

The
History of Kent

Historical and
Biographical



by Karl H. Grismer
Author of "*The History of St. Petersburg*"



Revised Edition
The Kent Historical Society, Kent, Ohio
2001

The History of Kent

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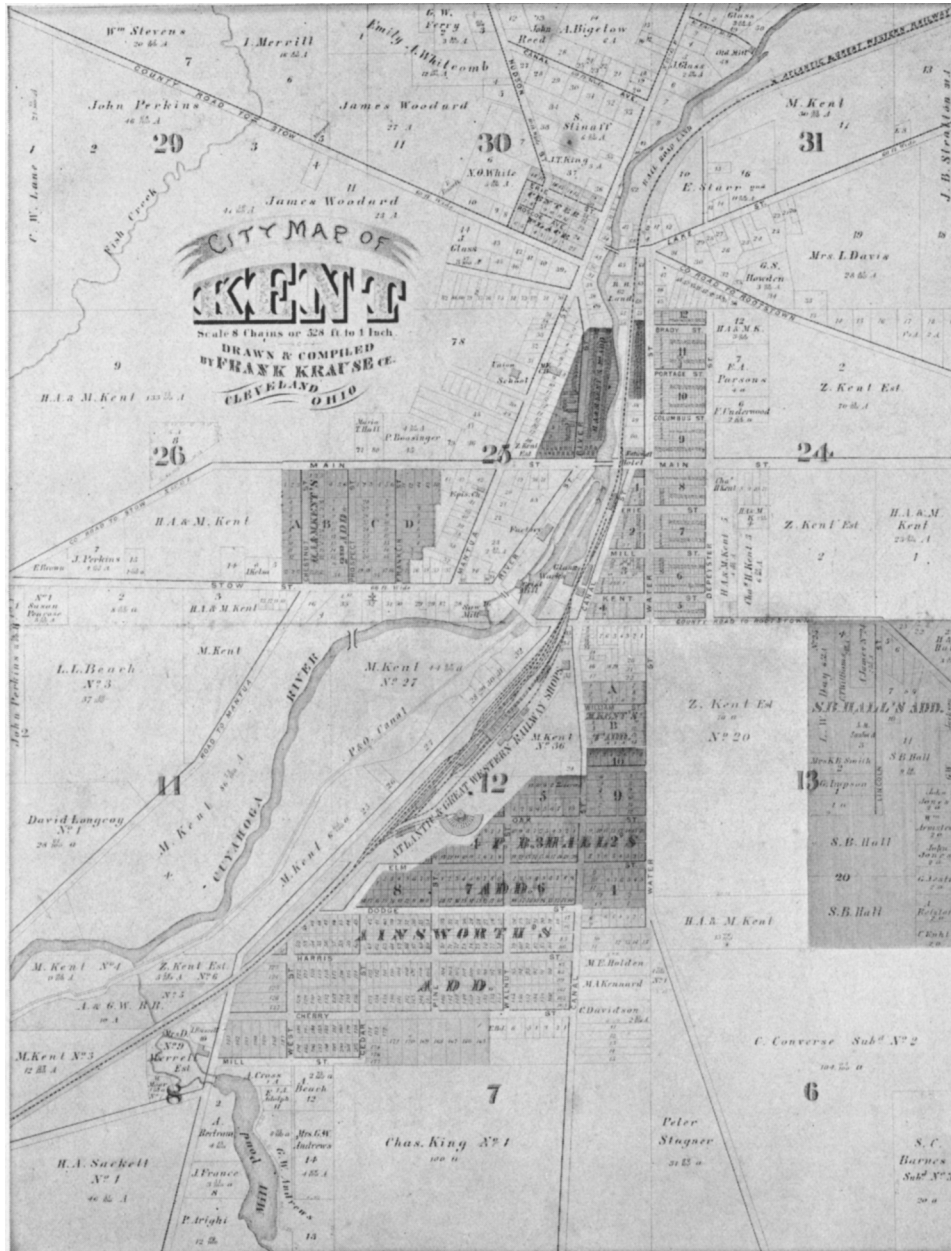
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The Map of Kent in 1870
(From the Portage County Atlas, published in 1874)

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Original Preface

The compilation, writing and publication of this history was made possible through the financial cooperation of the following individuals, institutions, and companies: W. W. Reed, H. C. Longcoy, Dr. W. B. Andrews, S. C. Bissler, Henry L. Spelman, Fred E. Haymaker, Edward S. Parsons, Coe Livingston, David H. Green, Willard N. Sawyer, Mrs. Nellie B. Allen, Roy H. Smith, Albert V. Dix, Judge David Ladd Rockwell, W. A. Walls, John L. Harris, Max G. Garrison, Emmet F. Garrison, C. L. Gougler, Martin L. Davey, Dr. T. H. Schmidt, E. C. Tatgenhorst, Paul H. Davey, J. G. Evans, Paul H. Brehm, Leo A. Bietz, Elmer E. France, W. B. Fageol, F. R. Fageol, C. A. Williams, H. G. Taylor, Mrs. I. D. Tuttle, E. J. Kline, H. D. Kelso, N. N. Beal, O. H. Young, Mrs. F. A. Merrill, John G. Getz, F. H. Merrell, Forrest B. Bryant, B. G. Kneifel, Ernest Ferry, Carl H. Curtis, Hale B. Thompson, J. S. Green, Britton S. Johnson, the Kent State College, the Twin Coach Company, the City Bank, the Kent National Bank, the Davey Tree Expert Company, and Portage Post No.496 of the American Legion.

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Preface to the New Edition

This new edition of Karl Grismer's seminal *History of Kent* is essentially the same text that Grismer wrote in 1932. The spelling, grammar, and capitalization have been regularized and minor corrections in facts have been made. We have also included some annotations in this edition to supply the reader with additional information to clarify the text. Most importantly, this edition contains the first complete index to Grismer's history, increasing its value as a prime research tool for community history. Under the supervision of Ralph Darrow, who has overseen this revised edition of Grismer's text, The Kent Historical Society proudly returns Grismer's history to print.

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Chapter I

Before Franklin Mills Was Settled

For countless years before the coming of modern settlers, mound builders and then Indians roamed over the land that is now known as Portage County. The dense, virgin forests were filled with game and the sparkling lakes were alive with fish—to exist here required a minimum of effort and it is not surprising that various tribes fought bitterly for possession of the territory.

We have only the scantiest of knowledge of the mound builders. They came, built a few mounds at strategic points, and then vanished. Where they came from and where they went to, no one knows. All that anyone can say for sure is that eventually they were succeeded by the people whom we call the Indians. They had complete possession of the land when the first French explorers and traders arrived and they retained possession of it until the dawn of the nineteenth century.

Volumes have been written about the Indians of Ohio—it would be needless to relate here how the Eries were driven away by the warriors of the Six Nations, or how the Six Nations were absorbed into the confederacy formed by Chief Pontiac in a last, futile effort to halt the advancing English settlers. Mention must be made, however, of Captain Samuel Brady, that intrepid Indian fighter of legendary fame, whose name is closely linked with the history of Portage County.

Scores of accounts have been given of Brady's exploit. While all of them vary in details, they all agree as to the general facts. In 1780, a band of Indians from near the falls of the Cuyahoga crossed over into Pennsylvania, raided a settlement at Catfish Camp, and murdered several families. Brady, who was commander of a troop of rangers stationed at Chartier Creek, took a few of his men and started to pursue them. Proceeding westward, he trailed the Indians almost to their camp in what is now Northampton Township, Summit County. There the rangers were ambushed. Several were killed; the others scattered and fled.

The Indians concentrated on capturing Brady. He had raided their camps many times before and they thirsted for revenge. They pursued him to a point on the Cuyahoga where the stream ran through a narrow chasm with rocky ledges on either side. It was here that Brady leaped. The Indians were following close behind and when Brady scrambled up the bank on the opposite side, one of them shot him through the hip. Despite the wound, Brady managed to make his way to the lake which now bears his name. There he hid under the trunk of a fallen tree.

None of the pursuing Indians attempted the leap which Brady had made but they proceeded up the river to a ford where they crossed and took up the pursuit. They trailed the ranger to the lake but did not succeed in finding him. The trail ended at the shore of the lake and the Indians finally decided that Brady had drowned himself rather than be captured and tortured. After they had gone, the Indian fighter emerged from under the fallen tree and made his way back to Chartier Creek. Years later, one of the early settlers

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of Franklin Township measured the distance across the river at the point where Brady had jumped. He declared that the cliffs were 21 feet apart. When the Pennsylvania and Ohio Canal was built in 1840, the banks of the river were cut back at the historic spot. Old-timers say the leaping point was just west of the foot of Brady Street.¹

According to legend, the Indian tribes of northern Ohio often held their council meetings on the top of a large rock in the center of the Cuyahoga River about a half-mile north of the present Crain Avenue bridge. This rock, which has been called Standing Rock and Council Rock at various times, was interestingly described by Christian Cackler in his *Recollections of an Old Settler*, written in 1870.

Cackler wrote, "I first saw this standing stone in the fall of 1804. At that time there were two trees on top of it, a hemlock and a small pine. The top of the rock was higher than the banks on either side and covered with huckleberry bushes and moss. The Indians had felled a small sapling from the shore to the rock, forming what was called an Indian ladder, and by this means they could climb onto the top. Whenever an Indian family passed by here, they would climb on the rock and fasten a piece of bark to the hemlock, pointing in the direction they had gone. There were many pieces still clinging to the tree when I first saw it."²

The old Indian trail which extended from Fort McIntosh at the mouth of the Big Beaver to Sandusky on Lake Erie crossed the Cuyahoga River close to Standing Rock. This trail was the Indians' great thoroughfare from east to west and had been used since time immemorial. Old settlers declared the trail was compact and firm and it was used by the pioneers long after the Indians had vanished from this section.

There is no record of any early settlers of Portage County being killed by Indians. However, in December, 1806, a disturbance occurred in Deerfield Township which resulted in the killing of an Indian. The trouble started when a white man named John Diver traded an old horse to an Indian named Nickshaw for an Indian pony. Nickshaw returned in a few days and wanted to trade back, saying that the white man had cheated him. Diver laughed at the Indian. Nickshaw then hired his brother-in-law, Mohawk, to shoot Diver but by mistake the Indian shot Daniel Diver, the brother of John, the ball taking out both of his eyes. Diver recovered, however, and married, raised a family, and lived 30 years or more. Nickshaw was subsequently killed by neighbors of Diver but Mohawk escaped.³

The Western Reserve

During the seventeenth century, when charters were granted to the colonies by James I and Charles II, Europeans knew little or nothing regarding the geography of America. The result was that the same land or territory often was granted to different colonies. Connecticut, for instance, had been granted all lands contained between the forty-first and forty-second parallels of north latitude from Providence Plantations on the east to the Pacific Ocean on the west. The land grants of New York and Pennsylvania cut into this territory and a controversy started which was not entirely settled when the Revolutionary War was ended.

After peace was declared, Congress proceeded to arbitrate the various disputes. Connecticut's claim to certain lands in western Pennsylvania were rejected but the state was conciliated by being awarded 3,459,753 acres in northeastern Ohio, a territory which

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included in its boundaries the present counties of Ashtabula, Trumbull, Lake, Geauga, Portage, Cuyahoga, Medina, Lorain, Huron, and Erie, as well as parts of Mahoning, Ashland, Ottawa and Summit. This territory became known as the Connecticut Western Reserve.

Immediately following the award, Connecticut donated approximately 500,000 acres in the western part of the Reserve to citizens of New London, Connecticut, whose homes had been destroyed when Arnold burned the city. These lands comprised the present counties of Erie and Huron and are known to history as the “Fire Lands.” After this donation, Connecticut sold the balance of the Western Reserve for \$1,200,000 to an organization known as the Connecticut Land Company, composed of forty-eight “proprietors.” The transaction was completed September 2, 1795. Money derived from the sale was placed in Connecticut’s public school fund.

During 1796 and 1797, the Western Reserve was surveyed under the direction of Moses Cleaveland, for whom the city of Cleveland was named. In 1798, the Connecticut Land Company divided the land among its proprietors, the distribution being made by the proprietors drawing for their land as in a lottery. On the fifty-seventh drawing, the land which now comprises Franklin Township was drawn by Samuel Flagg, Stanley Griswold, and Aaron Olmstead.⁴ For 13,836 acres, they paid \$12,903.23—less than \$1 an acre. In 1801, Griswold and Flagg sold their holdings to Olmstead, making him the sole owner of the township.

The land certificates issued by the Connecticut Land Company went into the markets of the eastern states and were sold to anyone who could buy and to many who ought not to have bought. Some of the buyers were prospective settlers; others were speculators who hoped to sell their newly-acquired lands to someone else at a profit.

By 1800, the “go westward” movement had started in earnest and in that year the County of Trumbull was formed, comprising within its limits the whole of the Western Reserve. Geauga County was formed out of Trumbull in 1806; Portage County in 1808.

There is a well authenticated tradition that Aaron Olmstead, the owner of Franklin Township, was very desirous of having the county seat of Portage County located on his land. He came here from the East in 1807 with John Campbell, of Campbellsport, and selected a site for public buildings a little north of Standing Rock Cemetery. Campbell agreed to use his influence with the state commissioners and Olmstead promised that if the commissioners selected his site for the county seat he would donate the land and pay the cost of erecting the courthouse. Olmstead then returned east where he soon afterward died, leaving no provision for carrying out his promise. Under a will previously executed, which bequeathed all his lands to his grandchildren, the proposed site could not be donated to county purposes. As a result, Ravenna secured the county seat without opposition.

Another result of Olmstead’s death was that the early purchasers of land in Franklin Township could not secure deeds to their property for a number of years. For instance, the Haymaker family bought 2,093 acres from Olmstead’s agent early in 1807 but they did not get the deed to the land until May 18, 1815.

Early Development of the County

The first settlement within the present limits of Portage County was made in

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Mantua by Abraham S. Honey who came with his family about May 1, 1798.⁵ In 1799 three other townships were settled: Atwater, by Capt. Caleb Atwater and others; Ravenna, by Benjamin Tappan, and Aurora, first settled by Ebenezer Sheldon.⁶ Thereafter, the settlement of the townships continued rapidly.

One of the first improvements made in the county was the construction of a wooden bridge across the Cuyahoga River in what is now Kent. The bridge was built in 1803 by settlers from Hudson and Ravenna. It was located within a few rods of the spot where Captain Brady made his memorable leap.

The first court house in the county was erected in 1810 a little west of the present building. In 1830 the original courthouse was moved to another location and was occupied for many years thereafter by a carriage factory. It was burned on August 11, 1871. The second court house was completed in 1830 at a cost of \$7,000.

