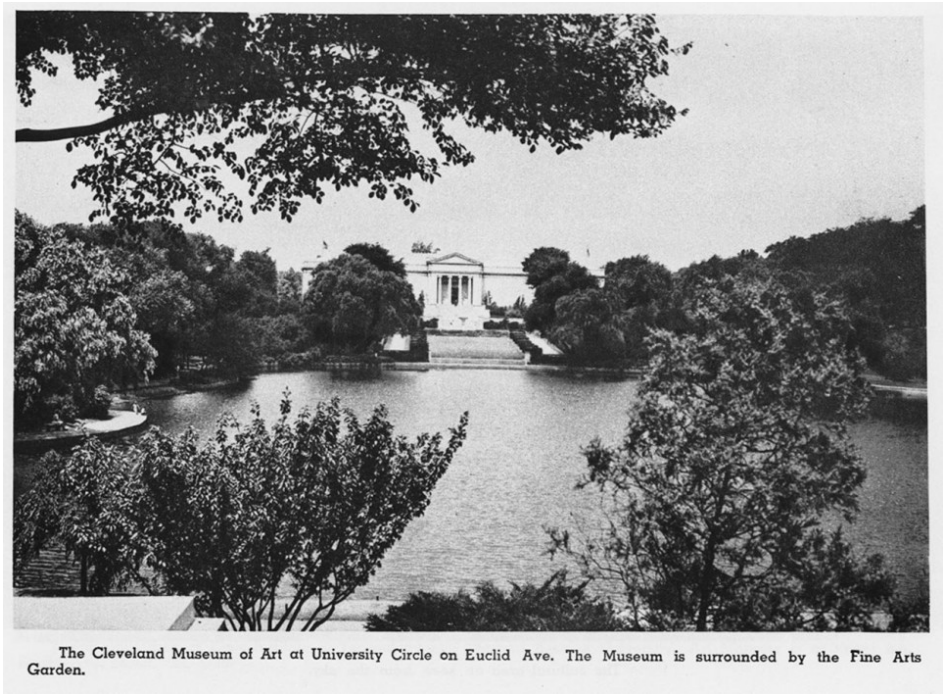

The Cleveland Museum of Art at University Circle on Euclid Ave. The Museum is surrounded by the Fine Arts Garden.

The Cleveland Museum of Art at University Circle on Euclid Ave. The Museum is surrounded by the Fine Arts Garden.

Art Museum Is Teacher

In Cleveland there is no Left Bank, no Greenwich Village, where one can paint and talk in a painter's company. Still, the Cleveland Museum of Art is the second richest in the land, standing right up under the lorgnette of the Metropolitan Museum of Art, which gets about a million dollars in city tax money each year.

Iron, coal and shipping wealth, which was poured into the museum in the last bequest of Leonard C. Hanna Jr., a nephew of Mark Hanna, added up to $33,400,000 some months ago. The collections of the museum are worth $33,-000,000, and the endowment is counted at $45,000,000.

On the walls of this museum hang the works of so many of the world's great masters, whose reds, yellows, greens and purples everlastingly enchant the eyes of men. And the museum also has power in the decorative arts: fabrics, carvings, furniture. One can see in this great depository a sprinkling of every people's art: Italian, French, Dutch, American, Oriental, Egyptian, ranging from primitive, medieval and Renaissance to the moderns.

But, perhaps more importantly, the Cleveland Museum of Art, is a welcoming and .teaching museum.

A pathfinder in opening out man-made beauty to the community, the museum tries to give joy and to educate, rather than simply to store art treasures in a mausoleumlike vault. In so doing, it is following the purpose of Jeptha H. Wade, who gave it the land, in 1882, and who wanted thereon a building devoted to art "for the benefit of all the people forever."

Consequently, today, the museum, in addition to showing off its possessions, has a broad program of art education for both children and adults, designed to encourage interest in art and to discover special talent. The museum's Annual Exhibition of Work by Cleveland Artists and Craftsmen, known popularly as the "May Show," is nationally celebrated.

For Public Inspiration

It was Frederic Allen Whiting-a man with bad eyes who became an authority on the visual arts-to whom the art trustees turned to develop the museum. He was one of the first to convert museums from those chambers of dead treasures into cheerful centers for public inspiration. His influence is still plainly to be seen.

Four Cleveland philanthropists had separately hoped to create this museum. Wade had the land in a fine setting. He knew about art first-hand; he had worked in oils himself. The banker, Hinman B. Hurlbut; a prince in the Rockefeller oil empire, John Huntington, and an heir to a real estate fortune, Horace Kelley, all left parallel bequests.

As a way of raising money to help victims of the 1893 panic, the Citizens' Relief Association had put on a loan exhibit downtown. Private collections of the mansions of great families now came out for the public to see for the first time. An association was formed and bought some pieces for a permanent gallery.

But it was not until the intricacies of the law finally welded together the vast legacies of Wade, Huntington, Hurlbut and Kelley that the art museum became a reality. Then private collections showered down. Some imposing acquisitions were brought here. Cleveland came of age in the world of art.

Nearby the museum today is the shiny new Cleveland Institute of Art, which is a notable institution in this part of the nation. Fourteen art galleries spread out through the

city and nearly a dozen art leagues and guilds attest to the interest of Greater Clevelanders in this field of human advancement.

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The cultural area as seen from the sky.

The cultural area as seen from the sky.

Cultural Center Expands

If you stand at Euclid A venue and look across the Fine Arts Garden, the Cleveland Museum of Art, a cleancut Ionic in white marble, shines like the principal gem in the city's billion-dollar jewel box of cultural institutions, all clustered around University Circle.

More than two dozen centers of art, science, health, education, religion ,and welfare are gathered here. They have been expanding from time to time and now they are pledged to spend $175,000,000 more, moving on to a 500- acre section of land where once the Conestoga wagons pulled off the road from Buffalo, N.Y., for the night, across the creek from Doan's hotel and smithy.

This is to be part of an urban renewal project, one of the largest in America, covering 1,400 acres. The city joined with the hub of culture to replan and improve the environs of one of its show spots. Clevelanders pressed a bill through Congress to make it possible. It permits the city to use the 175 millions of private building as its matching funds to bring in federal money. In return, the cultural institutions can have condemned the land they need for their new buildings. This is Cleveland's kind of co-operative pioneer work.

Schools Set New Pattern

Cleveland always knew how to do it. Its public schools pushed tradition aside to do the necessary, rational thing. An industry-rich city needs technically trained workers, so Cleveland's educational system early established technical high schools. Science went into the list of courses when other school boards held to all-academic programs.

Many changes were tested and then quickly adopted --classes graded psychologically for boys and girls of different capabilities, classes at corrective schools and hospitals for crippled children, sight-saving classes, courses for he deaf, and "steamer clases" for those who had just come over from Europe and who wanted to know more about English and democracy.

Some of the democracy of Cleveland flavors the list of its schools.

There is Tom L. Johnson School and a Newton D. Baker School. There is a Harvey Rice School, named for a man who fathered the public school laws of Ohio. There is an Anton Grdina School in memory of a patriarch of the Slovenian settlement. There is a Crispus Attucks School He was a Negro martyr in the Revolutionary War.

A John Hay School was named for a Clevelander who was a secretary to Abraham Lincoln and later Secretary of State under President McKinley. There is a Charles Dickens, a Jane Addams, an Oliver Hazard Perry School. Commodore Perry's victorious guns off Put-in-Bay were believed to have been heard here, 60 miles down Lake Erie.

The school for deaf children is called Alexander Graham Bell. The boys' vocational school is Thomas A. Edison. Artemus Ward School carries the name of the nationally famous humorist, who once wrote for the Plain Dealer, and Paul Bellamy School has the name of the man who was an editor of the newspaper.

You can find a George Washington School and a George Carver School. The big trade school, where apprentices learn from union craftsmen-the first such plant in any American public school system-is named for Max S. Hayes, long editor of the Cleyeland Citizen, the weekly of the Cleveland Federation of Labor.

And there is a school called John D. Rockefeller School. His wife, Laura Spellman, once taught in the Cleveland school system.

Out in the virgin woodlands of the neatly platted Western Reserve, churchmen founded academies and solid little colleges on financial shoestrings when Cleveland was only another hamlet on the Ohio map.

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The campus area of Case Institute of Technology and Western Reserve University. Art Museum is at upper left. Euclid Ave. bisects the area.

The campus area of Case Institute of Technology and Western Reserve University. Art Museum is at upper left. Euclid Ave. bisects the area.

Colleges Are Founded

Oberlin College sprang up, the first coeducational college in America and a way station for escaping slaves, 35 miles to the southwest. By offering $7,500 and 60 acres, David Hudson landed Western Reserve Academy for his New England-like town, 23 miles southeast. Another academy, the Lake Erie Literary Society, labored to stay alive in Burton, 30 miles east. But Cleveland was having trouble getting itself a schqol -of higher learning.