Originally Portage County contained 30 townships, ten of them being the 10 on the east side of what is now Summit County⁷. These 10 townships were cut off from Portage and became a part of Summit by an act of the legislature passed at the session of 1838-39.⁸

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Chapter II

The Birth Of Franklin Mills

The village of Franklin Mills undoubtedly owed its existence to the Cuyahoga River, for it was this river, rushing and roaring through the narrow gorge above and below the present Crain Avenue bridge, which provided the water-power needed for the operation of grist and saw mills. As was the case throughout the entire Western Reserve, mills were built where waterpower existed, and where mills were built, there sprang up some of the most thriving settlements.

The first person who sensed the possibilities of the river was Jacob Haymaker, a millwright and carpenter of German descent who prospected through the county in the spring of 1805, seeking a homesite in the vast and practically unsettled wilderness. When he saw the waters swirling between the narrow banks, he realized that here would be a fine spot for the erection of a gristmill. Returning to Warren, he made arrangements with the agent of Aaron Olmstead, owner of the entire township of Franklin, for purchasing eight township lots, containing 2,093 acres. This tract, which included the lower waterpower site, was purchased for \$5,600, a trifle more than \$2.50 an acre.

Unable to return at once to Franklin Township, Haymaker sent his son John to make a clearing in the virgin forest along the riverbanks and prepare for building a permanent home. John left Warren late in October and with him came his wife, Sally, and their three children, Jacob, Eve and Catherine. They traveled by ox cart and their progress was slow. Arriving at the river about the middle of November, the family took possession of a rude hut, built by surveyors in 1803, which stood just west of the present Crain Avenue bridge. This hut had been used for several years by the Indians as a stable for their horses; it had also been used by deer and other wild animals as a shelter. As a result, it was indescribably filthy. After much scrubbing and cleaning, however, it was made fit for human occupation and the Haymakers moved in, glad to get even such a refuge from the cold autumn rains.

During the long winter which followed, the Haymakers' only visitors were Indians who came from their villages at Silver Lake and Cuyahoga Falls to see how white people lived. One day a squaw who come to visit took her papoose from her hack and stood the board to which it was attached against the hut. While she was inside talking to Mrs. Haymaker a wild hog came along, grabbed the baby, and ran helter-skelter through the underbrush. The squaw managed to rescue her baby but only after a hard fight with the animal.

In the spring of 1806, George Haymaker, brother of John, and their father, Jacob, came in. The first thing they did was to help John finish clearing a small plot of ground and plant corn. They then joined forces to build a log cabin. It was located on the west side of the river a little north of what is now Stow Street. Although the cabin was only 14 by 16 feet in size, and despite the fact that its furnishings were as simple and primitive as the structure itself, to them the new home was beautiful to behold, and to John Haymaker

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and his family, who had lived nearly a year in the surveyors' hut, it seemed like a mansion.

Early in the fall of 1806, Frederick Haymaker, another son of Jacob, arrived. According to records, he was a man of great abilities. He had served as private secretary to Aaron Burr during the famous expedition for which the brilliant politician was later tried for treason. It is said he knew the secret motives and plans of his superior. If he did, he never divulged a word regarding them and when he died, the secrets died with him. Frederick, with his father, acquired another tract to the north of the tract previously bought. Their joint holdings included practically all of what is now Kent and many hundreds of acres besides.

Late in the fall of 1806, the Haymakers began building a rude dam about seven feet high across the river a little above the site of the present dam near Main Street. It was built of earth, stones and logs, and most of the work was done during the winter months while the river was low. When the spring thaws came and the water rose, the men were greatly concerned over whether or not the dam would hold. But it did—the first step toward making a settlement in the wilderness had been accomplished.

Haymakers Built First Mill

Following the completion of the dam, the Haymakers started work on a small gristmill. They were aided by Bradford Kellogg, of Hudson, a millwright, and Andrew Kelso, a miller, who came here early in 1807. The mill was a primitive affair. The millstones were made from common stones called "nigger heads," the mill wheel was crudely constructed, and the mill building was nothing more than a shack. Crotched poles were set in the ground and upon these poles, rough-hewn boards were placed, forming a roof which provided little protection during bad weather. The bolt for sifting the flour was a coarse cloth stretched over a rack which had to be turned by hand. Needless to say, perfect flour or corn meal could not be produced at the mill. In fact, it was a mere "corn-cracker"; nevertheless, it was immeasurably superior to the hominy-blocks⁹ of the settlers.

An event of historical importance occurred on September 11, 1807—the first white child was born in Franklin Township. It was John F. Haymaker, son of John and Sally Haymaker, the first settlers. On November 26, 1809, a daughter, Emily, was born to the same parents.

These infants were not the only new arrivals in the township during the closing years of the first decade of the century. Between 1808, when the Haymaker mill began operations, and 1810, several more families settled in various parts of the township. By the close of 1810, the population of the entire township had swelled to almost 40, including children.

Despite this increase in population, the Haymakers found that operating a mill was none too profitable an undertaking and when Jacob Reed of Rootstown offered to buy it in 1811, the transaction was quickly made. Reed improved the mill in various ways, sideboarding it and putting on a permanent roof. After selling the mill, the Haymakers engaged in farming.

The first death in the township was that of Eve Haymaker on October 11, 1810.

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She was the wife of Jacob Haymaker and the mother of John, George and Frederick Haymaker. Jacob, the father, died in 1819; John died in 1827; George, in 1838, and Frederick, in Trumbull County, in 1851. Following the death of Mrs. Haymaker, a two-acre plot of ground was set aside by the Haymakers for use as a cemetery. Later, it was deeded to the community. Many of the pioneer settlers of the township were buried there¹⁰; it was used until Standing Rock Cemetery was opened.

The War of 1812 greatly retarded the development of the township. Many families who had planned to come here to make their homes delayed doing so through fear of Indian uprisings. Neither the Indians nor the British came near Franklin Township while the war was in progress and had the settlers known how fortunate they were to be, they would have been saved many an anxious moment. As it was, they lived in constant fear of Indian raids and massacres. On several occasions, upon receiving false reports of the advance of the enemy, they prepared to flee on a moment's notice. Consequently, when they learned, late on September 11, 1813, of the victory of Commander Perry over the British on Lake Erie on the day before, there was great rejoicing throughout the township. Later, Tecumseh and his bravest chieftains were slain by American forces who pursued them into Canada, and the danger of Indian wars in Ohio was ended forever.

With the coming of peace, the people of Franklin Township looked to the future with renewed hope. They were further encouraged by the occasional arrival of new neighbors. One of the newcomers was Elisha Stevens who bought a small tract of land on the west side of the river, near the present intersection of River and Mantua Streets, and erected a sawmill, to be operated by horsepower. Up to this time, very little timber was used except in the rough. As soon as Stevens had his mill in operation, the settlers were able, for the first time, to construct frame houses.

An event of unusual importance occurred on August 10, 1814. Franklin Township celebrated its first wedding! Neighbors from miles around gathered at noon at the home of Adam and Betsey Nighman to witness the marriage of their daughter Theresa to Christian Cackler, of Hudson, who had volunteered in the War of 1812 and had taken part in Perry's victorious engagement. After the ceremony was performed, the wedding dinner was served—a substantial backwoods feast of beef, fowl and deer meat, together with as many different vegetables as could be procured. Following the dinner there was a dance which lasted into the small hours of the morning.

To Christian Cackler, the groom of this first wedding, Franklin Township is indebted for its only existing record of how the early settlers lived. In 1870, he wrote his "Recollections of an Old Settler" which was first printed in the *Kent Bulletin*. The "Recollections" have been reprinted several times in pamphlet form and many copies of the work are still in existence. Franklin Township was organized in 1815 and an election held. Twelve votes were cast, the voters being Amasa Hamlin, Elisha Stevens, George Haymaker, John Haymaker, David Lilly, Hubbard Hurlbut, Jacob Reed, Alexander Stewart, Adam Nighman, William Williams, Christian Cackler, Sr., and Andrew Kelso. This was the entire voting population in 1815. The officers elected were: trustees—Amasa Hamlin, Elisha Stevens and George Haymaker; clerk—Hubbard Hurlbut; justice of the peace—John Haymaker.

The first lawsuit was tried soon after the township was organized. It was a case for damages instituted by Christian Cackler whose geese had trespassed upon the lands of

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David Lilly, and was a reversal of the ordinary mode of procedure. Lilly killed several of the geese after they had destroyed his oats. He was sued therefore, and forced to pay for them. The Justice held that there was nothing in the law to prevent a goose from destroying a man's oats, but that there was a penalty for killing the same goose, even if it was caught in the act.

The Settlement Grew Slowly

The years drifted by, and the development of the little settlement on the banks of the Cuyahoga continued, but very slowly. In 1817, ten years after the Haymakers started work on their mill, there were only six families living in what are now the city limits of Kent. Reed operated the mill and Stevens the sawmill; the other four heads of families were farmers. There were no stores, no doctors—the nearest place merchandise could be purchased or medical services obtained was in Ravenna, seven miles away, and the roads to that small village were often impassable.

The early settlers were necessarily exposed to many dangers and privations. They did not as a rule have any fears of starvation for the forests were alive with game, the streams abounded in fish, and the virgin soil yielded bountifully. No one had much money, but not much money was needed. The housewives made most of the clothing used by members of the family. Practically all their food was obtained from their farms and from the near-by streams and forests. Some things had to be purchased, of course, and almost invariably the things the settlers had to buy were expensive.

An old account book of the firm of Oviatt and Kent, in Ravenna, showed that the prices of many commodities were almost prohibitive. In 1817, sugar, for instance, cost 50 cents a pound; tea, \$2 per pound; shirting, 56 cents a yard; broadcloth, \$10 a yard; tow cloth, 50 cents a yard, and nails, 25 cents a pound. About the only thing that was cheap was liquor. Good grades of whiskey cost from 50 to 75 cents a gallon, imported rum, \$3 a gallon. Incidentally, the account book showed more entries for liquor purchases than for anything else. One of the charges was for a quart of rum delivered to John F. Wells, "To drink on the highway, 75 cents." To judge from the consumption of liquor, it was preeminently the staff of life which our forefathers prized most highly.

Most of the stores of that period operated on a barter basis. Corn and wheat and other products of the field were brought in by the settler and exchanged for calico, tea, salt and other necessities. For many things, however, the merchant demanded cash, and inasmuch as transportation facilities were woefully inadequate and the local demand for farm products was meager, cash was extremely hard to get, even when the farmer had his bins full to overflowing. One of the most certain ways of getting "hard money" was through the sale of furs; consequently, almost all the settlers trapped during the winter months. Many of them were well rewarded for their efforts. Otter skins could be sold readily at from \$3 to \$10 each; bear skins were worth from \$2 to \$5; beaver, from \$2 to \$3; deer, 75 to 90 cents; marten, 35 cents, and muskrat, 25 cents. A bounty of \$7 to \$10 was paid for wolves.

Toward the close of the second decade of the century, the small settlement on the banks of the Cuyahoga began to forge ahead. In 1817, a joint school and church was built east of the river, near the present intersection of Lake Street and Crain Avenue. It

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was a one-story, one-room structure, with a fireplace on the north side which sometimes threw out sufficient heat, but more often did not. The building was used as a meetinghouse for all sects, circuit preachers and missionaries delivering sermons on alternate Sundays. During the fall and winter months, the building was used as a school. For two years prior to the erection of the building, Alphonso Lamphier, of Brimfield, taught school in the settlers' homes; now, however, the children had a real schoolhouse in which to obtain their "book learning." It was not much of a school, and the wind often swept unmercifully into the drafty room, but the youngsters were accustomed to physical discomforts and did not mind. The school term ended early in the spring each year so pupils could help their parents during the planting season.

The church-school served the community for several years. In 1820, however, it had to be abandoned because of a religious squabble, caused by a Deacon Andrews who had contributed a large part of the money required to erect the building. One Sunday a Scotchman named Elliot preached in the church. All liked his sermon except Andrews. The next Sunday, Elliot preached again and Andrews arose to argue with him. Elliot said that if he would sit down until after the close of the talk he would answer any questions Andrews might care to ask. Andrews left immediately after the sermon was completed. The following Sunday, when the congregation gathered, they found the door of the church locked. They sent for Andrews and he told them that he would not have such "damnable preaching" in his building. The upshot of the whole thing was that Andrews, who had been the leading deacon up to that time, withdrew from the congregation and paid back to the other members all they had contributed toward the construction of the building. Another church, which also served as a school, was then erected on North Mantua Street, about two blocks north of the present Crain Avenue. This building stood for many years and was used by all sects until they erected buildings of their own.

Early in 1817 two men who played an important part in the development of the village arrived. They were George B. DePeyster and William H. Price. Late in the preceding October they paid \$8,000 to Jacob Reed for 500 acres of land and the gristmill which had been erected by the Haymakers. Now they came with their families to make this their home. They built houses near Stow Street and then immediately set to work to convert the "corn-cracker" into a really efficient mill; they did their work so well that within a few years it became known as one of the best in Portage County. Farmers came from miles around to have their grists of grain ground into flour and meal.

Another man who helped materially in the upbuilding of the settlement arrived early in the spring of 1818. He was Joshua Woodard, of Geneva, New York, who had settled in Ravenna in 1811 and had there erected a saw and gristmill. Deciding that he would rather have his enterprises located on the banks of the Cuyahoga River, Woodard entered into partnership with Frederick Haymaker and together they financed the building of a small woolen factory and dye house on the east side of the river near the Crain Avenue bridge and a small cabinet shop on the west side of the river just below the bridge.

These manufacturing enterprises, small though they were, proved to be of considerable importance to the small community. A few "hands" were required to build and operate them, and these "hands" needed places in which to live and a store from which they could buy the necessities of life. So houses were built for them and a store

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was opened.

While Woodard and Haymaker were busy with their enterprises near the Crain Avenue bridge, DePeyster and Price continued their activities in the Stow Street section. Using the same waterpower that was used in their gristmill, they erected and put into operation a sawmill. They then built a small forge and put up a trip hammer to manufacture scythes, axes and pitchforks. DePeyster opened a general store in the basement of his home. The partners also started in the hemp business, sending to Kentucky for seed and persuading the farmers to plant it. They built a mill where the hemp could be broken and dressed, but this new undertaking did not pay, and it was soon abandoned.

The Twin Villages on the Cuyahoga

Thus there developed two embryo villages on the banks of the Cuyahoga. Outsiders began to refer to them collectively as Franklin Mills; locally they were called the "upper village" and the "lower village." In 1819, Woodard and Haymaker built a tavern, which was known for many years as Woodard's Tavern, on the southwest corner of North Mantua Street and Fairchild Avenue. Not to be outdone, Price and DePeyster soon afterwards financed the construction of a tavern in their "village." It was called the Lincoln Tavern and it stood on the northwest corner of Stow and Mantua Streets.

The rivalry between the two villages was as nothing compared to the rivalry between the two hotels. It became most intense when the Cleveland and Pittsburgh stage started running early in the Twenties. The great object, of course, was to be located on the stage route. And the trouble was that there were two roads leading from Ravenna over which the stagecoaches could travel. About one mile west of Ravenna, at the Black Horse Tavern, the road to Stow forked. The northern route ran between Brady and Pippin Lakes and then across the old bridge near Crain Avenue directly to Woodard's Tavern. From there it ran almost directly west. The other road, after leaving the Black Horse Tavern, crooked about somewhat, and ran in a southwesterly direction to a small bridge near the foot of Stow Street, within a stone's throw of Lincoln Tavern. From that point the road continued westward, almost paralleling the other road, to Stow.

One road, therefore, was the road to Woodard's and the other to Lincoln's, and the rival tavern keepers tried in every possible way to turn the travel in their direction. They had handbills printed and signs erected eulogizing their respective houses, each showing conclusively why his route was the best for general travel, and why the other was a great deal farther, a great deal rougher, and entirely unfit for any man to think of taking. Sometimes Lincoln Tavern would get the stagecoach drivers to use the road to its door, and sometimes Woodard would induce them to use the northern route. Finally the matter was compromised when the stagecoach company decided to run its coaches over the northern route from Black Horse to Woodard's and then south on Mantua Street to the Lincoln and then westward. Thereafter both villages were able to enjoy the thrill of coming forth upon hearing the distant blasts of the stagecoach horns and waiting in anticipation to watch the travelers from distant parts disembark.

The stagecoach line, incidentally, continued to operate until some time after the opening of the Pennsylvania and Ohio Canal in 1840. In summer, fairly good time could

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be made, even though the roads were little better than present-day country lanes. But in the fall and spring, when rains turned the roads into seas of mud, the coaches merely crept along. Many times the passengers had to get out and push when the coach became mired in the mud or when the horses could not pull the load up some steep grade. At its best, stagecoach travel was slow; at its worst, it was an experience which when once undergone, was not soon forgotten.

But all this is getting ahead of the story. Getting back to the two villages, it must be noted that on December 28, 1820, George B. DePeyster was appointed the first postmaster of Franklin Mills, receiving his appointment from President James Monroe. He kept his mail matter in a cigar box and 25 cents was the usual fee of Uncle Sam for carrying a letter a moderate distance. Many letters were sent "postage collect" and on numerous occasions, Postmaster DePeyster had to hold mail for weeks until the addressee could secure enough money to pay the postage.

During the 1820s, the twin villages began to forge ahead, with the upper village gaining a slight advantage. In 1822, Woodard formed a partnership with Benjamin F. Hopkins and David Ladd, two newcomers, and built a glass factory near the west bank of the river a short distance north of what is now Grant Street. They also built a tannery on the east side of the river near the Crain Avenue bridge. Forgetting the rivalry between the two villages they also built a woolen mill in the lower village, below the gristmill, where they could have the advantage of waterpower. Near the same place, they also erected an anvil-mill and a small mill where oil was extracted from linseed. The oil mill was operated for many years by Ladd.

In 1824, another glass factory was built, on the Cackler farm, a little northwest of the upper village. It was owned and operated for a number of years by James Edmunds and Henry and Willard Clark. All traces of this factory, as well as the glass factory built by Woodard and his partners, have long since vanished. Christian Cackler, in his reminiscences, recalls that many years later, while plowing in his fields, he turned up a large quantity of broken glass and pieces of charred timber, indicating that the factory on his farm had burned down. But when that occurred, or how, he could not remember. Neither, probably, can anyone else. The glass factory, along with many of those early enterprises, has vanished into the distant and forgotten past.

It must not be assumed, in reading about the glass factories, tanneries, sawmills, and what-not that were established in the early Twenties, that the two villages grew with mushroom-like growth, or that the settlement on the Cuyahoga became a great manufacturing center during the course of a few short years. Far from it. Most of the enterprises were small, one-man-and-helper affairs; none of them employed more than three persons. The population of both villages, in 1825, did not exceed 100. Every family had plenty of land to grow almost everything it ate; no one was crowded for elbowroom.

In this same year—1825—the upper village got a new name. A plot of land north of Cuyahoga Street was surveyed and laid out into lots, and it was recorded on April 13 as the village of Carthage. This was the first plat of any portion of the present city of Kent that was recorded in the courthouse. The name Carthage did not stick. Residents of the village preferred the more prosaic name of Franklin Mills, and that is what the two villages continued to be called for decades thereafter.

During the late 1820s, the community of Franklin Mills went "ultra-religious."

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One Sunday an employee of the Price and DePeyster mill, a man by the name of Brown, went out into the woods to gather chestnuts. He was seen by Loomis Andrews, a son of the Deacon Andrews who caused the abandonment of the community's first church. Young Andrews reported the mill employee for "Sabbath breaking," a summons was issued and Brown was brought before the court. He was fined \$1. It was generally believed that young Andrews went to the woods for the purpose of getting chestnuts himself.

A short time later, Jacob Stough and Sylvester Babcock, teamsters, of Ravenna, drove through the settlement on a Sunday and were arrested on complaint of a fellow named Russell who was studying for the ministry. The teamsters were on their way to Ravenna with a load of goods brought from Old Portage for Zenas Kent. They were fined \$1 and costs. The incident so aroused the people of Franklin Mills that they went to Stough and told him that if he would cowhide Russell, they would stand behind him to the limit, in order to clear the township of such fanaticism. Stough caught Russell in Ravenna a few days later and gave him a good flogging. Thereafter complaints about "Sabbath breaking" became extremely rare.

The 1820s cannot be passed over without reference being made to the fact that in 1829 the first brick house was built in Kent. It was erected on North Mantua Street, near Crain Avenue, by Jarius C. Fairchild, who a short time before had purchased the tannery built by Woodard, Hopkins and Ladd. In this home there was born on December 27, 1831, a son, Lucius Fairchild, who many years later served three terms as governor of the state of Wisconsin and one term as commander-in-chief of the Grand Army of the Republic. General Fairchild died May 23, 1896, in Madison, Wisconsin.

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Chapter III

The Boom Of Franklin Mills

The third decade, destined to place Franklin Mills on the map of the state for a brief period, began inauspiciously with an accident which shocked the entire community. Early in February, 1831, William H. Price, partner of DePeyster, went to New Lisbon¹¹ where he bought a large grindstone for use in the mill. With the heavy stone loaded upon his wagon, he started home. The roads were frozen and deeply cut with ruts. The wagon jolted back and forth and finally upset. The heavy stone fell upon the mill owner and crushed him terribly. He died a few hours later. The body was brought back to Franklin Mills for burial.

A real estate transaction of importance was completed late in 1831. William Pomeroy and Daniel P. Rhodes purchased all the properties in the upper village owned by Frederick Haymaker, who in 1826 had dissolved partnership with Woodard, retaining the woolen factory and cabinet shop while Woodard kept the tavern. In the transaction, Pomeroy and Rhodes acquired the factory and cabinet shop, as well as 100 acres of land and valuable waterpower rights.

This realty deal was only one of a long series which occurred during the promising 1830s. During the decade, at least 95 per cent of the property now within the city limits of Kent changed hands at least once. Some of it was sold as many as five and ten times. It was a boom period during which everyone seemed to go land crazy. The future was anticipated to an absurd degree and property sold at prices which to the old settlers seemed outlandish. They were.

There were two primary causes for the sudden and unprecedented boom. The first was the proposed Pennsylvania and Ohio Canal. This canal was conceived in the early Twenties shortly after the state of Ohio, as well as the entire nation, had been bitten by the "canal bug." By 1825, one canal—the Ohio and Erie—had been planned, authorized, financed, and partly built.¹² It extended northward from Portsmouth, on the Ohio River, to Cleveland and provided all-water transportation from Lake Erie to the Gulf of Mexico. And now the empire-builders wanted another canal—the Pennsylvania and Ohio—to link Cleveland with Pittsburgh. Tentative plans provided that it should extend from Beaver, Pennsylvania, on the Mahoning River, to Akron, Ohio, on the Ohio and Erie Canal. And it was to run through Ravenna and Franklin Mills!

Legislation sanctioning the canal was passed by the Ohio legislature in 1827 but construction work was delayed by difficulties encountered in getting the project financed. For a time it seemed as though the canal was to be only a dream, but in the early Thirties the dream began to materialize. Numerous meetings were held in cities along the proposed route and the enthusiasm was unbounded. For quite some time before 1835, those "on the inside" knew for certain that the canal would be built. What a chance that offered for making money! The Pennsylvania and Ohio Canal alone probably would have caused an increase in land values in Franklin Mills. But there was another reason why property at this particular point should suddenly appear to be so desirable. Franklin Mills

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was blessed with abundant waterpower, and waterpower sites during the Thirties were gems which were sought with ever-increasing zeal. Eastern capitalists, enriched by years of prosperity, were looking westward to the rapidly growing Ohio for places to invest their money and, knowing how profitable water power sites had been in the eastern states, they naturally first sought water power here. When they found a good site, they were willing to pay vast sums for it.

At this opportune moment, Zenas Kent, prosperous Ravenna merchant and builder, saw fit to make investments in Franklin Mills. Whether he knew for certain that the Pennsylvania and Ohio Canal would be built, causing increased property values as they had in Akron, is problematical; whether he had learned how eastern capitalists were beginning to search for water power sites, no one can say. But Kent was a man of affairs, with many influential friends, and it is quite possible that he had a clear knowledge of the trend of events. If that was the case, Kent exercised sound judgment in making his investment; if not, he was lucky. The chances are, however, that “luck” was an inconsequential factor—Kent was first, last and always a keen business man who acted on knowledge and not on guesswork.

Nature aided Kent in his land deals. In the spring of 1832, Franklin Mills experienced one of the worst floods in its history. Day after day it rained, and the Cuyahoga River rose higher and higher. Owners of property in the lower village watched with anxious eyes as the waters roared and thundered in their mad rush southward, and tore hungrily at the dam which impeded their progress. Finally, on March 28, the dam gave way. And when it broke, all the buildings along the bank were swept away. The gristmill, the sawmill, the woolen mill and forge—all were carried down the river. In an hour’s time, the flood destroyed the work of years.

During the summer which followed, Kent negotiated with the owners of the waterpower site and land surrounding. With David Ladd as a partner, he purchased, on October 24, all the property which had been held by Price and DePeyster, paying \$6,300 for the waterpower site and approximately 500 acres. Five months later, Kent bought Ladd’s interest in the property, paying \$3,000. He also bought other parcels of land adjoining the lower village—by the end of 1833 he was by all odds the biggest landowner in Franklin Township, and most of his land was close to the best water power site.

The stage was now set for one of the most interesting and fantastic episodes in the history of Kent. There appeared from the wings the officials and board of directors of the Franklin Land Company, ready to present their act.

The Franklin Land Company, be it known, was an organization of capitalists from Cleveland, Boston, Hudson, Ravenna and elsewhere, who confidently believed that Franklin Mills could be converted magically into one of the foremost manufacturing centers of the country. The specific thing on which they pinned their hopes was the manufacture of silk. Millions would be made—and in a few short years!

The set-up seemed to be perfect. Here was a land which appeared to be ideal for the growth of the *morus multicaulis* variety of the mulberry tree. Here was a land where the silk worm, which makes its cozy home in the *morus multicaulis* variety of the mulberry tree, would live and thrive. Here also was a spot where there was waterpower which could be used to convert the drab cocoons of the silk worm into gorgeous, gleaming silk, coveted by the women of the world. What more could be asked for? What

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staggering possibilities for profit!

It would be interesting to know what some of the high-powered promoters of today could do with such an enticing scheme, particularly in a boom period such as existed during the middle Thirties of the nineteenth century. But the promoters of the Franklin Land Company did not do so badly—they raised the hopes of hundreds of persons to dizzy heights and sold hundreds of thousands of dollars' worth of stock.

Who originated the scheme of the Franklin Land Company, and just when the stock selling was started, is not known. However, it is a matter of official record that on May 27, 1836, Zenas Kent and wife sold the water power site in the lower village and approximately 750 acres besides to the company for \$75,000. For this land and power site Kent had paid \$6,300 plus small sums which he had paid for adjoining tracts.

About this time, the Franklin Land Company bought the holdings of Pomeroy and Rhodes in the upper village for \$40,000. This purchase, with that of the land of Zenas Kent, gave the company complete control of the river in Franklin Mills, as well as practically all property in what is now Kent and many acres besides. How much actual cash changed hands in these transactions is not known. Some say that Kent received \$25,000 in cash and Pomeroy and Rhodes, \$20,000; others say that Kent received \$65,000 cash and Pomeroy and Rhodes, \$30,000. Whatever they received, it is certain that all made handsome profits.

After acquiring the land needed, the Franklin Land Company moved fast. A large tract of land on the east side of the river was surveyed and laid out into lots, with business streets, wide thoroughfares, and even a park, a block square, at the top of East Main Street hill just east of DePeyster Street. A plat was recorded September 14, 1836, and the sale of lots started. The big boom of Franklin Mills was on in earnest.

A glowing picture was presented to the prospective investors. The Pennsylvania and Ohio Canal was coming in—that was certain. Even then large gangs of men were digging the bed and building the banks just a few miles from Franklin Mills. The village—no, the City—would be a strategic point on one of the foremost water transportation routes in the country. It would grow just as Akron had grown. The waterpower of the Cuyahoga would bring in industries which would employ hundreds—yes, thousands. Besides, think of what the silk industry would do for the community! The future of Franklin Mills was positively assured. Everyone who bought property would become rich.

That was the story, and almost everyone believed it to be the gospel. Commenting on the boom many years later, in letters to the *Kent Bulletin*, James Woodard, son of Joshua Woodard, wrote: "People were fairly crazy on the land question. Lots in good locations sold up to \$300 a front foot. Farm lands a mile from the city sold as high as \$400 an acre. The lot in the fork of River and Mantua Streets sold for \$5,000 (three years before it wouldn't have brought the owner \$500). Zenas Kent erected a great block at Main and Water—bigger than any block in Akron or Cleveland at the time. Another brick block was built across the street by N. and J. H. Pendleton and C. and E. Beach at a cost of \$15,000 for the building alone." So it went.

For a time everything looked lovely. The canal builders—large gangs of Irishmen—arrived in Franklin Mills and started building a giant lock, with a 19 foot drop, on the east bank of the river a little below Standing Rock. Down by Main Street, they

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started building a dam across the river—a beautiful dam that completely dwarfed the dam which the flood of 1832 had washed away. They built a sturdy covered bridge over the river at the foot of Main Street. The canal and bridge builders had to be fed and housed—so did the carpenters and bricklayers who came to work on the new buildings. Many stores were opened and did a thriving business. Everyone prospered.

In the meantime, in 1837, the Franklin Land Company sold all its holdings to the Franklin Silk Company, the same “critter” with a different name. Property bought from Zenas Kent and Pomeroy and Rhodes at a total cost of \$115,000, was sold to the Silk Company for \$372,000. This was the same property which had cost not more than \$20,000 a few years before.