There was talk of bringing the Burton Schl here, a Presbyterian college. But a Clevelander vetoed that, saying, "I'd rather have yellow fever in the town than the brand of theology taught at Burton."

On the other hand, when Cleveland tried to lure Westerp Reserve Academy up from Hudson, a trustee down there said no. He was against the roughnecks of a port city and its fleshly theaters and its saloons and high life corrupting the young college men.

A group of Clevelanders attempted to establish a university on a bluff jutting into the valley of the Cuyahoga River from the West Side. Today in that area you can run into a University Avenue and College, Literary and Professor Streets. The school died in infancy.

At Willoughby, over the Lake County Line, a medical school did well, and it was finally transplanted into downtown Cleveland in the 1840s. At last, prompted by the Rev. Hiram C. Hayden, pastor of the Old Stone Church, Amasa Stone offered to endow Western Reserve University if it would come to the big city. That was 1882, and it did.

Two years before this, Leonard Case Jr. died a bachelor and left his money to found a scientific college, Case School of Applied Science, now Case Institute of Technology. Other big donors came forward, including Alva Bradley, shipping and downtown real estate man, and Rockefeller.

So the banking and real estate money of Leonard Case Sr., the railroad money of Stone, shipping and oil fortunes, later the Mathers' steel millions and more oil funds from John L. Severance, and later Hanna coal and shipping wealth, all were plowed back into the city that produced it. A joint campus was chosen, the estate of the Holden family, one of the former "suburban" estates in the chain along Doan Brook.

Now the future preserve of culture was marked out clearly for the years.

This eastward drift was much like the outward movement of the well-off patrons of the institutions. It began around the center of town, the Public Square, back in the middle of the 19th Century.

“Ark” Is Cradle of Learning

The two sons of Leonard Case Sr. had used their father's old office on Public Square (where the Federal Building stands) as a sort of clubhouse. It was nicknamed "The Ark," it was so filled with stuffed birds, snakes, squirrels and other creatures. The inquisitive boys used the little wooden building as a reading room, a place for argument and chess and for ama\eur naturalists to swap discoveries. Dr. Jared P. Kirtland, who had made worthy contributions to science, a self-taught taxidermist, medical teacher and a colleague of Audubon, was a sort of dean of the "Arkites."

Out of the Ark crune institutions to elevate and broaden thought. Most of them-a Kirtland Society concentratihg on the science of nature, a Young Men's Literary Society, which became Case Library; and the Western Reserve Historical Association-found places around Public Square. Even the first Academy of Art was in a Case property. It was in the attic of City Hall when the hall was a rented building, the Case Block, on Superior Avenue, near Public Square.

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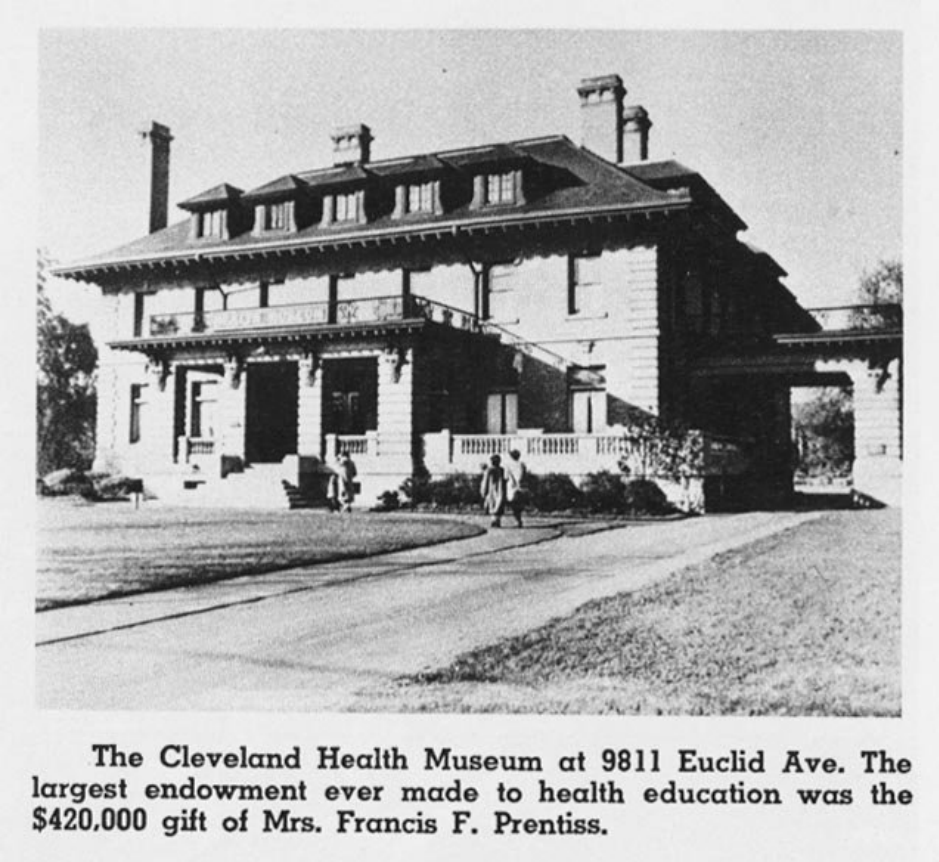

The Cleveland Health Museum at 9811 Euclid Ave. The largest endowment ever made to health education was the $420,000 gift of Mrs. Francis F. Prentiss.

The Cleveland Health Museum at 9811 Euclid Ave. The largest endowment ever made to health education was the $420,000 gift of Mrs. Francis F. Prentiss.

The first classes of Case Institute were held in the red brick Case family home across Rockwell A venue from the Federal Building on what is now the south edge of the Mall. Compare those first days of Case learning with the stillrising campus in University Circle today. Now, future engineers are being instructed in brand-new buildings of "a new face of Case" and in new academic concepts that teach stuaents about the humanities as well as about nuclear power.

President T. Keith Glennan of Case, who formerly was on the U.S. Atomic Energy Commission and head of the National Aeronautics and Space Administration, has predicted that his school, striving for the highest standards of work and the highest

quality of its students, will one day soon be near the top of its field in this country.

Next door, Western Reserve University, with its many schools, has also risen to distinction in its own work. Adelbert and Mather Colleges have turned out thousands of able men and women. Cleveland College, which concentrates on the part-time student with evenings to study, has made remarkable advances.

Leader in Medical Research

Achievements in the profession of medicine have won plaudits for Cleveland time and again. The outstanding medical school, with its staff of experts and its association with University Hospitals, has led the way in research in scores of the diseases that afflict mankind, including that killer, heart disease. A splendid program in the training of doctors has attracted international attention, with numerous foreign students coming to Cleveland for their study and internship.

Hanna and Mather money and grants of all kinds, including the help of the wealthy Ford Foundation, have helped to make the medical school one of the top institutions of its kind in the country.

On Western Reserve campus is the I. F. Freiberger Library housing more than 500,000 volumes. It has several notable collections and is distinguished for its Regional Union Catalog.

John Carroll University, founded and run by the Society of Jesus, opened first as St. Ignatius College, on the near West Side, and then moved to spacious grounds in suburban University Heights. Baldwin-Wallace College, an institution of the Methodists, has grown and prospered on the other side of the city, in Berea. Fenn College, downtown, has inspired business and industry with its workstudy plan of cooperative education. St. John College, on Cathedral Square, downtown, has, like Notre Dame and Ursuline Colleges, xemplified the high quality of teaching of the Catholic schools in the area.

As wealthy families moved out of their old Euclid Avenue mansions to seek the country air and more insulation from the city hubbub, many of the institutions that once were downtown fixtures edged out farther, too. Space downtown was becoming more costly, so they were being crowded from behind. Some of the families gave their houses to civic and cultural agencies. What was millionaires' row in the days of carriage and cutter became an avenue of civic organizations: Visiting Nurse Association, Family Service Association, Red Cross, and others.

ice Association, Red Cross, and others.

The Cleveland Museum of Natural History, which grew out of the Kirtland Society, went into the Euclid A venue home of the Leonard C. Hanna family. Then, feeling the pull to the east, it moved and built itself a building behind the Cleveland Museum of Art in the University Circle area.

As the director of the museum, William E. Scheele, has said, the chief mission of this institution is to educate. The museum works closely with 85 school systems in Greater Cleveland to portray dramatically the many chapters in "the story of life." Exhibits and displays show visitors, not the disconnected chapters, but the whole related story of life on earth.

First Health Museum

In the home vacated by the speech center, America's first health museum came to life.

Dr. Bruno Gebhard, who came to this country from Germany, where this kind of museum had been established, developed the Cleveland museum. Again, as with the other institutions for education, Clevelanders came forward to help this one and to serve it. Its exhibits of the mystery of life and the proper care of one's mind and body are always a source of wonder to its thousands of visitors.