The silk industry began to get under way. Joy H. Pendleton, later an Akron banker, imported large shipments of young mulberry trees, started a nursery, and contracted with many farmers to furnish them with three-year-old trees at prices ranging from 10 to 25 cents each. Inasmuch as the trees could be grown readily from cuttings, he expected to make a fabulous fortune. Barber Clark, a wealthy farmer living east of Franklin Mills, made preparations for going into the business on a large scale and started building a large cocoonery. Other farmers followed suit. Silk worms were shipped in, on the stagecoaches and on Conestoga wagons, the “prairie schooners” of the Western Reserve. The silk company began excavating for a great silk manufacturing plant on the west bank of the river, just below the dam.

During this period, Zenas Kent was very active. To begin with, he erected the hotel and office building at Main and Water Streets—then called the Franklin Exchange. This building was started late in 1836 and finished a year later. Kent then erected a flour mill near Stow Street, on the site of the original Haymaker mill. This mill was completed, and started in operation, as soon as the dam was finished. Kent, in partnership with John Brown, of Harpers Ferry fame, also built a tannery just south of Kent’s Flour Mill. The partnership broke up, because of Brown’s erratic tendencies, before the tannery was finished, and it was operated for some time thereafter by Marvin Kent, son of Zenas. Brown then went into partnership with a Mr. Thompson, bought a farm just south of Franklin Mills, laid it out as a subdivision, and recorded it as the “Brown and Thompson Addition.” He also erected a large wooden building at Summit and Washington Streets for a hotel and storerooms. During this period Brown lived in a house on Mogadore Road, opposite to where the Erie shops were later built. A spring near the house which he boxed in flowed until recent years.

While the boom was in progress, Franklin Mills grew rapidly. Doctors, lawyers, druggists, merchants—men of all trades and professions—flocked into the village. Many brought their families. On April 1, 1839, the Franklin House in Kent’s block was opened, with Merrick Sawyer, a contractor on the canal, as the first landlord. It was a big event for the community. The village already had three hotels—Woodard’s Tavern, Lincoln Tavern and the Cuyahoga House, built several years before—but all these were considered entirely too small for such an up-and-coming place as Franklin Mills.

The Franklin Mills Bubble Bursts

Then came the crash. A panic which prostrated the entire country started late in

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1837, but it was some time before Franklin Mills felt the full effects. The village was so busy planning, and building, and dreaming, that it could not conceive of anything which could halt its momentum. The Franklin Silk Company officials thought that the depression would be only a minor economic squall, and they did not bother even to reef in their sails. Having a “wildcat bank” charter from the state legislature, they issued scrip and endeavored to counteract the dearth of real money. Incidentally, this scrip was ultimately redeemed dollar for dollar, due to precautions taken by Zenas Kent in demanding that enough securities should be kept on hand to guarantee its payment.

By the end of the decade it became only too apparent that the Franklin Mills bubble had burst. Real estate values began to go down faster than they had gone up. To quote James Woodard again: “I tell you things looked mighty blue. Farmlands which had been selling for from \$300 to \$400 an acre dropped to from \$10 to \$20. The Pendletons and Beaches sold, for \$1,400, the building which had cost them \$15,000, and they threw the lots in. In the business section, lots could be bought for almost anything. Merchants failed, sold out, were cleaned out—businesses of all kinds. It was a dreadful time.”

The Brown and Thompson Addition was soon forgotten, and it reverted to farmlands. The plat of Franklin Mills which had been drafted so carefully, was practically disregarded—only a few streets remained as originally planned. The park was lost entirely.



Scrip issued by the Franklin Silk Company in 1838

The silk industry fizzled out with a sickly fizzle. The mulberry trees flourished, but the silk worms didn't. They became more and more anemic, and when the time came for them to make the cocoons which were to yield the precious silk, they faded out of existence. It is just as well that they did because the silk company had long since stopped work on its manufacturing plant—part of the foundation for it had been laid but that was all. Years later, Zenas Kent built on the site a “cotton factory” which is still in existence. A number of farmers who had invested heavily in silk worms went bankrupt.

Despite the collapse of the boom, it must be stated that its net results were not all

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unfavorable. Many persons lost heavily, it is true, but in some respects the community was the gainer. Before the boom started, the two villages of Franklin Mills were nothing except two stopping points on the stagecoach line. When the boom ended, Franklin Mills stood forth as a village which had possibilities, if nothing else.

For one thing, the village now had a fine dam which could be utilized to furnish more waterpower than had ever before been obtained from the river. It also had a good bridge across the river, so staunchly built that it served the community for nearly forty years, resisting the highest waters of flood seasons without being damaged.

Moreover, Franklin Mills now had a real business section which was graced by two large brick structures ample to serve the business needs of the community for years to come. It also had a good hotel in addition to its taverns. Furthermore, the village of Franklin Mills now had a canal over which boats plied to and fro between Pittsburgh on the east and Akron and Cleveland on the west. The canal was completed late in March, 1840, and on April 3, the first boat from Beaver, en route to Akron, passed through the upper lock, floated down the river, and was locked out into the canal again at the dam. Thereafter, the sight of the heavily loaded boats, pulled by slow-moving mules, became a common event. Boats arrived and departed daily. Most of the canal men stopped at the Cuyahoga House and Woodard's Tavern, the new Franklin House being considered too "high toned" for them.

The completion of the canal was celebrated early in August. Four packets, gaily decorated with banners and pennants, started from New Castle at 6 a. m. on August 4 for a trip through this "water avenue to the West." Governor David R. Porter of Pennsylvania and other dignitaries made the trip. The delegation was met at the Ohio line by boats from Youngstown and Warren. Proceeding westward, the celebrants had dinner at Youngstown and that night stopped at Warren where an enthusiastic welcome was extended them. The next day the party stopped at Ravenna for dinner and late that afternoon, the boats arrived in Franklin Mills. An elaborate dinner, garnished with countless speeches and toasts, was given that night in the new Franklin House. All the prominent men of the township attended.

Early the next morning the party inspected the new bridge, dam and locks and then departed for Akron. Brief stops were made at Munroe Falls and Cuyahoga Falls "where the villagers and surrounding farmers made the welkin ring with cheers and shouts of joy." Arriving in Akron, the visitors were met by a brass band and the Summit Guards and taken to the Universalist Church where a formal reception was held. That evening, another reception, of a less formal nature, was held at the Ohio Exchange. Countless toasts were drunk; so many, in fact, that one of the visitors, Major-General Seeley of Warren, died during the night of apoplexy. His son, who had drunk just as much but had managed to live, burst into tears when he learned of his father's death. When comforted by friends, he sobbingly explained that he always wept when his father died. Another convivial celebrant denied that the death of the old soldier had cast a pall over the festivities. "It was fine," he said, "dom'd fine." The old fellow went out of the world with his belly full of beefsteak and brandy.

With the opening of the canal, the people of the entire township were benefited by a material saving in freight rates. Farm products which heretofore were a drug on the market because of the high cost of overland transportation, now could be disposed of to

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advantage. This was particularly true after the panic passed and prosperity returned. Wheat jumped from 25 cents to almost a dollar a bushel; potatoes, which formerly often had to be given away or left to rot, now could be sold for from thirty to forty cents a bushel. The decreased freight rates also caused a reduction in the prices of much of the merchandise the farmers had to buy.

For the village, the canal also proved to be a godsend. Many of the canal boat men and passengers stayed here overnight and left some money behind them. Moreover, the canal also opened up markets for the few industries which survived the hectic days of the boom and the collapse which followed. Now, for the first time, flour made in Franklin Mills could be shipped to other towns and sold at a profit. It is said that Kent's mill produced the first flour shipped from northern Ohio to Cleveland, going by way of Akron and the Ohio and Erie Canal.

Much as the canal helped, however, it failed to serve as a panacea which would magically eliminate all the ill effects of the depression period. The trouble was too deep seated. The village prospered during the boom because of the activity in real estate and the construction work. Everyone was working, making money, and spending it. Some of the money that circulated was "wild cat" scrip from other towns which was never redeemed at its face value, but before the panic it was just as good as gold.

Now there was little money in circulation. Few persons were employed and few businessmen made enough to pay expenses. The main difficulty was a lack of industries. All the industries together did not employ more than 25 persons, and those only part time. New industries were eagerly sought, and many inducements offered, but new industries during that period of national depression were few and far between. Dreary years ensued.

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Chapter IV

The Dull Decades

Perhaps it might be interesting to look back and see what Franklin Mills looked like, and had, during the Forties. To begin with, it had the town hall and the two new churches which were mentioned before. It also had a fine covered bridge which was not overburdened with traffic. It had a dam which offered fine possibilities but which was supplying power only for a grist mill which employed three men, a small woolen mill and a saw mill which was inactive eight months out of a year.

Next, the village had two large brick buildings at the Main-Water Street intersection. In the larger, there was the hotel, but Landlord Kent had a hard time keeping it open—proprietor followed proprietor but none could manage to pay expenses. During this decade, and during the Fifties, most of the storerooms in the two brick buildings stood empty and deserted. Cattle sought shelter in them on stormy days. There were a few small stores and one-man shops in this section, but none of them amounted to much. The post office was in the Kent Block and the postmaster was Daniel P. Rhodes.

There is a story about Postmaster Rhodes which may or may not be true. One day, when the stagecoach stopped in front of Rhodes' store to deliver the mail, an easterner stepped out of the coach and gazed in astonishment at the two large structures, almost entirely deserted. Turning to the postmaster, he asked what the buildings had been erected for. Without cracking a smile, Rhodes replied: "These, sir, are edifices of mercy. The folks of this community hate something dreadful to see poor cows suffer in bad weather, so they built these buildings to shelter the critters from the cold, bitter winds of winter. And they're serving their purpose nobly." The stranger did not ask any more questions.

The two original villages on the west side of the river were not much more active than the east side boom-built section. In the lower village, the Lincoln Tavern had closed because of too much competition. The gristmill, tannery, and woolen mill were running but they were not deluged with business. Near the bridge, on River Street, there was a blacksmith shop.

In the upper village there was more activity than in any other part of Franklin Mills. There the canal boats tied up at the riverbank so the owners could gossip, stay overnight at the Cuyahoga House, or stop for stimulating drink at the general store. Here there was a livery stable, the old cabinet shop which was still in operation, and, on the opposite side of the river, the old tannery. Most of the homes of Franklin Mills were still centered in this section. On the west bank of the river, close to the intersection of River and Mantua Streets, there was a large three-story building which was used in the Forties, and for many years thereafter, as a foundry. Old-timers say this building was originally built as a grist mill by Daniel P. Rhodes, partner of William Pomeroy, and that Rhodes started building a dam across the river to supply water power for it when the boom started. He stopped the work, and the dam was never finished. Whether or not this story is true, is a matter of conjecture; however, when the flood of 1913 tore away the Main

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Street dam, traces of another dam near the site of the old Rhodes foundry building could be seen. The building itself was torn down, or fell down, sometime in the Seventies. Daniel P. Rhodes, incidentally, was the father of a daughter who married Mark Hanna.

Throughout the dreary Forties, Franklin Mills remained practically at a standstill. But with the coming of a new decade, the village began to feel more and more confident. This was indicated early in 1850 when farmers of the community, supported by many of the town folk, backed a project to erect a new mill. A stock company was formed and \$20,000 worth of stock quickly subscribed. The company was incorporated February 13, 1850, as the Center Flouring Mill Company with Edward Parsons, Robert Clark, Jr., Alvin Olin, James Woodard and Thomas Earl, directors, and 141 stockholders. According to old-timers, the main reason the mill was built was that farmers of the community were dissatisfied with the prices paid for grain at Kent Mill.

The mill was located a short distance above Standing Rock on the west bank of the river near the foot of what is now known as Grant Street. Water for the mill was obtained from the Pennsylvania and Ohio Canal. It was carried from the canal in a wooden aqueduct above the river to the top of the west bank. It there ran into a pond from which it flowed in a sluice to the mill wheel. The mill building was sturdily constructed, most of the lumber used being oak and black walnut. It was five stories high and was generally considered to be one of the finest in northern Ohio.

The mill started in operation in 1852 with Thomas Earl as the first general manager. J. B. Curtiss and Willard Moody were the two first millers. For almost two decades the mill wheel turned and the millstones ground the grain of Franklin Township farmers. Many persons still living can remember seeing long lines of farmers' wagons standing along Grant Street waiting the turn to be unloaded. Sylvester Huggins, who operated the Kent Mill for a number of years during the Fifties, leased the Center Mill for one year in 1859. He again leased it in 1864 and did a successful business there until 1869 when the waterpower was destroyed by the abandonment of the canal.

The construction of the Center Flouring Mill in 1851 was not the only progressive step taken by Franklin Mills in the early Fifties. It was during this period that Marvin Kent, son of Zenas, really started his career. During the Forties he worked under his father, first as manager of the Kent Tannery and later as manager of the Kent Mill. In 1848, the father turned over most of his property in Franklin Mills to Marvin and his two brothers Henry A. and Charles H. Henry went to Brooklyn soon afterward but Marvin and Charles remained and started almost at once trying to get things moving. One of the first projects of the Kent brothers turned out rather disastrously. It was a scheme to utilize the waterpower of the Cuyahoga River for a cotton manufacturing plant. A contract was made with a group of eastern capitalists to support the project in some manner now unknown, and the Franklin Cotton Mills Company was organized on June 13, 1851, with Zenas, Marvin and Charles Kent, Sylvester Huggins and Fred Whipple, incorporators. There were 6,000 shares of stock, yielding a capital of \$150,000.

Construction work was started at once on a building on the site of the ill-fated silk manufacturing plant, on the west bank of the river a little below the dam. The silk plant had never progressed much beyond the excavation stage; now the cotton plant sprang up in its place. A large crew of men was employed and the work was rushed. By the close of the summer of 1852, the exterior of the building was completed. But by that

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time, something had happened to dampen the enthusiasm of the eastern capitalists, and they backed out of their contract. The result was that the cotton factory never materialized. The building stood empty, with an unfinished interior, for nearly twenty years. Five stories high, staunchly built, it was imposing to look upon, but that was all.

Another project of the Kents, launched about the same time as the cotton project, was destined to be more successful. For many years it had been generally known that Franklin Mills was underlain with a strata of sandstone rock from which could be made the finest grades of glass. Two glass factories, it will be recalled, had been established years before and they operated successfully until the boom of 1837 distracted the community's attention from such prosaic things as manufacturing.

Now the Kents decided to utilize the sandstone and establish a real glass factory for Franklin Mills. In partnership with George W. Wells and H. M. Grennell, they built a glass works on the east side of the river near Summit Street, the company being known as Kent, Wells and Co. For a number of years the small concern made little progress; in 1864, however, it was taken over by Ed. L. Day and Charles T. Williams who organized the Day, Williams and Co. Rock Glass Works, which ultimately became one of the leading glass works in the country, employing as many as several hundred men for a number of years.