Across Euclid A venue is the famous Cleveland Clinic, which was one of the first group-practice medical institutions in the country. One of Cleveland's original personalities, Dr. George W. Crile, set it going. He performed the first direct blood transfusion, and also became the world's foremost thyroid expert.

Dr. Crile was a sctacular theorizer on endocrine glands. Among other things, he believed that war could never be abolished in this world as long as man had adrenal glands, the glands of fear and fighting, and he hunted and dissected wild beasts

from the jungles of Africa to bolster that theory.

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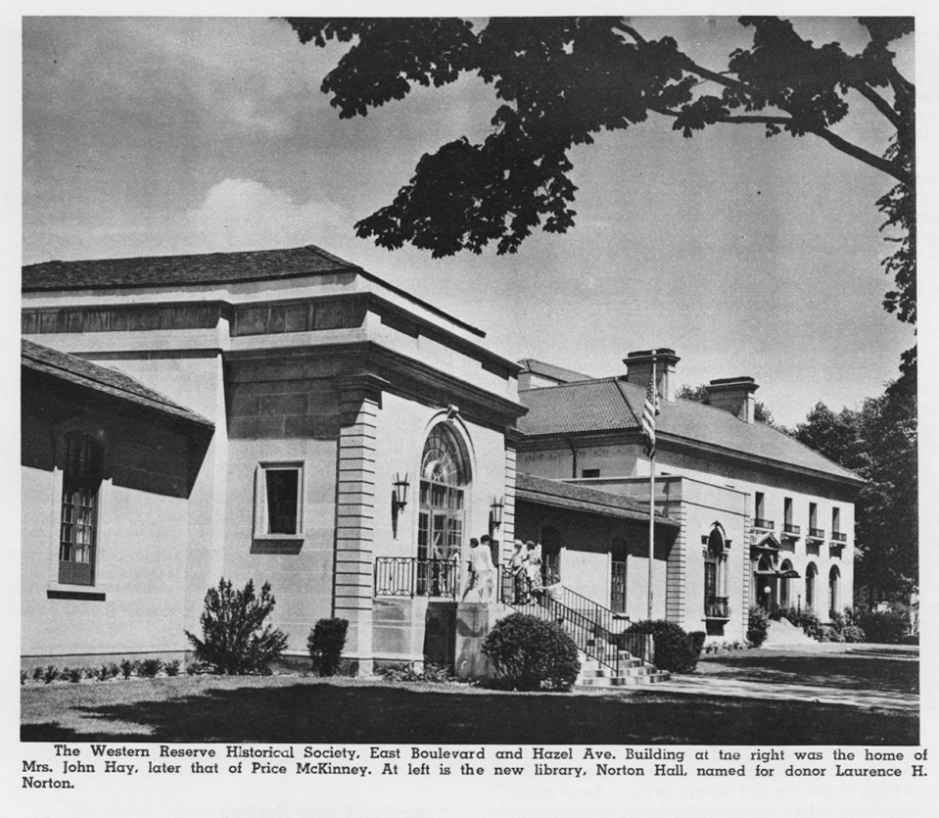

The Western Reserve Historical Society, East Boulevard and Hazel Ave. Building at tne right was the home of Mrs. John Hay, later that of Price McKinney. At left is the new library, Norton Hall, named for donor Laurence H. Norton.

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Center for History Study

Western Reserve Historical Society moved, too, from downtown to the edge of University Circle and to Euclid Avenue at E. 107th Street. Later it established itself on the drive along Wade Park in the newer Leonard Hanna home. By then Leonard Jr. had moved to Waite Hill, in Geauga County.

Here is one of the finest historical museums in the country. Scholars come from all parts of the land to pore over its valuable collections of books and papers. Its diaries of Civil War soldiers alone are calling experts to the society's shelves as the centennial of that war is being commemorated. Dr. Bell I. Wiley of Emory University, Atlanta, Ga., who is an eminent writer on Civil War topics, has said the society's research files are invaluable to scholars. The society, for instance, has a copy of every issue published by the Plain Dealer. The Napoleonic displays are among the best anywhere.

Staff, cleveland.com

The new Museum of Natural History. This interesting building is on hill terrain. permitting various levels and circular forms to create the group.

Severance Hall, the home of the Cleveland Orchestra, the Music School Settlement, the Garden Center, Mount Sinai Hospital, which is doing distinguished work in research and training, the library of the Cleveland Academy of Medicine, the Hearing and Speech Center, and many churches and other humane activities are in this circle cluster.

Even the Cuyahoga County Morgue was brought out to this area from downtown. It could move ahead faster in forensic medicine with experts from the law school and medical schools of Western Reserve University a few steps away. It has set up classes for police in medico-legal crime detection and court problems.

The Cleveland Hearing and Speech Center, a therapy and research agency, moved from a Euclid A venue mansion at E. 89th Street to get close to University Hospitals' ear and larynx specialists, to the physicists, and to the school where teachers of handicapped boys and girls learn their specialty.

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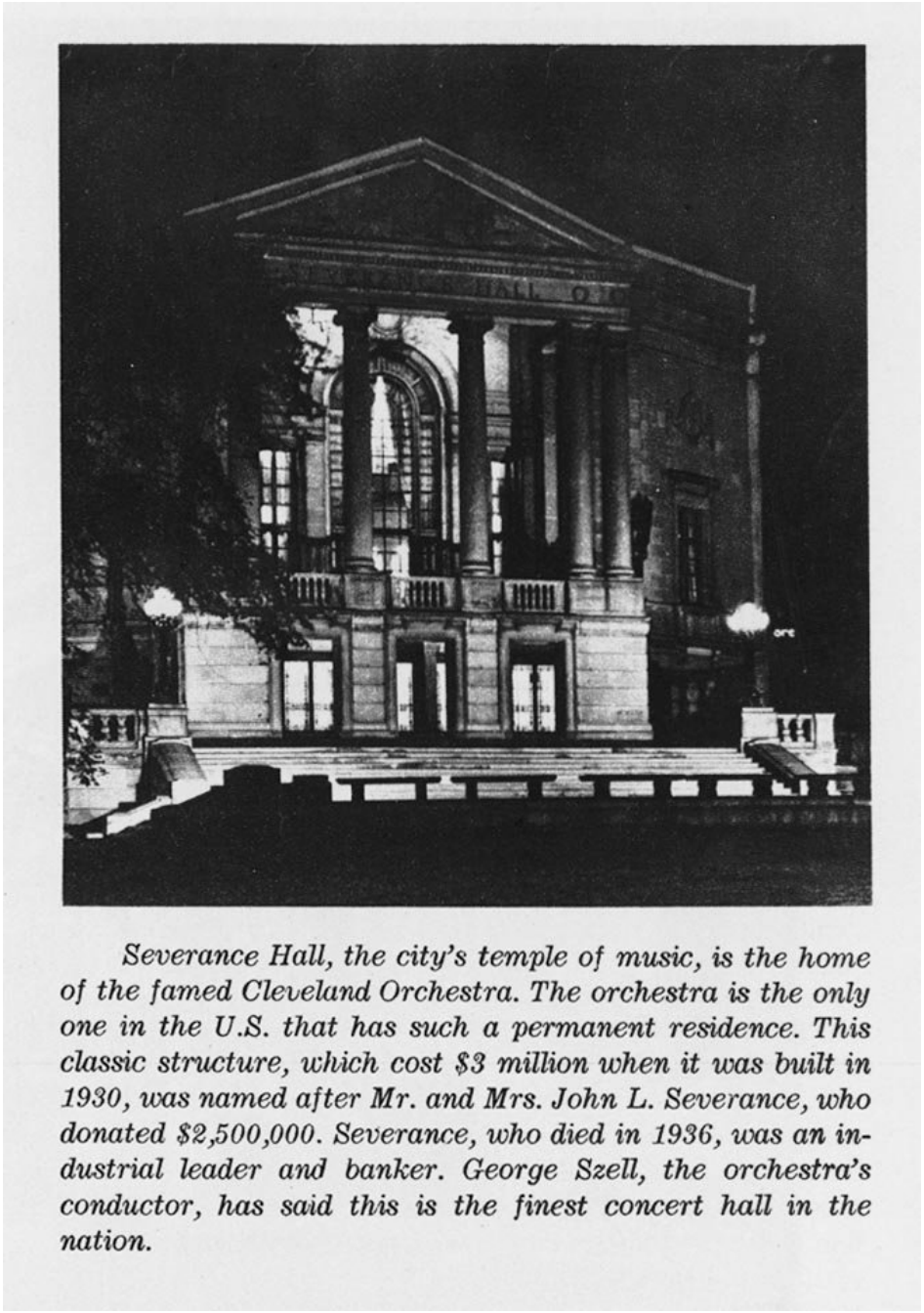

Severance Hall, the city's temple of music, is the home of the famed Cleveland Orchestra. The orchestra is the only one in the U.S. that has such a permanent residence. This classic structure, which cost $3 million when it was built in 1930, was named after Mr. and Mrs. John L. Severance, who donated $2,500,000. Severance, who died in 1936, was an industrial leader and banker. George Szell, the orchestra's conductor, has said this is the finest concert hall in the nation.