Another company which should be mentioned was organized during the early Fifties. It was the Franklin Manufacturing Company, incorporated June 16, 1851, by Henry A. and Marvin Kent, Sylvester Huggins and Fred Whipple. The avowed purpose of the company was to manufacture cotton, wool and flax. In reality, the company was formed for the purpose of holding the waterpower of the Cuyahoga River.

At this point, mention should be made of the fact that several historians of other days asserted that the waterpower of the Cuyahoga at Franklin Mills was destroyed by the Pennsylvania and Ohio Canal. The *History of Portage County* states: "The canal people were interested in the rival town of Akron and they diverted nearly the entire volume of the Cuyahoga to the canal, ostensibly for navigation purposes but really to furnish water power for Akron. This was a terrible blow, as well as an outrage to the struggling, yet plucky and enterprising people of the twin villages. The property of the Silk Company depreciated, it became embarrassed, its circulating notes were retired, and it finally went into bankruptcy."¹³

The chances are that the above statement is entirely incorrect. It was probably made to explain, in a sympathetic manner, the collapse of the silk company and the slump which followed. The facts speak for themselves. Water was put into the river, by the canal, at two points—at the upper lock and at the Center Flouring Mill, near Standing Rock, which was operated with canal water carried across the river in an aqueduct. Water was taken from the river only at the lower lock. Certainly it is illogical to assume that more water could be taken out at one lock than was put into the river at the two points above. If enough water had been taken out at the lower dam to hurt the water power, such a current would have formed in the canal that its banks would have been washed away and canal boats could not have been pulled against it. The fact is, of course, that the waterpower was not destroyed. No one knew this better than the Kents, and they guarded their rights zealously. As a result, they were amply rewarded in later years.

Franklin Mills almost—but not quite—got its first railroad early in the Fifties. In

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the fall of 1850, grading was started on the Cleveland and Pittsburgh Railroad. For a time the hopes of the citizens of Franklin Mills ran high. They thought for sure that the railroad would come through the village and that they would be linked to the outside world by another form of transportation. But the village was doomed to be disappointed. The grading crews worked eastward and they passed the village by, crossing the township almost two miles north of town. It was a bitter blow.

Early in 1851 the railroad was completed from Cleveland to Ravenna and on March 13 a regular daily train service was started. Nearly a year later the line was extended to Wellsville, and on February 26, 1852, regular trains began running between Lake Erie and the Ohio River. Thereafter, people of Franklin Mills who wanted to go eastward or to Cleveland, went by the Cleveland and Pittsburgh Railroad, getting on the trains at the Earlville station. They traveled to and from the station on a hack line which was started soon after the railroad was completed.

In 1862, the hack line was taken over by Obed Chase, a deep-water sailor who had shipped to all parts of the world. Obed's hack was fashioned after the stagecoaches of earlier days and was painted a brilliant yellow with dark trimmings. Chase ran the hack line until April 1, 1875, when he sold it to Luther and Levi Reed. For the next nineteen years he delivered express for the Wells-Fargo Express Co. For nearly a third of a century, Chase was one of the most picturesque characters in Kent. Everyone knew him—and everyone liked him. He died January 15, 1904, at the home of a friend in Akron.

The ignoring of Franklin Mills by the Cleveland and Pittsburgh Railroad Company irritated no one more than it did Marvin Kent, and from that time on he concentrated his energies on the problem of bringing a railroad to the village in which his family owned so much property. This work became the most important enterprise of his life, made him one of the outstanding figures of Ohio, and ultimately resulted in the name of Franklin Mills being changed to Kent. The story of the Atlantic and Great Western Railroad, which Kent helped to build, is told elsewhere in this history; at this point it is necessary to mention only that on May 21, 1851, he aided in organizing one of the companies which built the railroad, and that on July 4, 1853, he broke ground for the new road by removing a shovelful of earth from the right of way. The railroad was coming to Franklin Mills, but it was a long time getting there. The tracks were not laid westward to the village until February 1863, and the first train did not arrive until March 7, 1863.

In the meantime, Franklin Mills lived in hopes of the ultimate completion of the road, and life in the village was much the same as it had been during the previous decade. The people had more confidence in the future and business of all kinds was better than it had been during the dreary Forties. One reason for this was that the farmers were getting better prices for their products and inasmuch as Franklin Mills had two grist mills where the farmers could sell their grain, two tanneries where they could sell hides, and a woolen mill where they could sell wool, the village became quite a trading center. No one prospered amazingly; on the other hand, no one suffered for the necessities of life.

An interesting picture of life in Franklin Mills during the 1850s is given by Mrs. Charlotte Weaver who came to the village with her parents in 1853. In an article written for the *Kent Courier* in 1926, Mrs. Weaver said:

“The town was very quiet in those long-ago days of the Fifties; even a horse trade

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made quite a little excitement. A great many freight boats and a few deck boats were running on the canal. Many people in these days have a wrong idea about the canal boats. The canal was the same as our railroads are today. The captain was always well dressed with black broadcloth pants and white shirt. "There were no tramps; if a poor family came into the neighborhood, everyone helped them and soon they were self supporting. The sick were always taken care of by neighbors. Our folks had a cook stove bought a few years before. It was called an Elevated Oven Stove. It was made in Chagrin Falls and agents sold them to farmers and helped put them up. Candles were our light. I used to love to watch mother dip them—later she made them in tin molds. The ashes were all saved and soft and hard soap were made from meat scraps and tallow saved from butchering time.



As Kent Looked in 1865

At the left is Kent's Mill; in the center is the Turner Brothers' Alpaca Mill. The covered bridge, Cuyahoga River, and P. & O. Canal are also shown. (Drawing is from the 1874 atlas of Portage County)

"Mother did a great deal of spinning—both wool and linen. We had home-woven sheets and tablecloths and I wore homemade woolen dresses until I was twelve years old. They were nice and warm and were colored red with madder, and blue with indigo¹⁴. All the stockings were knit by hand and all the sewing done by hand. Dresses were made with waists, and hooks and eyes were used for fastenings—buttons were dear and scarce. Everything was saved and kept—nothing was wasted.

"A great event happened in 1856. An Uncle Tom's Cabin show came to town. It was the first tent show ever brought to the village. I had never seen anything so superb. The heroine actually went to Heaven, a rather doubtful Paradise of blue net which swallowed her up. The fact that she was propelled upward with ropes rather than with wings, made it no less thrilling for the goggle-eyed little girl that I was.

"There was great excitement one day when a man drove into town with a little house on wheels, mostly glass, and we found he was taking daguerreotype pictures.

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Everyone who had the price had a picture taken. He was the first man who ever took photographs in Franklin Mills. He stayed about a week and then went on to Ravenna.

“Dr. Craine and Dr. Crittendon were the best doctors. Dr. Craine could play the fiddle fine. They used to say that if you owned a fiddle you should keep it out of sight until after he had prescribed for the sick. We had a violin and he would greatly please me by playing on it. One day a stylish young lady of New York came here to act as bridesmaid at a wedding. She wore one of the biggest hoop skirts ever seen in the village and naturally all the women wanted to copy it. They had a good chance to view it one afternoon. Dr. Craine took the lady for a ride in his buggy. When they returned the doctor got out and went to help his fair companion alight. A big gust of wind came along and blew the skirt clear over his head forcing him to get down on his hands and knees and crawl from underneath. The doctor was a very bashful man and the incident embarrassed him terribly, particularly because nearly everyone in town was looking on.”

On August 23, 1859, an event occurred in Franklin Mills which may possibly have had a bearing on the history of the United States. On that day, a Republican convention was held in the Town Hall for the purpose of nominating a state senator. David Ladd Rockwell, of the village, was one of the candidates and he had several strong opponents. A deadlock developed and, in order to break it, a man who heretofore had never held political office was finally nominated. He was James A. Garfield, of Hiram, who when a boy had trod the towpaths of the Pennsylvania and Ohio Canal and Ohio and Erie Canal, driving the mules which pulled the canal boats. After receiving the nomination, Garfield was elected, and he went steadily up the political ladder until finally he was elected as the twentieth president of the United States.

Franklin Mills got its first newspaper in September, 1859. It was a small four-page sheet, issued weekly, and was owned by Dr. Alonzo Dewey with W. W. Beach as editor. Although the newspaper had the impressive name of “Omnium Gatherum,” it failed to make much of an impression on the merchants of the village, and they gave it very poor support. The only advertisers in the first issue, which appeared September 7, 1859, were Isaac Russell, justice of the peace; Dr. A. M. Sherman, Dr. E. W. Craine, physicians; Kent, Wells and Co., glass manufacturers; George O. Rice, dealer in saddles, bridles, etc.; Sawyer and Hall, druggists; Joseph Bethel, dealer in stoves, and C. C. Noble and Co., millers. Most of these advertisements were small “cards” for which the advertisers paid 25 cents a week.

Failing to make expenses on the paper, Publisher Dewey tried to help matters by changing its name to “The Family Visitor” on November 17, 1859, but even the new name failed to make the paper pay, and on February 16, 1860, it was changed to a monthly and called “The Literary Casket.” For several years the paper ran along in a half-alive and half-dead condition and finally ceased publication.

Early in 1859, William Merrell, the inventor of a patented “self-feeding lath machine” came to Franklin Mills and secured the necessary backing to erect a plant on North Water Street and start manufacturing the machines on a commercial scale. The company, capitalized for \$20,000, was incorporated as Merrell, Roe and Co., with William Merrell, J. S. Fisk, R. L. Roe, Marvin Kent, C. Peck, Jr., H. Elwell and A. M. Sherman, members. Merrell later gained control of the company and carried on a successful business until 1869 when he sold his patents and equipment to Randolph

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people. After selling out, Merrell erected a three-story brick building south of the village opposite to the present water works where he intended opening a large machine shop. He died soon after the building was completed.

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The business section of Kent in 1868. Photo taken from River Street.

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Chapter V

The Civil War

When word of the firing on Fort Sumter reached Franklin Mills on September 12, 1861, a deep feeling of patriotic indignation swept over the village. That evening a meeting was held in front of the Town Hall. From all parts of the township, men, women and children gathered and listened in rapt attention as impassioned orators denounced slavery and this latest outrage of the Southerners. Men of every shade of political belief vied with one another in their expressions of patriotic ardor. Everyone agreed that war was inevitable and strong resolutions were adopted condemning secession, rebellion and treason.

Instead of regretting the imminence of warfare, the people of Franklin Mills almost without exception were glad of the fact that they would soon have a chance to express, in an effective way, their deep hatred of slavery. They met to denounce the rebellion, it is true, but in the hearts of all those present there was the deep conviction that slavery was at the root of all the trouble, and that until it was abolished, true peace could not prevail. The cry was "Down the Rebels" but the paramount desire was "Down with Slavery."

Like all the rest of the Western Reserve, Franklin Mills felt the deepest sympathy for the enslaved colored people of the South, and for many years an artery of the Underground Railroad had run through the village. As early as 1825 runaway slaves had found a haven of refuge in the community and had been aided in their flight from their masters.

The first person in the settlement who is known to have helped escaping slaves was Joshua Woodard, owner of Woodard's Tavern.¹⁵ One night late in the summer of 1825, two Negro men and three Negro women came to the tavern and begged for food. They said they had escaped from a plantation in Georgia and were on their way to Cleveland. Traveling only at night, they hid during the day wherever they could conceal themselves. For days they had little or nothing to eat; now they were almost starving. Their pitiful condition aroused Woodard's sympathies and he immediately gave them food and made arrangements for them to be taken to Cleveland that same night. Woodard's son James was assigned the task of driving the wagon.

One of the women in the party, a Mrs. Hurst, had with her a small baby boy. When the time came for the party to depart, young Woodard refused to take the baby along. He insisted that if the wagon were stopped, the baby would be sure to cry and betray the presence of the slaves. His argument prevailed, and the baby was left behind, Mr. and Mrs. Woodard agreeing to care for it until its mother could return and get it. The Negroes hid under hay in the wagon, and departed, young Woodard driving.

Several miles north of the settlement, James saw two men approaching on horseback. Suspecting that they were hunting for the Negroes, he ordered them to be silent and started whistling in apparent unconcern. The men came up, one on each side, as if to inspect the load, and asked Woodard if he had seen any "niggers" in these parts. He

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replied in the negative, his falsehood being tempered somewhat by the natural obscurity of a black face on a dark night. Asked what he had in the wagon, Woodard replied that he was hauling produce to the Cleveland market. The party reached Cleveland without further interference.

The Negro mother of the baby boy who had been left at the tavern did not return for him for many years. In the meantime he was adopted by the family and grew up with the rest of the children. When his mother finally came back, he did not recognize her, and insisted upon remaining with the Woodards, which he did for many years. He was known by everyone in the village.

Another tale of the Underground Railroad is told by Mrs. Charlotte Weaver, whose uncle, Jonathan James, was proprietor of the Cuyahoga House for a number of years. To quote Mrs. Weaver, "Once when I was at my uncle's tavern, in the Fifties, two men came in a two-horse buggy looking for a slave that had run away. They had traced him a long way, and they thought he had come here. They asked to search for him and uncle told them they were welcome to do so."

"Telling one of his men to put the gentlemen's horses in the barn and to feed them, my uncle asked the men into the tavern. They entered and searched in every room, upstairs and down in the cellar. They even looked in all the closets and sounded the walls. I was greatly frightened and kept close to Aunt Eliza. After the men had looked in every corner of the house, they went to the barn and hunted there, even sticking pitchforks into the hay. But they found nothing. Uncle told aunt to prepare a dinner for them and they would probably leave; which they did."

"That morning, before the men came, I saw Aunt Eliza packing food into a splint basket. I was curious and asked her whom it was for, and she answered:

'This is for some hungry people,' and that is all she would say. That night a wagonload of grain left the premises. Slaves—I never learned how many—were hidden among the sacks. They had been safely secreted in a hollowed-out place in the barn wall while the men searched for them."

During the Fifties, the "committee" in Franklin Mills which assisted the Negroes in escaping is said to have consisted of Dr. Thomas Earl¹⁶, a Dr. Haymaker, Almund Russell and Isaac Russell¹⁷. John Perkins¹⁸ is credited with having been the person engaged by the "committee" to carry the runaways to Cleveland where they could take a boat to Canada.

In 1859, an event occurred which served to bring the slavery question very close to home to the people of Franklin Mills. In October of that year, a report reached the village that John Brown had raided a government arsenal at Harpers Ferry with a gang of men, and that he had been captured. Brown had lived here for a number of years and was well remembered by all the old-timers. Some of them respected him because of his decided views against slavery; others considered him an eccentric crank. When it was learned that Brown had been convicted of treason, and sentenced to be hung on December 2, the entire community mourned. Even persons who disliked Brown, the individual, revolted at the thought of the execution of Brown, the apostle of freedom for the slaves.