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The legitimate theater did not have an easy time of it at first in Cleveland. The humorist Artemus Ward said that was because of the puritan souls of the Yankees who first settled here. They thought it sinful, he said, and the foreign newcomers would have been theater patrons, but they had not the money for tickets.

In Playhouse Square, the Hanna Theater attracts the crowds each season. Out in the E. 80s, near Euclid Avenue, the Cleveland Play House is the working model for other communities in repertory and experimental drama and as a school for drama students.

The Playhouse Wins Fame

Clevelanders created the Play House. An essayist and playwright, Charles S. Brooks, who also ran his family's successful printing business, got the idea around 1914. In his home he put on a small ring-theater drama. In 1921, this first such professional repertory theater opened a new horizon in the arts. Outside of New York, it is the only American theater where one can see classical drama as well as current plays.

The children's plays at the Cleveland Play House every season delight young theatergoers of all ages.

Proof that the Play House has built solidly in the world of the drama is found in many of its alumni, who have gone on to Broadway and Hollywood stardom.

Another distinctive theater in Cleveland is the one at Karamu House, on the East Side. Russell and Rowena Jelliffe, the husband and wife social team, who learned so much from the gentle Jane Addams in Chicago, have received national acclaim for finding artistic talent and then refining it at Karamu, in the Negro neighborhood.

The legitimate theater is becoming even more robust as a host of "little theaters" have sprung up in Greater Cleveland and in the surrounding area. This resurgence is seen especially in the summer when straw hat theaters, out on the fringes of the city and beyond, bring in noted stars and display them before packed auditoriums. Musicarnival, the tent theater in Warrensville Heights, has-been eminently successful.

Orchestra Is One of Best

No one would disagree that the Cleveland Orchestra, speaking of the highest quality in music, is a major asset to Cleveland life. This orchestra, playing in its gilded Severance Hall, a showplace in itself, is one of the five or six best in America. Its tours throughout the country, Canada and in Europe have brought waves of praise for itself and for Cleveland.

The Metropolitan Opera Co. of New York each April brings to Public Hall the great works of the masters in music, and Greater Clevelanders fill that hall almost every .night to hear them. And other series of concerts and special programs are always well received by Cleveland audiences.

Cleveland is religious - its church spires rise in every neighborhood; Catholic, Protestant and Jewish worshippers crowd services throughout the year. Cleveland is socialminded - agencies for social welfare have had remarkable development; Hiram House was one of the pioneers. Cleveland is world-minded - the Council on World Affairs, for example, has year-Jong programs of outstanding speakers, who talk to Clevelanders about everything from Afghanistan to Angola.

In recreation for its people, Cleveland has long been a leader. What city could not be a leader in this field when it has "the emerald necklace," of parks that encircle it? The Cleveland Metropolitan Park System and the other parks closer in, such as Wade, Rockefeller, Gordon and Edgewater Parks, present a pleasant scene of green among the towers that hold the energy of commerce.

Gardens Honor Nations

One more unusual creation of Cleveland's is its cultural gardens. Like chain links, from Superior A venue to St. Clair A venue in Rockefeller Park, are gardens that celebrate the great of many nations and their contributions to humanity. Each is like a small chapel, with gates, busts, pillars and plantings that all have symbolic value.

The first was the Shakespeare Garden, dedicated in 1916 to mark the 300th anniversary of the poet's death. Great actors like Sarah Bernhardt, Ethel Barrymore, Otis Skinner and Julia Marlowe planted trees typical of England or of scenes in the plays: maples like those in Birnham Wood, English oak, roses from Verona.

Three cedars of Lebanon, planted by a Hebrew poet, started the Hebrew Garden. German and German-Jewish Clevelanders began the next garden, with busts of Lessing, Schiller and Goethe. A bust of Virgil decorates the Italian Garden. Poets, composers, liberators and the arts and sciences of the home lands of many Clevelanders are honored here.

And the chain of 20 gardens is still growing.

Perhaps the best sign - indeed the happiest one - of a city's vigor in the arts and in maintaining those quiet preserves for reflection, the parks, is to be seen in its children. Bus loads of boys and girls come from schools and homes from across the city and suburbs to Cleveland's cultural centers. They come to hear gallery talks. They come to hear great music. They come to walk nature trails. They come to see models of the moon and the stars. They come to wonder and to dream.

Can men do better than provide the dream and the wonder for the future of the city that belongs to its children?

Staff, cleveland.com

The famous corner, Euclid and East 9th St. in 1920. The city grows to greatness amid a maze of telephone, power and trolley cables, street cars and automobiles. Hanna Building is under construction.

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The Cleveland Look – Past, Present, Future

THERE is a quiet, homey look about Cleveland which is here and there illuminated by a sudden beacon of originality or a streak of beauty. The area of University Circle is fast becoming one of those brilliant splashes in the gray calm.

Never as elegantly quaint and excitingly new as New York, or as hodge-podge as Chicago in the raw, or as heartlessly ugly as a Pennsylvania company town, Cleveland presents a generally conservative look in architecture.

The late Abram Garfield; who was a fellow of the American Institute of Architects and son of President Garfield, once spoke of the look of Cleveland this way:

"Cleveland has cut off the salient corners and angles of its houses, has shaken its head over astonishing features of design, has demanded a. low-toned result and shies at brilliance, and has finally asked to have its home un-obstrusive. It is a real cha.ract.er that goes with its moderation in business ventures."

There have been exceptions to the pattern as interpreted by Garfield.

Architect J. Milton Dyer swept through Cleveland's barricade of caution and left a trail of masterworks that range from his classical City Hall of 1905 to his upward-pointing Cleveland Athletic Club in 1912, anticipating Manhattan's skyscrapers, to

his Coast Guard Station at the mouth of the Cuyahoga River in 1940, a compact, short poem of neatly molded concrete masses.

Bold business veterans of the rough-and-ready money scrambles of the 19th century put up bold buildings. They snubbed East Coast tastes just as they snubbed eastern bankers. They asserted the independent young strength of this new industrial region from 1880 into the 20th century. If they looked at anything but their own style of life, they glanced, not in the direction of the older tastes of New York, Philadelphia and Boston, but toward Chicago.

Grand Market Under Glass

This spirit produced the Blackstone Building, with its skylighted well and staircase and wood-paneled hall like the grand salon of a Great Lakes ship; the Arcade, the grandest such market under glass on the continent, using iron and steel truss and girder as if in a Midwest bridge, and the Rockefeller Building, biggest monument anywhere to the influence of Louis Sullivan.

In the 1920s, new buildings took their cue from the Van Sweringens' swing the other way-to dependence on eastern ideas and away from regional, native originality. The Van Sweringens' gray-needled Terminal Tower went back to Renaissance style.

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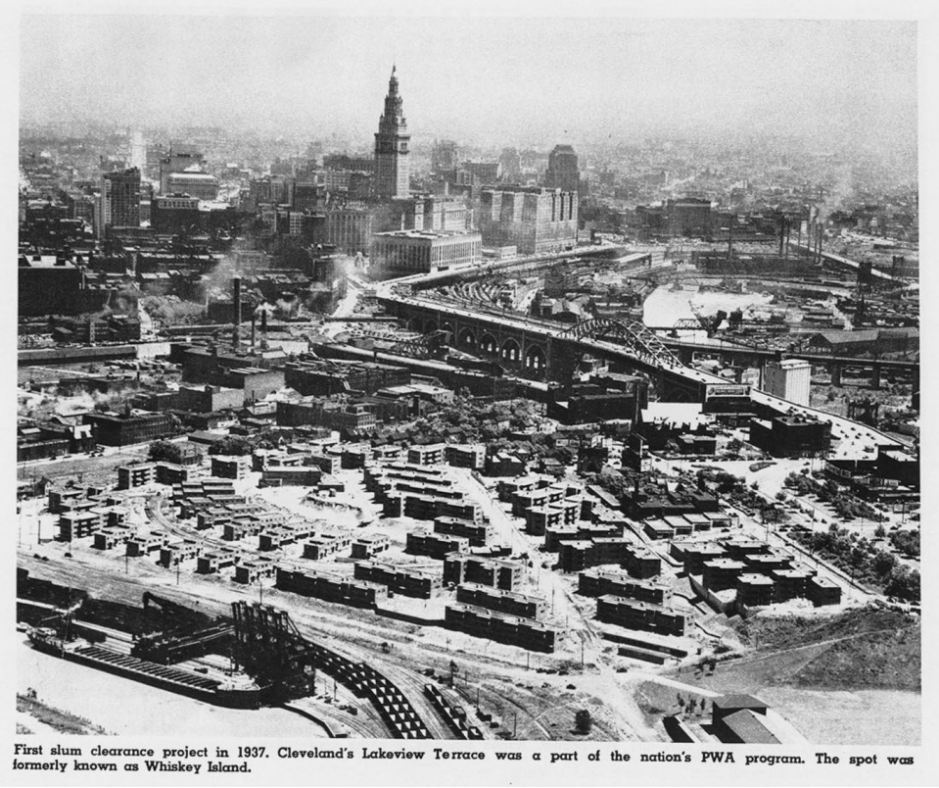

First slum clearance project in 1937. Cleveland's Lakeview Terrace was a part of the nation's PWA program. The spot was formerly known as Whiskey Island.

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Their Shaker Square was Georgian-influence colonial, and Shaker Heights wrote into its deed restrictions and building code the requirement that its homes must be English or colonial.

Older neighborhoods down in the city proper were built by thousands in a sturdy commonplace style. Penny-wise workingmen scraped and saved to become homeowners and then, by buying a double house, landlords. Mass-built doubles with large fronts porches, wide cornice boards and heavy eaves stand brooding on many a street.

Having more space than New York or Pittsburgh, demanding a yard front and back, Clevelanders did not become trapped in vertical tenements.

Deep in the heart of the city the better homes grow old through the succeeding waves of poorer and poorer occupancies and ..:i.1ally turned into slums. Eventually, some were wiped out by encroaching business, new white-ribboned freeways, or slum clearance projects.

Cleveland was the first city to clear slums and to put up public housing in the early days of the New Deal.

A Catholic priest, Msgr. Robert B. Navin, who has been president of St. John College, wrote his doctor's dissertation on the high cost of slums in fire and police protection and in public health services, as well as in social work funds. It is still a definitive work in the field.

Public Housing Is Launched

Ernest J. Bohn, a councilman who became an authority on public housing, knocked the legal hurdles out of the way.

His Metropolitan Housing Authority cleared away old warrens, demolishing some good but very tired examples of Tuscan and Gothic Revival home architecture. He replaced them with such clusters of low-rent housing as Lakeview Terrace and Valley View Homes. Later, by coupling a skyscraper apartment tower for elderly people with low-rise homes for young families, he kept ir. step with the advancing thought in public housing.

As in other long-established areas, decay set in on beautiful old Euclid A venue. It got down to its last few mansions. The Mather home, an original red brick with a Gothic touch, survives as the Cleveland Automobile Club. But most of its neighbors have left.

Both sides of this once stately avenue today are lined with a miscellaneous string of commercial structures. There are small office buildings, parking lots and many used car lots. Stone-and glass buildings, set flush with the sidewalks, tell the story of the modern street.

For some persons suburbia has not been Utopia and they are looking back to the city towers. Hence, de luxe apartments in the University Circle area and on Edgewater Drive, just across the city line to the west, attest to the desire to get closer to the city. "I like Cleveland immensely," remarked a new resident of one of the apartment towers with its swimming pool

on Edgewater Drive. "I can see the city and feel a closer identity with it."

The view of downtown Cleveland from every direction has been changing. Those who live here and those who visit the city see the light and shadows of a new profile.

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The Inner Belt Freeway cuts deeply into the heart of the city, sweeping away old neighborhoods, churches, shopping districts and homes. New spans begin to rise skyward, bridging the 156-year-old Cleveland problem—the kinky Cuyahoga.

56

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Convention Space Expands

Cleveland's huge Public Hall has been the stage and auditorium for grand opera, giant expositions, national and international c o n v e n ti o n s and three-ring circuses for children.

All over the United States, cities are competing for convention business, and Cleveland is enlarging its facilities to keep pace. Recently the voters passed a bond issue to build a gigantic exibition hall under a part of the Mall, the green and flowered carpet leading to Lake Erie.

Federal Building Is Planned

Across E. 9th Street, to the west, there are plans for a skyscraper federal building. This structure would be on the block bounded by E. 6th Street and E. 9th Street, Lakeside and St. Clair A venues, which is now largely occupied by the old Armory and some other structures.

The city's director of urban renewal, James M. Lister, said not long ago he was anxious to see the effect the new apartment buildings will have on the downtown area. He said, "I expect you will see a lot of fine new restaurants and places of

entertainment. You will see downtown become an exciting place."

High up in the proposed office buildings and apartments, tenants will be able to see planes at Burke Lakefront Airport and foreign ships coming into the Port of Cleveland from the Atlantic Ocean via the St. Lawrence Seaway.

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This is a model showing transformation of the heart of Cleveland. Erieview Project is planned to almost completely reconstruct the area from E. 9th St. to the top of the picture.

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"Erieview" has become the magic word for downtown Cleveland. If Erieview becomes a reality-and officials must say "if" until the first earth is turned, as Mayor Anthony J. Celebrezze himself has said about downtown projects- there will be a major transformation in the heart of the city. Erieview is an urban renewal project, made Possible by

the federal Housing Act of 1954. Federal funds will help in the transformation. The area involved extends approximately from E. 9th Street to E. 17th Street and Chester A venue N. E. Total cost to the city and federal government will be an estimated $16 million. It is expected that this investment will create about $250 million worth of private construction. In Erieview there are 190 acres and 250 buildings. Of these, 239 are scheduled to be wrecked. Most of them are industrial and office buildings, some of them solid enough, though old. There are some crumbling homes. The project will require the rehousing of only about 40 families.

Statistics are for the planners, whose blueprints, now unfolding, will take 10 years to reality, but Clevelanders are thinking for example, of the lovely block-long reflecting pool and 30 or 40-story office buildings, which may rise in their city. They are visualizing these other signs:

1-Two 30-story apartment buildings at the northeast corner of E. 9th Street and Rockwell A venue N. E.

2-Another cluster of apartments, about 20 stories, at the southeast corner of E. 12th Street and Superior Avenue N.E.

3-A park built on a platform erected on stilts over the lakefront railroad tracks between E. 9th Street and E. 14th Street and parking space beneath.

4-A mall off Lakeside A venue, at the lake, running south into the heart of the new business-residence community.

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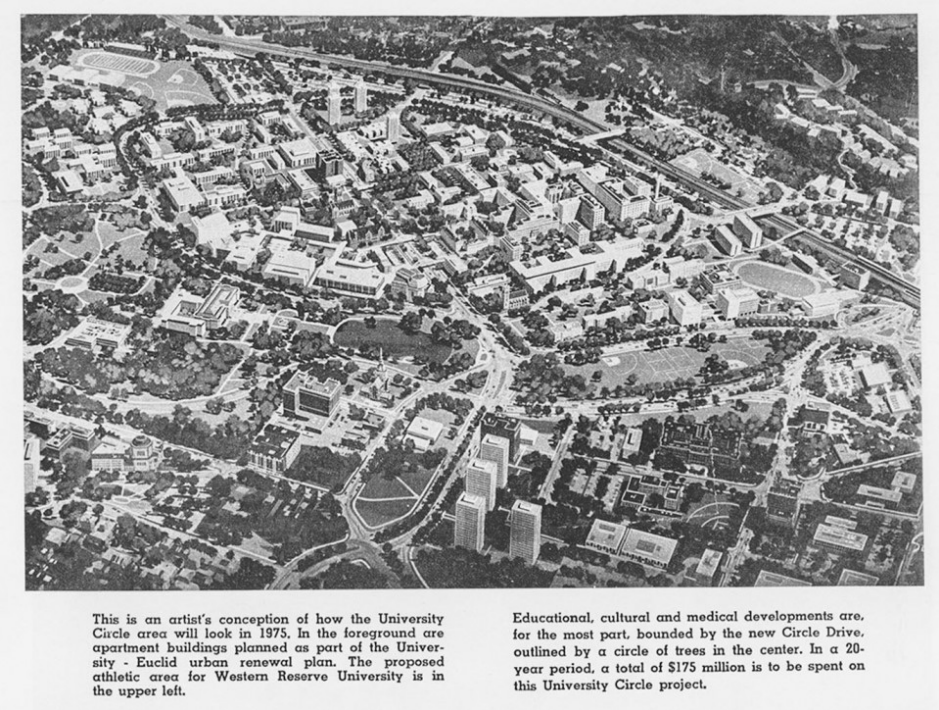

This is an artist's conception of how the University Circle area will look in 1975. In the foreground are apartment buildings planned as part of the University - Euclid urban renewal plan. The proposed athletic area for Western Reserve University is in the upper left.

Educational, cultural and medical developments are, for the most part, bounded by the new Circle Drive, outlined by a circle of trees in the center. In a 20-year period, a total of $175 million is to be spent on this University Circle project.