On the day that Brown was hung, bells were tolled in Franklin Mills from 1 to 2 p. m., and a great indignation meeting was held in Ravenna which was attended by scores

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of persons from Franklin Township. Posters advertising the meeting had been distributed throughout the entire county a week in advance of the meeting. They read: "The ladies and gentlemen who hate oppression and all its bloody, revengeful and savage barbarities and who sympathize with the devoted martyr of liberty, are invited to be present."

During the lull between the hanging of John Brown and the firing on Fort Sumter, feeling ran high in Franklin Mills. When a meeting for the purpose of raising volunteer companies was held in Ravenna April 22, 1861, Franklin Township was represented by a long procession of about 100 teams, gaily decorated with flags and banners. Leading the procession were the Franklin Volunteers, forty in number, with Dr. E. W. Craine, himself a volunteer, marching proudly at the head.

Many of the most prominent men of the community addressed the assemblage and, to quote the History of Portage County, "they spoke as men speak whose hearts bleed for their country, whose souls are enlisted in the cause they advocate, and who, appreciating the justice of their position, and the purity of their motives, launch forth upon an irresistible tide of argument, unanswerable because inspired by God and approved by man. Every speaker was greeted with great enthusiasm, and loud cries of "lead us to the field," filled the air. Volunteers were called for and came readily forward, soon filling the quota at that time required of Portage County."

The Franklin Mills Rifle Company was organized on Tuesday, April 23, by the election of John Morris, Franklin Mills, captain; John Rouse, Franklin Mills, first lieutenant, and Isaac N. Wilcox of Windham Township, second lieutenant. The company received orders to report at Camp Taylor, Cleveland, and on Wednesday evening, April 24, it left Ravenna for the camp, being the first organized company from Portage County to enter the service. A few days later the company was placed in the Seventh Regiment of the Ohio Volunteer Infantry, becoming Company F.

From this time on, volunteering and recruiting progressed rapidly. A martial spirit prevailed in nearly every household. The war soon began in earnest and even the most optimistic discovered that putting down the Rebellion was no easy task. Most of the three months' men re-enlisted for three years, and the places of those who returned home were soon filled from the ranks of those waiting to be called to arms. As the months lengthened into years, the enthusiasm gradually died down, to be succeeded by a grim determination to win the war at all costs. This spirit was not quenched even by reports of casualties in battle, nor by the sight of injured soldiers, many crippled for life, who came back to the community. The war must be won—and it was. During the war, 161 enlisted from Franklin Township; 26 were killed or died in service.

The fall of Richmond, and its occupation by Union forces, was celebrated by a large gathering at Ravenna on Tuesday evening, April 4, 1865. Hundreds of persons from Franklin Mills attended. Speeches were made, patriotic songs were sung, bonfires blazed and cannons were fired. Another celebration, bigger than any which had occurred before, was held on April 14, the anniversary of the fall of Fort Sumter, following the surrender of Lee at Appomattox. The war was over, and the people rejoiced.

Then came the assassination of President Lincoln. The joy of victory was succeeded by days of sadness and gloom. On April 19, all places of business in Franklin Mills were closed and draped flags were placed at half-mast. The war had been won—but at a dreadful cost.

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Chapter VI

Franklin Mills Becomes Kent

While the Civil War was in progress, Franklin Mills entered into the most prosperous period of its history. The primary cause was the completion of the Atlantic and Great Western Railroad. The tracks were laid to Kent in February, 1863, and on March 7, 1863, the first through passenger train reached the village. The passengers consisted of Marvin Kent, president of the Ohio division of the railroad, Chief Engineer Thomas W. Kennard, and other officials of the road. The trip from New York to Franklin Mills was made without change. On May 26, the line was completed to Akron, on December 27 to Galion and on June 21, 1864, to Dayton. The last spike of the last rail was laid on that day by Marvin Kent and in a speech made during the ceremonies, he referred to the fact that on July 4, 1853—more than ten years before—he had removed the first shovelful of earth for the new road.

The Atlantic and Great Western Railroad connected with the Erie in the East and with the Cincinnati, Hamilton and Dayton Railroad on the west, furnishing the vital link which was needed to form a grand trunk line extending from New York City to St. Louis.

The railroad helped Franklin Mills in more ways than one. The mere fact that the village was now located on a trunk line railroad was only one of the resultant advantages. Because of its geographical location, Franklin Mills became one of the most important division points on the railroad. And because of the insistence, and influence of Marvin Kent, the village was selected by the railroad officials as the place where the railroad's shops should be located. Any one of these things would have benefited the village; collectively they served to lift Franklin Mills from the rut of inactivity and make it a booming, thriving railroad center, almost overnight.

Construction work on the shops was started in 1864. With the arrival of the stonemasons and carpenters who erected the buildings, Franklin Mills began to grow. The growth continued without a halt for a number of years. The village experienced another boom, far greater than the one of 1836 and 1837. But this time the boom was not based on something so fantastic as a silk industry craze. It resulted from the established fact that the village was going to have the railroad's shops and that in the shops at least several hundred men would be employed.

The community was so grateful to Marvin Kent for having secured the shops that when a movement was started, early in 1864, to change the name of the village from Franklin Mills to Kent, it was supported with great enthusiasm. The new name was adopted by the post office department on August 17, 1864, but the change was not approved by the Ohio state legislature until May 6, 1867. In that year, the village was incorporated.

The year 1865 was a big year for Franklin Mills—or Kent, if you please. In that year the Atlantic and Great Western Railroad shops were completed and nearly 200 men came here to work. Many of them brought their families. Houses had to be built for them,

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and the construction work brought in more men. Many new stores were opened. The large Franklin Exchange building, built by Zenas Kent in 1837, became fully occupied for the first time. The cows, which had wandered through the empty rooms for many years, now had to find a new shelter on stormy days. Kent rapidly became a busy, prosperous village, an up-and-coming place which threatened to leap ahead of its old rival Ravenna, the county seat.

On April 13, 1867, there appeared the first issue of a weekly newspaper which continued to be published in Kent for many years. It was the *Commercial Bulletin* and the editor and publisher was Marsh Dewey who owned a small printing shop in the Franklin Exchange building. Advertisers in the early issues were H. L. Kent, general store; E. C. Morrill, homeopathic physician and surgeon; Marvin and Rockwell, attorneys-at-law; Deuble and Slanker, druggists; Webber and Ellet, hardware supplies; J. W. Cone, grocer; J. P. Catlin, proprietor of the Variety store; W. W. Patton and Co., clothing; and E. Anderson, grocer, “from over the river” who had a store on River Street.

Some of the advertisements were novel, to say the least. Grocer Anderson splurged one week and bought a half page ad to deliver the following message: “Victory Is Ours! Arise, ye generous Freemen, and secure your share of the Patriotic Spoils. In a modest sort of way the undersigned wishes to invite the patriotic public to call and examine his stock of groceries and provisions, etc. E. Anderson.” And in an editorial notice in the same paper, Publisher Dewey stated: “Among our grocery advertisements in this paper, the one from our friend Ed. Anderson, who keeps shop ‘o’er the river,’ should not escape the attention of the reader. He sells at prices so low that there is no excuse for up-town people going home empty handed.”

In the issue of April 27, W. W. Patton took a full-page advertisement to announce that his store would not be undersold by any concern in or out of the county. He declared that his store “had rare bargains in dry goods, groceries, crockery, ladies’ and children’s shoes, and all other merchandise usually found in a retail store.” In the list of bargains were: “good Madder prints, 12 ½ cents a yard; good brown cotton, 15 cents a yard; French woven bone corsets, .50 each, and 10,000 gents’ paper collars, at all prices.”



The west side of Kent as it looked in 1868. West Main Street was not cut through at that time. The flat-topped building in the Center is Union School—now Central School.

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Patton was one of the few storekeepers who did not advertise that he sold liquor. J. W. Cone listed “fine wines and liquors that satisfy the most exacting connoisseur,” along with groceries, foreign fruits, nuts and toilet articles. Deuble and Slanker featured pure wines and liquors but added that they were sold for “medicinal purposes.”

In an editorial entitled “Spring,” Editor Dewey predicted in his first issue that Kent was on the verge of a great era of prosperity. He stated that all the stores in the village were bringing in new stocks of goods and that Kent could boast of as large and well arranged shops as could be found in this part of the state. He declared that a large number of buildings would be erected in the near future and that even then there was a brisk demand for mechanics. “Perhaps,” he said, “ere the summer is out, workmen from abroad (that little hamlet lying six miles to the east, most likely) will have to be called into the field.”

Although Editor Dewey lauded the Kent merchants to the skies and was an ardent booster of the village, he was supported none too generously by the businessmen. He had a hard struggle to make ends meet and in the issue of May 11, he complained that his advertisements netted him only a little more than \$9 a week— “not common labor wages and besides we have to deduct the cost of paper, ink, rent and etc.” He added that his printing equipment was very inadequate and that he was having enough trouble “to try the patience of the best constituted Job that ever existed.” He appealed for more advertising and earnestly requested his readers not to criticize every time they saw an inverted letter or misspelled word, as they had been doing. One week the paper consisted of only one sheet, 12 by 15 inches in size. In commenting on the paper, Dewey said: “We are compelled to issue a half sheet this week—the reason we do not propose to give—but after running through our columns, all will agree that we are not crowded with advertising.”

During 1867 the skyline of Kent was changed by the erection of three new buildings—the Kent National Bank building, at the northeast corner of Main and Water Streets, the Union School, at the northwest corner of North Mantua and Park Streets; the Catholic Church, on Columbus Street and the Universalist Church on North River Street.

The bank building was paid for by Marvin Kent, Charles Kent and the Kent National Bank, who became owners of various portions of it. Marvin Kent owned the top floor which he converted into an “opera house” during the winter of 1869-70. When the work was well under way the *Kent Bulletin* stated: “Visitors can now begin to comprehend the magnitude and grandeur of this fine, new hall. The stage and scenery are spoken of by those having an understanding of such things as being equal to any of the same dimensions in the state. Mr. Kent can justify himself on having a model hall—an acquisition to the public institutions of the town. When fully furnished it will seat 700 persons.” Plays were given in the hall late in the winter by the Kent Dramatic Association; later, some of the best theatrical attractions of the times appeared there. An addition to the bank building, on the east side, was built during 1871 by Charles Kent, Joseph Bethel and Rockton Lodge, F. and A. M. The lodge rooms on the third floor of the building were dedicated Wednesday, January 4, 1872, the ceremonies being conducted by the Most Worshipful Grand Master A. H. Newcomb of Toledo. That evening a grand ball was held by the Masons in Kent’s Hall.

Construction work on the Union School building was started late in the spring of

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1867. The contractor was William Stinaff who was backed financially by Marvin Kent. The contract price was \$69,500. The cornerstone was laid Thursday, May 29, and the event was considered of such importance by the community that all places of business were closed and the day was set aside for celebrating. "It was an event in our history," said the *Bulletin*, "which is brighter than anything heretofore recorded in our favor. It is a noble work—an act of progression, an advancement that will be looked upon with admiration and exultation, and the rising generation will keep in commemoration the day on which were founded additional advantages for obtaining instruction in subjects which tend to lift the soul from things of earth to works of God."

According to plans, the building was to have been completed late in the summer of 1868, in time for the opening of the fall term. But the work was delayed and pupils were not transferred there until March, 1869. The first floor was occupied by the four primary grades. The southwest room on the second floor became the "high school" in which there were 18 pupils. The third floor, which was not partitioned into rooms for some time, was used as a hall where entertainments could be held.

The Universalist Church, which cost \$17,000, was started during the summer of 1867 shortly after a reorganization of the Franklin Universalist conference, in which Alvin Olin, P. Boosinger, and J. D. Haymaker were elected trustees. The edifice was dedicated on Sunday, August 23, 1868, by Reverend C. S. Shyman of Girard, Pennsylvania. The first pastor was Reverend Andrew Willson. The corner stone of the Catholic Church—the third large building started in 1867—was laid Sunday, July 14, 1867. The ceremonies were conducted by the Very Reverend Alexander Caron, assisted by Reverend Thomas Thorp of Norwalk and Reverend P. H. Brown, who became the first priest of the church. A large delegation of Catholics from Ravenna came to Kent by special train for the event and \$300 was contributed to aid in the construction of the building.¹⁹

The first election after the incorporation of Kent as a village was held on Tuesday, July 30, 1867. There were three tickets in the field and the supporters of each, said the *Bulletin*, "worked with a determination of will that showed a firm resolution to win the day." The results were slightly varied. The Democratic party elected the mayor by a margin of two votes but all the other officials elected were Republicans. Candidates and votes cast were as follows : Mayor: John Thompson, 145; Luther H. Parmelee, 143; Sylvester Huggins, 116. Recorder: John P. Catlin, 144; Edward A. Parsons, 143; Luther H. Parmelee, 114. Councilmen elected were: Joseph Bethel, 390; Augustus D. Powers, 266; Edward A. Parsons, 153, and Joseph C. Jones, 152. Defeated councilman candidates were: Isaac Russell, 121; Joseph Haught, 115; Warren Burt, 109; C. B. Sink, 142; James Woodard, 140; Robert McKeon, 134; Phillip Boosinger, 145, and James Glass, 148.

When the officials took office on August 1, they found a mountain of work confronting them. Ordinances had to be passed covering every phase of the village's activities; moreover, the mayor and councilmen were deluged by various demands from all parts of the village for improvements of various kinds. The community had grown so fast during the past few years and had spread over such a large territory, that numerous things needed to be done. However, the funds available for improvements were very slim, so the new officials could not splurge.

The first improvement made in the town was inexpensive, but it was one which

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was very badly needed. On November 8, 1867, two oil lights were installed in the covered bridge. "For which worthy deed," said the *Bulletin*, "we think every person in Kent will be deeply grateful. On Thursday evening the beacon lights first sent forth their warning rays to guide the lonely footman through this heretofore obnoxious passage. May they burn long and brilliantly."

With the coming of the autumn rains there arose an insistent demand for sidewalks in the village. The sidewalk advocates were divided into two groups—those who thought that gravel walks would serve the purpose admirably and those who argued that a village of Kent's importance should have plank walks.

The *Kent News*, a newspaper which was started October 26, 1867, by L. D. Durban and Co., and which was doomed to have a brief existence, was a strong proponent of gravel walks. Said Editor Durban: "In western towns where the surface is flat and the soil clayey, and where lumber is plentiful and cheap, plank walks are perhaps the best that can be built. But here, where every hillside is full of the best grade of gravel, let us not imitate foolish people who discard the really suitable things around them and seek foreign things not half so good."

But the advice of the *Kent News* was not heeded. The plank walk adherents contended that gravel walks would be soon torn to pieces by wandering cattle, and that, if they were built, Kent would soon be as badly in the mud as it ever was. "It is a well known fact," they argued, "that cattle will not walk on plank walks—the noise scares them away. Kent should have plank walks or none at all." The controversy was bitter and long drawn out, but finally the plank walk crowd won, and in July, 1868, an ordinance was passed requiring property owners to put down plank walks before September 1. Some of the large property owners objected strenuously at such an "unnecessary expense" but their objections were overruled, and the sidewalk laying started. During the next few years, 13 miles of walks were laid, most of the work being done by the firm of Merrell and Rhodes. Two-inch hemlock planks were used.