This is an artist's conception of how the University Circle area will look in 1975. In the foreground are apartment buildings planned as part of the University - Euclid urban renewal plan. The proposed athletic area for Western Reserve University is in the upper left. Educational, cultural and medical developments are, for the most part, bounded by the new Circle Drive, outlined by a circle of trees in the center. In a 20- year period, a total of $175 million is to be spent on this University Circle project.

The city's lake front and river were essential to its early growth and today they are, of course, of increasing importance. Cleveland is c o n s ta n t l y watching over the slow, careful dredging and the maintenance of its docks, long breakwall and

lighthouses that mean so much in business and pleasure. And Cleveland is planning more bridges and improvements in the river and harbor, such as extension of the W. 3rd Street pier, so that more ships can add to our commerce.

Educational Resources Grow

Important to Cleveland's future are its educational resources. Case Institute of Technology and Western Reserve University, for example, are expanding, academically and physically, to take care of the need for trained men and women to help move the city forward.

President T. Keith Glennan of Case, in a report written especially for this publication, said that modern education, as far as his school is concerned, requires, among other things, "a greater understanding of the science of materials and the problems and opportunities for urban and regional planning."

"As an integral part of University Circle," he said, "We intend to play a major role in the future development of the intellectual, cultural and physical growth of our unique environment."

The president noted that the "new face of Case" would within some months, be complete, centering itself on an entrance plaza on East Boulevard. The entire campus, which for many years looked toward Euclid Avenue, now has been turned toward the broad boulevard that feeds streams of traffic into University Circle.

Case expects to expand its faculty and student body, both in the graduate and undergraduate divisions and, as the years go on, the big building push at this engineering school will be for housing for resident students. And land is being set aside to develop a "research park" where industries will establish research buildings close to the f a c il i t i e s at Case and to the other University Circle institutions.

Western Reserve University is doing almost $15 million worth of construction in its campus area.

President John S. Millis, whose school also will have a large part in the development of the circle, said that preliminary plans are to locate all of the facilities for studies in the basic sciences, health and medical research south of Euclid Avenue and the arts and the humanities north of Euclid.

New and expanded structures in several fields of study on both sides of the avenue are to rise one of these days. And, to keep pace with the growing enrollment and the trend toward more and more students living on the campus, WRU is going to put up more dormitories for both men and women.

The John S. Millis Science Center is being erected on the south campus at a cost of $6,270,000. The center will have five floors and a penthouse, all for courses in everything from biology to astronomy. The Medical Center Research Building, costing $5,300,000, is going up in the area of University Hospitals. This is a joint effort of the hospital group and the School of Medicine

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This is the always busy Cleveland Hopkins Airport. Concourses reach out from the central terminal to greet the ever-increasing fleet of jet planes which are fast changing air travel and making the airport a most exciting place to visit. Beyond can be seen the giant Lewis Research Center of the National Aeronautical and Space Administration where the drama of space study goes on each day.

Much of the work on spacecraft is carried on in secret in the vast laboratories. The government has $180 million invested in the Lewis Research Center which was established on the 200-acre site near the flying field in 1941. It now has grown to more than 300 acres and air research has reached into the problems of missiles, rockets and space.

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An Airport for Jet Age

The force of another center where much can be learned about the world, Cleveland Hopkins Airport, miles away from the academic quiet, is widely recognized in Northern Ohio. The reason? The jet age is here.

An airport is never very quiet, and today as you go toward this great field of aviation, you hear an exciting "Whoosh!" which means jet airliner, the plane that is making the world so small and giving the city a new sound in the sky.

The superb jets of today, and those that are coming tomorrow, are putting yesterday's propeller-driven aircraft in the covered wagon era. They are shrinking the earth, and Cleveland Hopkins Airport is growing to receive more of them as the months go on.

Cleveland Hopkins Airport, on the southwestern fringe of the community, is a "city within a city," There are a drugstore, news stands, gift shop, barber shop, bank, postoffice, gasoline station, car rental agencies, restaurant and lounge and a hotel complete with a swimming pool, to list some of the services.

The colorful terminal of straight lines and graceful curves, with its crowds of hustling travelers and jammed parking lots, is indeed far removed from the piano box-sized station that served Greater Clevelanders back in the days when commercial aviation was just getting off the grass.

"If you had to," said William J. Rogers, director of the Department of Port Control for Cleveland, "you could live at a terminal like ours for weeks without ever leaving."

Not very long ago, Air Canada began direct transatlantic flights from Cleveland, and another line is planning similar service.

Donald W. Patrick, commissioner of airports for Cleveland, says that as he walks past a bronze tablet at the entrance to the terminal he often thinks of what the giant jets will mean to Cleveland years from now.

"Built by the citizens of Cleveland," the tablet reads, "as an obligation to the future."

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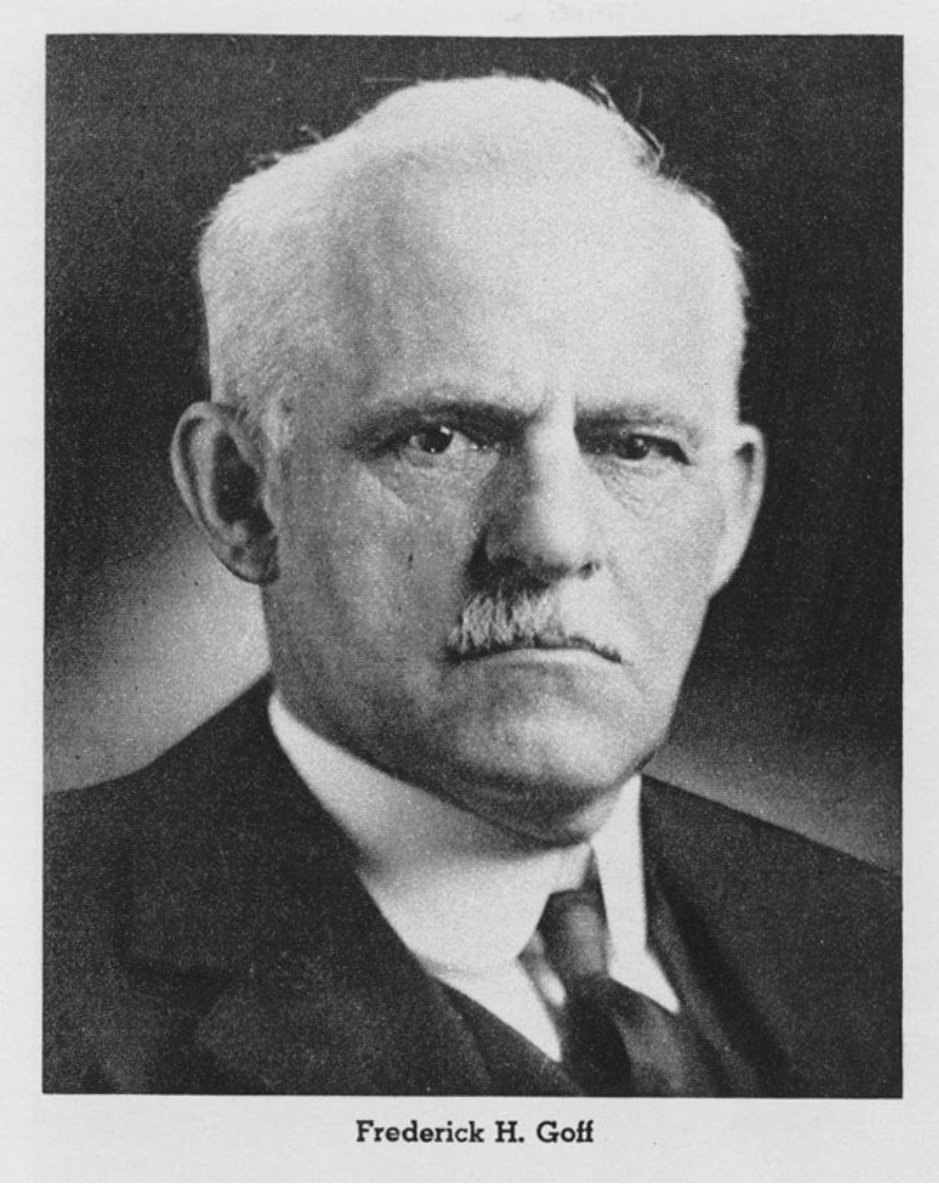

Frederick H. Goff

Frederick H. Goff

The Cleveland Foundation

CLEVELAND long has had a reputation for the splendid generosity of its citizens toward the health, education and civic and social welfare of the community. So it was natural that the city became the first in the world to set up a community foundation to make this giving a permanent part of Cleveland life.

The Cleveland Foundation, the pioneer community trust, was established in 1914. Since then, the foundation has received funds totaling $40 million and it has distributed grants amounting to $14 million. The approximately 1,500 donors have given from 50 cents to $4 million. Grants have ranged from $25 to $200,000.

Funds of the foundation, whose endowment now is more that $30 million, are united in this one great community trust and paid out to institutions, agencies and, in some cases, to individuals. Large disbursements, too, are made to help in the instruction and training of school children and to aid ill, crippled and needy boys and girls.

Frederick H. Goff, who was president of the Cleveland Trust Co., originated the foundation to avoid the evils of what he called the "dead hand," which he saw arising in some bequests. Money would be given for specific purposes, but the objection was that conditions would change and the grants were no longer needed; sti:11, the wills could not be altered.

In the Cleveland Foundation, donors can give funds for a specific purpose, but should such giving become "unnecessary, impractical, undesirable or impossible," other worthy uses are made of the money. This is an eminently sensible arrangement, and other cities in the United States and Canada were quick to copy it.

Requests for grants come to the Cleveland Foundation from such distant places as Greece, Pakistan and Japan. However, distributions are made mostly in the Greater Cleveland area and none outside Ohio. Like the foundation itself, its officers favor pioneering projects and new ways to benefit the community.

"The great use of a life," said William James, "is to spend it for something that outlasts it!'

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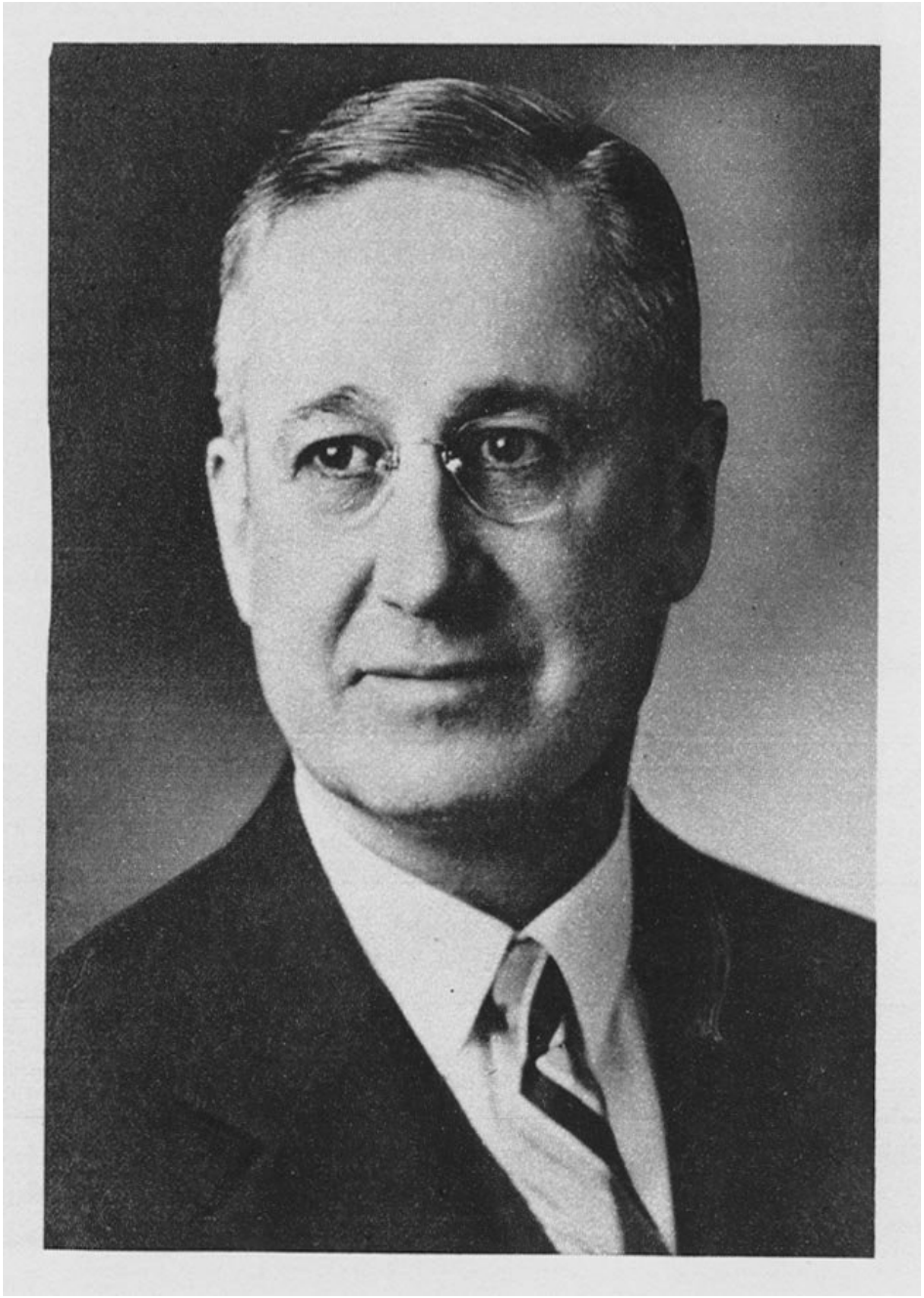

Harold T. Clark

THE IMPRINT of Harold T. Clark on Greater Cleveland is indelible. The works that have resulted from his leadership and philanthropy can be seen all over the community.

Ever since he came here as a young lawyer from his native Connecticut, close to the turn of the century, Clark has made certain that Cleveland grew culturally as well as industrially. To name all of the things that have benefited from his efforts would be to list nearly every worthwhile movement in this city in the last 50 years-museums, educational institutions, parks and recreational facilities, benevolent organizations.

Among the monuments to Clark's vision and leadership are the Cleveland Museum of Art, the Cleveland Museum of Natural History, Karamu House, the Cleveland Foundation, Western Reserve Academy, the Cleveland Zoo, the Western Reserve Historical Society, and the giant Metropolitan Park System.

Conservation and the safeguarding of natural beauty and resources in Cuyahoga County and throughout Ohio owe much of their success to Clark. And he has done notable work for orphans and for the blind and deaf.

All of these activities-and many more-have been helped by Clark's judicious use of money-his own and that of others.

Clark's philanthropies, about which he never speaks, are uncounted. His management of charitable funds and trust funds, including the great Leonard C. Hanna Jr. Fund, which has distributed millions, mainly to the art museum, will for generations continue to bring education and the arts to Greater Clevelanders.

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Samuel Mather

THE NAME of Samuel Mather is threaded solidly into the

the fabric of Cleveland's history. He came from a family notable in American history. He was born in this city. He acquired his wealth here. And he helped to make Cleveland great through his numerous civic and humanitarian gifts.

Mather, who died in 1931, was a founder of Pickands, Mather & Co. and a director of the United States Steel. Corp. and of many other industrial concerns. He entered the iron ore, coal mining and shipping industry his father had established. He enlarged and developed this empire into a big name in steel.

But Mather was one of those men of wealth who believe that with material success comes civic, social and welfare responsibility to the community. Consequently, his public benefactions were in the millions. The full extent of them may never be known, since often they were given without public notice.

For two works, especially, is Mather remembered in Cleveland-his gifts that began the famed hospital group of buildings and facilities at Western Reserve University, and his leadership in and his contributions to the Cleveland Community Fund.

Mather and his associates bought land for the site of the hospital group. He started a drive for funds with a gift of $1 million. Then he gave more than $2 million for the first of the buildings and $1 million more for additions to the WRU medical center. The Cleveland Community Fund was another of his major projects. Year after year he was its largest contributor and one of the hardest workers for every campaign.

The Mather family has a distinguished lineage that goes back to early New England days. The Mathers were writers, men of affairs and ecclesiastics. Increase Mather, a leader of religious thought, was the first native-born president of Harvard College. Cotton Mather, the son of Increase, was a scholar in education, religion and science and helped to found Yale College.

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Leonard C. Hanna Jr.

LEONARD C. HANNA JR'S greatest interest, mot fortunately for Cleveland, was philanthropy.

Early in his life, he saw a choice between devoting himself chiefly to the business of his father's firm, the M. A. Hanna Co., or to the humanities. He decided that he cared more for people and their artistic expressions than he did for industry, so he chose accordingly. His serious aim in living, says the incorporation language of the Hanna Fund, was "promoting the well-being of mankind."

Leonard Hanna, who died in 1957, contributed to so many different institutions in this city and helped financially so many persons that to list them would be to extend the record beyond reason. Actually, he assisted uncounted men and women, artists and doctors, both here and in New York, and others, who never knew his identity.

The Cleveland Museum of Art benefited tremendously by Hanna gifts. At his death, ,the museum was bequeathed about $20 million, but the final accounting of the estate lifted that figure to $33 million. Also, he willed to the museum his personal collection of art objects, valued at around $1,500,000. The Hanna Fund has given $4,500,000 toward the new museum wing.

But art was not Hanna's only interest. University Hospitals have benefited mightily from his gifts. He and his mother provided funds for Hanna House, built in memory of his father. And he gave generously toward the building of the Howard M. Hanna Memorial Pavilion, in tribute to his uncle.