A campaign to curb the wandering of swine and cattle was launched soon after the village was incorporated and the third ordinance passed stipulated that the marshal should impound all animals found running at large between 8 p. m. and 5 a. m., daily and from December 1 to April 1. The ordinance did not "take." Citizens of Kent considered such an ordinance an unjust violation of their rights and for a number of years the animals wandered about as freely as they ever had before. The marshal made several half-hearted attempts to enforce the law but found he was making too many enemies, and desisted.

Another ordinance, passed September 4, 1867, decreed that henceforth it would be unlawful to swim in the Cuyahoga River or the Pennsylvania and Ohio Canal, within the village limits, between 5 a. m. and 8 p. m. Old-timers recall that this ordinance was scoffed at almost as much as the cattle ordinance and that many persons, particularly youngsters, continued to bathe in the river and canal during the daylight hours—law or no law.

An interesting report of Kent's progress during the late Sixties was made by Editor Clark, of the *Wadsworth Enterprise*, following a trip to the village in November 1867. "We took a hasty trip through Kent last week," wrote the Wadsworth editor, "and were favorably impressed with its business prospects. The shops of the Atlantic and Great Western Railway add very much to the village's prosperity and growth, there now being

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about 300 hands employed in them. Extensive additions to the shops will be made next summer, among which will be a building 600 feet long. All kinds of railroad manufacturing and repairs are carried on here, from gravel cars to the finest engines.

“There are a number of fine churches in the village and, in addition thereto, the Catholics and Universalists are putting up new ones which are an ornament to the place. Extensive repairs also are being made to the Disciple church. Neither does the village intend to be behind in educational interests. It has nearly completed a large, fine Union School House which is said to be the largest in the state. Many new buildings for business purposes are being put up, and quite a number of residences. In short, we believe that Kent is destined to be a city of some note, for it certainly possesses the advantages necessary to make it the center of quite an extensive business.”

During the late 1860s, bitter opposition to the Pennsylvania and Ohio Canal developed. Thirty years before it had been hailed as the very thing needed to put the village on the map: now it was denounced as “a filthy ditch that wends its way through our town causing three-fourths of the sickness suffered by the people of our village.” The importance of the canal began to wane in 1851 when the Cleveland and Pittsburgh was completed from Cleveland to Ravenna; its doom was sealed when the Atlantic and Great Western came through. In January, 1863, the State Board of Public Works sold the state-owned stock, once valued at \$420,000, to the Cleveland and Mahoning Valley Railroad, for \$30,000. Traffic on the canal almost ceased. In 1867, the railroad leased that portion of the canal between Akron and Portage Summit, near Ravenna, including reservoirs and feeders, to the Akron Hydraulic Company, which wanted it as a future source of water supply for Akron’s mills and manufactories.

The new owners of the canal neglected it badly. They ran a boat over it once a year in order to keep the lease alive; they also kept the banks intact, but that was about all. Soon the bed of the canal became grown up with weeds which in the late summer rotted and smelled abominably. The water became stagnant, and a perfect breeding place for mosquitoes. During the summer months the mosquitoes swarmed through the village, spreading malaria and ruining the good people’s dispositions. The canal had become a real nuisance, and Kent pleaded for its abandonment.

This the Akron Hydraulic Company refused to do. Very little water was being taken from the canal, but the time might come when more water would be needed. The canal could furnish it, the company argued, so why give up such an asset? However, “mysterious” breaks in the canal banks began to occur. The hydraulic company insisted the breaks were caused by “malicious evil-doers” who were attempting to destroy their valuable property. Residents of Kent and farmers who lived near the canal declared that the breaks were caused by muskrats.

During the second week of March, 1868, a flood occurred which washed away several foot bridges in the village and also washed away the canal banks in several places. When the floodwaters were at the highest, a number of anti-canal citizens thought it would be a good time to go hunting for muskrats. In commenting on the hunt, Editor Durban of the *News* wrote: “I saw many men working very industriously at the point where the largest crevice was visible. But it seemed to me that they took a singular way of checking the floodwaters. The more the men worked, the wider the crevice became. Undoubtedly, they were hunting for the muskrats which have been causing all the

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trouble, but, strange to say, no muskrats were killed.”

To the deep regret of the entire community, the canal was repaired by the Akron Hydraulic Company soon after the flood abated. But the warfare continued. On Sunday morning, September 27, 1868, the lock gates were wrenched from their massive hinges at the dam and the water was permitted to run uninterrupted into the canal. The rushing torrent played havoc with the banks but, to make sure that the damage would be extensive, “persons unknown” cut the banks at several places. Needless to say, no arrests were made.

Again the damage was repaired by the hydraulic company. However, the expense of making the repeated repairs began to be felt, and in February, 1869, the officials of the company persuaded the Board of Trade in Cleveland and Akron to petition the Ohio Legislature to pass an act authorizing the Board of Public Works to take possession of the canal and keep it in repairs. The petition aroused a storm of protest from the citizens of Kent, Ravenna, and Cuyahoga Falls and all the sections between. The petitioners stated that the water was necessary for use in operating the Ohio and Erie Canal between Akron and Cleveland; the opponents declared that the water was wanted only by a few selfish manufacturers of Akron. The canal bill was passed by the Senate but when it reached the House, enough pressure was brought to bear by the canal opponents to cause its defeat. The important vote was taken on May 7, 1869, and, when word was received in Kent that the petition had been rejected, there was great jubilation.

The hydraulic company made no further attempts to repair the canal and it was soon entirely abandoned. More breaks occurred and soon almost all the water drained out of its bed. A few boats were left stranded here and there, and years passed before they rotted and collapsed. The water level in Brady and Pippin Lakes, which had been used as reservoirs, dropped almost fourteen feet and several hundred acres of land were reclaimed.

The only people who regretted the abandonment of the canal were the owners of the Center Flouring Mill which had been built in 1850 at the foot of Grant Street. Water to operate the mill had been obtained from the canal; when the canal was abandoned the mill was left high and dry. Operations in it were suspended, never to be resumed. An attempt was later made to have steam power installed, but nothing came of it. For years the mill stood empty and deserted; few persons went there except boys who loved to play hide-and-go-seek in its gloomy interior, and tramps who sought shelter there on cold winter days.

The Crain Avenue bridge which had been built by the county in 1826 to replace the old bridge erected by the pioneers in 1803, collapsed Thursday morning, April 16, 1868, while Dan Francis and his son were crossing it with a load of stone drawn by three horses. The boy and the horses were thrown into the river. Francis rescued his son and then swam into the river and cut the harness from his horses, enabling them to swim down the river to a point where they could climb up the bank. Several months later the county commissioners awarded a contract for a new bridge. But when it was completed, it did not come up to expectations. “The best thing that can be said for the new bridge,” commented the *Kent Bulletin*, “is that it has a marvelous Grecian bend which is marvelous to behold. However, we can hardly believe that the bridge will ever stand up under heavy loads; every time we cross it we go over with fear and trembling.”

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During the summer of 1868, an enterprise was launched in Kent which cut into the profits of the town grocers for more than two decades. It was the Kent Co-Operative Store. The organizers fondly hoped that the high cost of living could be materially lowered if a large group of citizens would band together and open a store of their own from which they could buy supplies at almost wholesale costs. The store was capitalized for \$15,000 and \$10 shares were sold to almost everyone in town. H. G. Bradley was named president, W. D. Robinson, vice-president, and C. L. Heywood, secretary. A store was opened in the Kent Block; later it was moved to the Earl Block and still later to a building on South Water Street. Under good management, the store thrived for almost twenty years. Late in the Eighties, however, the community lost its taste for community stores; the trade fell off, and the store finally closed its doors, never to be reopened.

Kent had its first “traffic problems” during the late Sixties just the same as it has today. A number of accidents caused by runaway horses were reported, and several persons were seriously injured. On August 3, 1868, the village was shocked to learn that Gustavus Schultz, a cigar maker employed at Beckwith’s Cigar Store, had been run down by a team of horses near the station, and that his skull had been fractured. He lingered in agony for six hours and then died.

Late in the Sixties a series of fires occurred, emphasizing the town’s complete lack of fire fighting equipment. On Monday, October 12, 1868, Eli Nutting’s saw mill, close to the Center Flouring Mill, was completely destroyed by a fire of unknown origin. The loss was about \$3,000 and Nutting carried no insurance.



Union School—now Central—as it looked in 1868

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The worst fire which had ever occurred in Kent broke out early Saturday morning, November 6, 1869, in the second story of the Morrill Block, east of the bank building on Main Street. The fire made headway rapidly. The flames were fanned by a brisk wind and soon all the wooden buildings in the block were ablaze. Merchants who suffered loss were N. C. and D. Davis, \$4,000; Joseph Bethel, \$2,500; W. Morrill, \$2,000; Ray and Ward, \$7,000; Newton and Bradley, \$1,000; H. and L. L. Bradley, \$1,200, and Mrs. H. P. Gettys, \$600. A month later, a fire in the Kent Co-Operative Store caused damage estimated at \$1,000.

The Sixties were drawing to a close. Generally speaking, they had been kind years for the community, despite the fact that they had started off with the Civil War. They brought the Atlantic and Great Western Railroad, the railroad shops and a large increase in population. They also brought the new Union School, two fine churches, a large bank building, many new stores and acres of new homes. Moreover, they saw the incorporation of the village and the change of its name from Franklin Mills to Kent. Now it remained to be seen what the new decade would bring.

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Chapter VII

The Seventies

The census figures of 1870, announced late in the summer, showed that the village on the banks of the Cuyahoga River had jumped ahead of Ravenna, the county seat, for the first time. Kent's population was shown to be 2,301 while Ravenna's was only 2,203. For years the rivalry between the two communities had been intense — now Kent had real cause for celebrating, and it did.

A survey made at this time by the *Kent Bulletin* showed that there were then in Kent: four dry goods stores, six grocery stores, two drug stores, three boot and shoe stores, four clothing stores, two jewelry stores, three livery stables, a flour and feed store, a furniture store, a harness shop, two tin shops, two meat markets, five millinery stores, five blacksmith shops, one wagon shop and a number of paint shops.

That part of the survey which was devoted to the industries of Kent was not so encouraging. The Atlantic and Great Western shops were working full blast, it is true, and employing approximately 550 men. The Day and Williams Rock Glass Works also were active, employing about 100 men eight months out of the year. But aside from the railroad shops and the glass works there were no industries in Kent to speak of. The "cotton factory," built in 1851 by the Kents, still stood empty, its interior unfinished. The tannery of other days was operating only spasmodically, and the same thing was true of Dyson's Woolen Mill. Rhodes and Merrill had a small foundry on River Street but it employed only a few men. As for the gristmills—Kent no longer had any.

Early in the 1860s, the Kent Flour Mill, below the dam, had become run down and dilapidated. Finally, in 1864, the mill wheel broke and Marvin Kent was so engrossed in his task of bringing in the railroad that he could not find time to supervise its repair. So the mill was closed, and it remained closed during the remainder of the decade. During most of this period the Center Flouring Mill, in the upper part of town, remained open. But in the fall of 1869, when the canal was abandoned, it lost its waterpower. It was forced to close, and it never reopened. The result was that in 1870 Kent had no flour mills and farmers who had been coming here for years to sell their grain were compelled to seek a new market.

This condition was rectified before the summer of 1871. During the late summer and fall of 1870 a new water wheel costing approximately \$10,000 was installed by Marvin Kent. During the winter he made other improvements costing an additional \$5,000. Four runs of new millstones were put in, together with other new equipment. In March, 1871, the mill was leased to George Barnett who had worked there at various times since 1852. Barnett advertised that in addition to doing custom work he would make and keep on hand flour, meal and feed. He operated the mill for more than ten years. When he retired, the mill was leased to S. P. Bailey.

The panic of 1873 which disrupted business throughout the nation retarded Kent's growth temporarily and brought more than a taste of hard times. The railroad

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shops laid off more than 100 employees for over a year and reduced the working hours of those who were retained. Other industries were likewise affected and for a time there was considerable want and suffering. On Monday evening, February 22, 1875, a Calico Charity Ball was held in Kent's Hall, the proceeds going to the poor. Those in charge were W. S. Kent, J. H. Hart, A. R. Ikirt, Francis Longcoy, W. D. Robinson, F. L. Allen, W. W. Patton, J. W. Cone, L. G. Reed, J. O. Smith, B. F. Keller, Frederick Foote, S. O. Hathaway, F. L. Stouffer, James Rhodes, George A. Furry and C. F. Brewster. The net proceeds amounted to about \$150.

Despite the depression, a movement to obtain a depot for the town was started during the summer of 1874. The Atlantic and Great Western Railroad demanded that \$4,000 be subscribed locally before construction work would be started, and at a public meeting held Tuesday, August 4, \$4,400 was pledged. During the following winter and spring, work on the depot progressed rapidly and on June 1, 1875, it was opened to the public. In describing the depot the *Kent Bulletin* said: "We will agree that some cities have depots of greater magnitude, but in grandeur, in convenience, and in general ornamentation, our depot is not excelled by any depot in the country. As for the eating house, so capably managed by Hubbell and Hutton, it is not surpassed by any similar establishment on any road."

The depot contained ticket and telegraph offices, waiting rooms, baggage and express rooms, a dining room and a kitchen on the first floor. On the second floor, rooms were fitted up as living quarters for the proprietors of the restaurant. Reading rooms for employees of the railroad also were provided, with George E. Hinds in charge. He was made stationmaster June 24, 1876, and he served in that capacity for many years.

During the summer of 1874 an event occurred which is still remembered with glee by many of the old-timers. Benjamin F. Anderson, who had served as postmaster for five years, had incurred the wrath of almost the entire community by moving the post office to the corner of Cuyahoga Street and Hudson Road, in the upper village. One day Anderson took a second wife and many of the youngsters of the village who resented having to trudge many long blocks every day for the mail, decided to give him a real, old-fashioned "belling." When he would give the boys neither candy nor cigars, they put a large flat board on the top of his chimney and smoked him out. Anderson swore revenge and went to Ravenna and obtained warrants for the arrest of— about six —of the boys. Several had to leave town until the trouble blew over. Thereafter the boys were always known as the Bell Ringers. Only one of them is still living in 1932—Tommy Ruggles.

During the middle 1870s, the Pioneer Association of Franklin Township came into existence. It was the outgrowth of a meeting of old settlers at the home of Samuel Olin in Streetsboro on February 8, 1873. Everyone enjoyed the occasion so much that it was decided to hold another meeting and form a permanent organization. This was done on October 20, 1874, the meeting being held at the home of Christian Cackler, Sr., who was elected the first president of the association.