Hanna made handsome gifts to his Alma Mater, Yale University. He was a contributor to the Cleveland Play House and to Karamu House. The University Circle Development Foundation sometime ago received a $2 million gift. Noteworthy sums also have been given to various museums, the Cleveland Zoo, societies for the blind, and many civic and cultural organizations.

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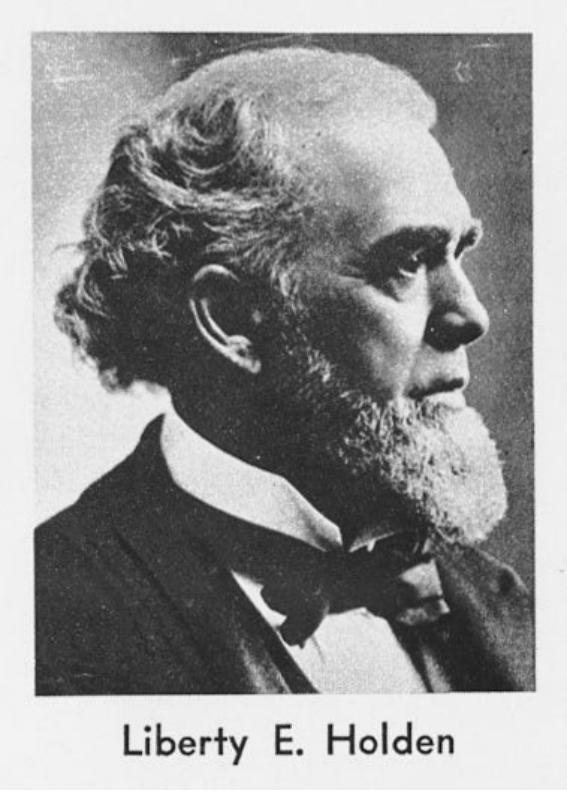

Liberty E. Holden

LIBERTY E. HOLDEN, who was the founder and publisher of the morning and Sunday Plain Dealer, came from his native Maine to Cleveland in a most round-about way, built a fortune in mining and real estate, and returned much of it to Cleveland in bequests that today enhance the life of the city.

By the time Holden was 16, he was teaching school in his village. He went to Waterville College (now Colby College) and to the University of Michigan. He taught English and history at Kalamazoo (Mich.) College and headed the Tiffin (0.) public schools before coming here to study Jaw.

Holden passed the bar examination, but then he turned to real estate. He became interested in iron mining in the Lake Superior region. Lead and silver mining took him farther west, to Utah. Finally, he came back to Cleveland with his family and bought the Plain Dealer, in 1885. He died in 1913.

Always interested in the arts and education, Holden helped to join three great Cleveland estates to establish the Museum of Art. He was on the building committee. Today, the museum displays the Holden collection of early Italian art, a contribution of the family and one of the best in the country.

A substantial Holden donation was given to the museum to purchase other early Italian work for Clevelanders to enjoy. The Holden collection, which was shown at the Metropolitan Museum of Art in New York for several years, has a special room at the museum here, which also is the gift of the family.

The School of Medicine of Western Reserve University has received a large portion of the Holden estate. The money was contributed as a foundation for medical research. The fund has, of course, grown considerably and because of this and other gifts, the medical facilities there have become notable.

Liberty Holden, the lanky, philosophical schoolteacher, who came West, bequeathed an enduring legacy to Cleveland.

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AN EDITORIAL

This Is a Newspaper – Living the Life of Its City

On preceding pages, in words and pictures, is the story of Cleveland's growth to greatness. It is a story for the Plain Dealer to set forth. For nearly 120 years, since 1842, this newspaper has been telling the story day by day as news.

This newspaper lives the life of the people of its community, serving their need to know and understand. Through the efforts of its staff, its resources in wire services and the decisions of its editors, the Plain Dealer hears for them, sees for them, speaks for them, counsels them and def ends them. Its daily reports of what they do become their history.

Thus, when a fighting mayor lays street car rails overnight to outwit his foes, the story is printed for all to read. Or when a Cleveland inventor floods Public Square with a new-found light from an electric arc, the marvel is reported and explained.

A wide and deep channel to the sea is needed for world shipping to add prosperity to an inland lake city and its tributary region. The editors of the Plain Dealer devote the influence of' the paper to construction of the St. Lawrence Seaway.

With the open heart and purse for human needs, the open school and church, with all these and more that make a city better as a home, this newspaper makes common cause.

Not a walled city, but contributing to and depending on the life of nation and of world, Cleveland can know of both. A· Plain Dealer reporter was with Eisenhower when, as President, he sought goodwill in Europe and in Asia. Our reporter was with Kennedy in Paris and Vienna, and with Khrushchev when he rode across this country.

New worlds and a new age are waiting far in space. And what pioneers of science discover there you'll discover too ... in this newspaper.

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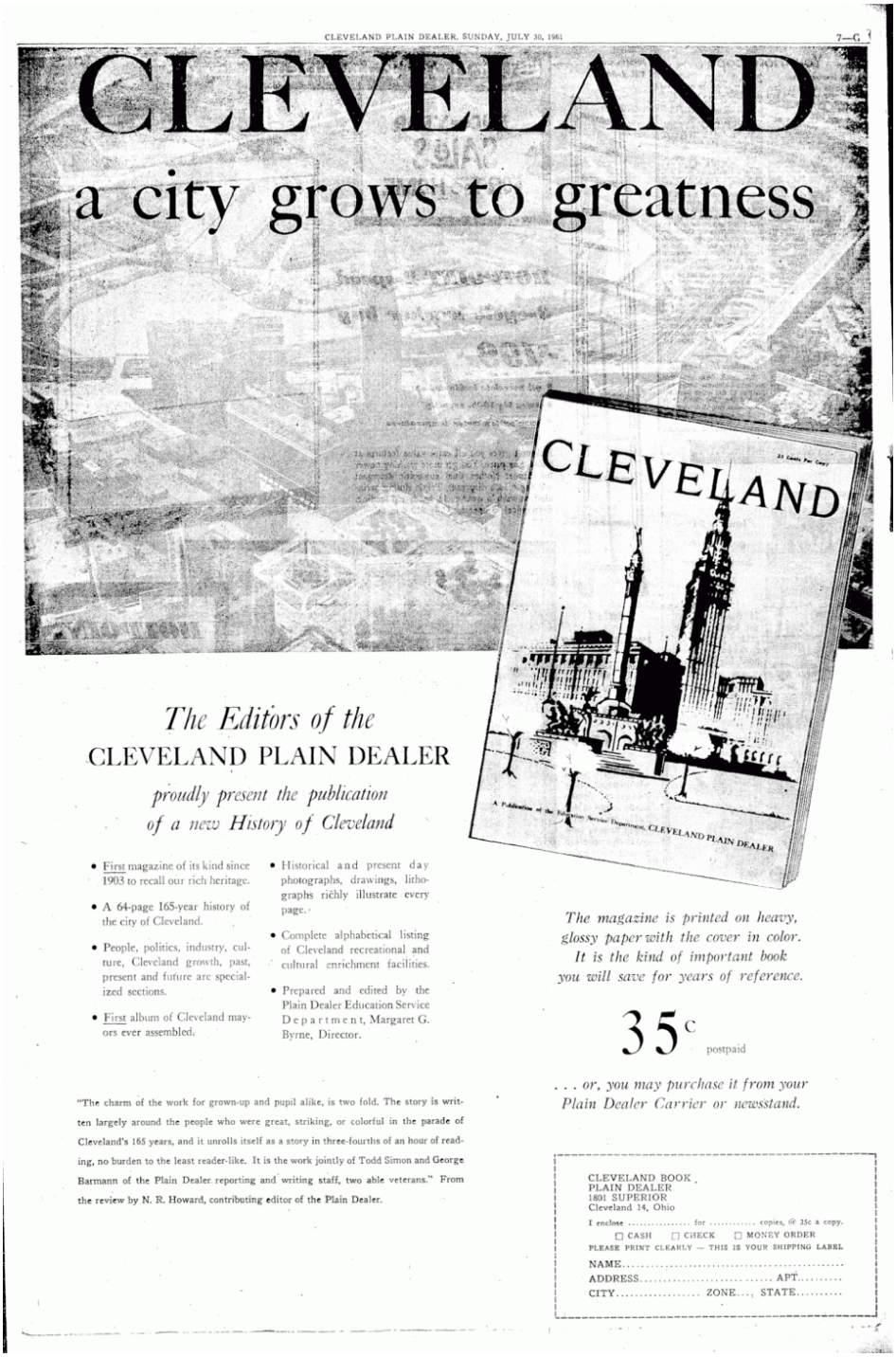

This is the advertisement that was published in the July 31, 1961, edition of The Plain Dealer to announce the history magazine.

Staff, cleveland.com

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