During the following year Marvin Kent took a keen interest in the association and provided a grove where the annual meetings could be held. It was located east of Prospect Street between Park and Pioneer in a beautifully wooded section which made an ideal picnic grounds. Tables, platforms and booths were erected, as well as a dance floor. The first meeting of the pioneers in the grove was held September 8, 1875, and over 3,000

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persons attended. The grove was known as the Pioneer Grounds for many years and numerous meetings were held there.

For several decades, Pioneer Day was one of the big holidays of the year for Kent. Shortly after daylight, the pioneers would begin to appear, driving here in their buggies from all parts of Portage and Summit Counties. Before noon, the streets would be crowded with the old settlers, the town would take on a carnival air, and the stores would do a land-office business. Finally, all the visitors would gather at the Grove where there would be speaking, eating, dancing, and all manner of merry-making until late in the evening. For a number of years during the Nineties, the pioneers met on the Kent farm on East Main Street, near where the college library now is²⁰; later, meetings were held at Brady and Silver Lakes. Practically all the old pioneers have now passed on, but their meetings in the old days are still vividly remembered by many residents of Kent.

For several months in the spring of 1876, the *Kent Bulletin* suspended publication, its financial condition having sunk to a low ebb. It was finally purchased by J. A. Minich, of Columbia, Pennsylvania, a printer who had worked several years in Akron. Minich's first paper appeared May 6, 1876, under the name of the *Kent Saturday Bulletin*. For many years Minich took a very active part in civic affairs in Kent and served two terms as mayor. When Minich first came here he was very friendly to members of the Kent family; later, he used his newspaper to fight the Kents at every opportunity, particularly during controversies over civic improvements.



The Continental Hotel, Main and Water, in 1877

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Advertisers in the first issue of the revived *Kent Bulletin* were: Fred L. Allen, insurance; H. Geiger, gents' furnishings; R. A. Thompson, druggist; Kent Flour Mills; N. B. Rynard, insurance; W. F. Whitmore, gents' clothing; W. S. Kent, hardware; Kent, Stauffer and Hathaway, dry goods; Dr. W. I. Caris, dentist; Eureka Bakery; Reed and Brothers, grain, flour, coal, etc.; James France, real estate; George O. Rice, insurance; S. B. Hall, boots and shoes; J. D. Davis, jeweler, and J. Bethel, hardware.

An industry was established in Kent during the summer of 1876 which in time became one of the leading industries of the village. It was the Railway Speed Recorder Company, organized to manufacture a speed recorder device for railroad trains which had been invented by Reverend W. W. Wythe of Meadville, Pennsylvania, and perfected by James B. Miller, of Kent, after months of experiments. The device would record every movement of a train, the duration of every stop, and the speed attained at any point along the road. The company was capitalized for \$250,000 and incorporated by Reverend W. W. Wythe, A. L. Dunbar, J. H. Holoway and W. H. Stevens, of Meadville, Pennsylvania, and James B. Miller, Marvin Kent, Ed. L. Day, Charles T. Williams, T. G. Parsons, George Barnett, E. A. Parsons and Henry Stinaff of Kent. A small manufacturing plant was erected on North Water Street; it was greatly enlarged a few years later.

The Stone Arch Bridge Is Built

In the summer of 1876 an improvement was started which had been greatly desired by the people of Kent for many years—a modern stone bridge across the Cuyahoga to replace the old covered bridge erected in 1837. The wooden structure had withstood the floodwaters of four decades; now the community considered it an eyesore which should be removed. “We want a bridge,” insisted the *Kent Bulletin*, “which will be proportionate with the business and enterprise of our town—not a gloomy tunnel in which pedestrians and teams have to grope their way along, even on the brightest days. Even elephants which come here with circuses won't use the bridge. They test it with their feet, snort and then use the river.”

The bridge was authorized by the county commissioners May 13, 1876, and the contract for the work was awarded to T. B. Townsend, of Zanesville, who was represented here by his brother, F. M. Townsend. During the first week of October, the water was drained from the dam to make the cofferdams and on October 11 the first stone was laid. Work proceeded on the piers and abutments and on February 24, 1877, the covered bridge was removed. A pontoon footbridge for pedestrians had been provided alongside the bridge; vehicles had to cross the river at Crain Avenue. On account of the unevenness of the rocky bed of the river and unusually high waters, many obstacles were encountered which made the work more difficult than had been contemplated. Nevertheless, it was pushed forward rapidly and on Saturday morning, September 22, 1877, the last keystone in the east arch was laid by Mayor Charles H. Kent. At 6 o'clock the same day, the date stone was laid near the center of the south wall by E. A. Parsons, county commissioner. On Monday evening, September 24, the first team crossed the river. It was owned by Street Commissioner Minnick and driven by Oscar Champney. Following this team were teams driven by W. C. Champney and E. Olin.

The completion of the bridge was celebrated with elaborate ceremonies on

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Tuesday, September 25, when the last stone was laid by Marvin Kent. Speeches were made by Kent, S. P. Wolcott, Ed. A. Parsons, and others, and compliments flew thick and fast. Kent praised Wolcott, Wolcott praised Kent, and Parsons praised the contractors; and so it went. But oratory or not, the bridge was finished.

Here are some bridge statistics which may prove of interest to future historians. The bridge was originally planned to be 40 feet wide; later the village agreed to pay the extra cost of making it 20 feet wider. The total cost was \$26,531.03, of which \$17,778.53 was borne by the county and \$8,752.50 by the village. One man was badly injured on the construction work, W. D. Archer, who suffered a broken hip and other injuries when crushed beneath a falling stone on June 23, 1877. The bridge required 123,750 cubic feet of stone, most of which was dug from quarries on North Water Street, near the foot of Columbus Street. The average number of men employed was 60. The bridge was 275 feet long and 60 feet wide, with a roadway of 40 feet.

Following the completion of the stone arch bridge, a regular bridge building orgy began. T. B. Townsend was engaged by the county commissioners to rebuild the Crain Avenue bridge. He moved it a short distance up the river, placed new abutments under it, added two feet to its width, and placed new supports under the ironwork. Only the steel arches of the old bridge were used in the new structure. The work was started on October 10, 1877, and finished four months later.

A new suspension footbridge was erected across the river at the railroad shops during the week of November 24, 1877. It was paid for by public subscription and replaced the old wooden structure which had been in use many years but had finally become so rotten and shaky that it was dangerous for anyone to cross it. Two hundred-foot iron cables were used in the construction of the bridge. They were made at the Day, Williams and Co. plant on a machine which had been invented by M. M. Zellars. It is said that this was the first cable-making machine ever used in this country. Zellars turned over his patents to a company which later went bankrupt.

About this time a footbridge across the Cuyahoga at the foot of Brady Street was built by employees of the Railway Speed Recorder Company who lived west of the river and who tired of going up to Crain Avenue or down to Main Street to cross. The bridge was called the Brady Leap Bridge and was in general use until the Baltimore and Ohio tracks through Kent were straightened in 1903.

The Alpaca Mill Is Opened

Kent obtained an important new industry late in the 1870s. In September, 1878, it became known that Joseph Turner, part owner of an alpaca mill in Jamestown, New York, was seeking a new location. He wanted to start a mill of his own somewhere in northern Ohio, with his sons as partners. Negotiations were started with him to locate the mill here. Coming to Kent, Turner inspected the old "cotton mill," built by the Kents in the early Fifties, but never occupied, and said that it could be made suitable for his purposes. The upshot of the negotiations was that Turner agreed to come here providing Marvin Kent, then owner of the building, would spend \$15,000 on improvements; Turner also asked that \$15,000 additional be subscribed by Kent people to help the company get started.

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The movement to obtain the required money was headed by S. P. Wolcott, Marvin Kent, Dr. A. M. Sherman, Dr. J. W. Shively, George O. Rice, William Jones and Ed. L. Day. Several public meetings were held during October and at the last one, it was announced that the \$15,000 had been pledged. Work was started at once making the necessary changes in the "cotton mill" and Turner sent to England to get the looms he needed. To obtain power for the mill, the sluice from the dam was deepened and a large water wheel, 19 feet in diameter, was installed. A great wheel pit, 42 by 28 by 22 feet, was cut in the solid rock, the work being supervised by S. P. Bailey and Frank Smith. Great difficulty was encountered in getting a shaft for the wheel, a perfectly sound tree of great size being required. A suitable tree was finally found on Lyman W. Pike's farm in Brimfield and the shaft was prepared.

Water was turned to the mill wheel July 7, 1879, and the mill started in operation. Fifty-two looms were used in the beginning and approximately 100 persons employed. The finest grades of mohairs, alpacas, brilliantines, and mixtures were manufactured. During the first year, sufficient wool could not be secured locally, and the company had to send east for what it needed. Later, practically all the wool used was purchased from farmers of this vicinity, and the highest market prices were paid.

The alpaca mills were thrown open for public inspection on September 4, 1879, and several thousand persons went through the plant and watched the operation of the intricate machines. In the evening the proprietors gave a banquet for the subscribers in the Masonic club rooms and Kent's Hall.

On February 13, 1880, Joseph Turner died suddenly at the Continental Hotel after a short illness, and for a while it was thought the development of the mill might be halted; however, the management was taken over at once by his two sons, Joshua and John, and March 20, 1880, the company was incorporated as the Joseph Turner and Sons Manufacturing Company. During the years which followed, the company's business continued to expand, particularly after the manufacture of worsted goods was started. In 1881 a water turbine was installed to replace the water wheel and it provided much more power. By 1885, the mill had 254 looms and 1,800 spindles in operation and employed 120 hands.

During the 1880s, the worsted mills became the second industry in Kent and played a prominent part in the growth of the village. But in 1889 the company decided to move its mill to Cleveland, and the announcement came as a real blow to the community. The cause for the removal was that the Turner brothers could not make a satisfactory agreement with Marvin Kent, either for leasing the mill for another ten-year period or for purchasing it. In May and June, 1889, the company's machinery was taken from the building and moved to Cleveland, and the company ultimately became nationally known as the Cleveland Worsted Mills. The old "cotton mill" was again empty and deserted.

The above account of the alpaca-worsted mills has taken us far beyond the Seventies. Now it is necessary to backtrack and make note of the fact that the new bridges were not the only public improvements which the decade brought. In the fall of 1877, for instance, Kent got its first all-weather crossings in the business section. Previous to this time, it was considered a great feat to cross any of the streets during bad weather without stepping shoe-top deep in mud. Finally the merchants insisted that the crossings should be improved; gravel was freely used, and at last the streets could be

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crossed in safety.

Several other improvements came in 1870. In April, J. W. Cone erected near his store on Erie Street the first centrally located watering trough. The water used in it came from a fountain in his yard which was supplied from the river by means of a hydraulic ram. A month later, arrangements were made by the merchants to have portions of Main, Water and Franklin Streets sprinkled daily during dry weather by Ernest Haymaker and Frederick Newberry. "This progressive action," commented the *Kent Bulletin*, "is proof of the fact that Kent will keep up with the demand of the times."

Late in the summer of 1879, stone gutters were laid along both sides of Water Street from Main to Erie and "this," said the *Bulletin*, "is undoubtedly one of the best public improvements ever made in Kent—where the gutters are now, a series of mud holes formerly existed. They were foul nuisances of the worst kind. The village can rejoice because they have disappeared." Another big improvement described by the *Kent Bulletin* at this time was the erection of substantial hitching rails on the east side of Water Street.

Two other "improvements" of the 1870s should be noted. On May 22, 1875, Dr. G. A. Case, dentist, announced that he had just added to his extensive outfit, nitrous oxide, or "laughing gas" and that he could now extract teeth without the slightest twinge of pain. Moreover, in July, 1879, Ikirt and Reed, furniture dealers and undertakers, announced that they were using embalming fluid for the first time. "The embalming fluid," said their advertisement, "is a perfect disinfectant and is rapidly superseding ice in the preservation of dead bodies. By this means bodies can be preserved for long periods without any inconvenience."

Kent was not without its amusements during the 1870s. Baseball, for instance, was beginning to come into its own. Teams were organized in almost all the communities of the county and competition for the "bat and ball" championship was extremely keen. The Islanders of Kent and the Buckeyes of Streetsboro were bitter rivals, and their games were always hard fought. Hard slugging seems to have been the order of the day and scores like 28 to 27 and 37 to 30 were not uncommon. Although the scorekeepers must have had a hard time keeping track of the runs, the people must have liked the games because large crowds attended every contest.

It was also during the 1870s that Kent began getting good theatrical attractions. Some of the best road shows appeared in Kent's Hall during the winter season, as well as many of the best speakers of the day. The feature attraction of the winter of 1878-79 was the appearance of the famous Jennie Lind, on April 12. With her on the program were "Mishler's Famous Swedish Lady Vocal Quartette" and Alex Freygang, noted Russian harpist. The admission was 35 cents, reserved seats 50 cents, and children 25 cents.

During the winters of the 1870s, sleigh ride parties were held frequently. The Sunday School classes of the various churches were particularly fond of this form of amusement and when the snow lay deep upon the ground and sleighing was good, many of them journeyed often to the homes of friends out in the country where an oyster supper would be served and a good time "enjoyed by all." Many sleighing parties were also given by the lodges. One of these was a fancy masquerade ball given by the Odd Fellows in the Continental Hotel January 11, 1879. Delegations came in sleighs from Cuyahoga Falls, Mogadore, Ravenna and other near-by towns, and the hotel was filled to capacity.

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Late in the 1870s, “walking matches” became popular in Kent. They were held in Kent’s Hall and usually started at 11 o’clock in the morning and lasted until 11 in the evening. Sometimes there was heavy betting on the outcome of the event and on several occasions, when it appeared that some of the star walkers had “framed” the result to suit themselves, the crowd became ugly. The winners of the matches usually walked about 60 miles during the twelve-hour grind. Later, six-day matches also were held.

Serious Fires of the Seventies

Kent continued to suffer from serious fires during the 1870s, despite the fact that early in 1870 a Hook and Ladder Company had been formed, equipment costing approximately \$1,000 purchased, and a firehouse erected. Officers of the Hook and Ladder Company were W. H. Patterson, foreman; F. Chess, first assistant; J. Richards, second assistant; L. C. Reed, secretary, and J. H. Hart, treasurer.

The first big fire of the decade occurred Thursday morning, September 18, 1873, in the brass foundry of the Atlantic and Great Western shops. The entire interior of the building and the roof burned, but the walls remained intact. Adjoining buildings were saved through the excellent work of the fire department and shop employees. The total loss was estimated at \$30,000. Within a week, a temporary shelter was erected and 9 of the 18 forges were again in operation.

Following this fire, which brought threats from the railroad that it would move its shops from Kent unless better fire protection was provided, the village council appropriated money for the purchase of a Silsby Steamer. Landings were built on the river at Main Street and Crain Avenue so that the steamer could pump water, and two large cisterns were constructed, one in the south end and one on West Main Street near the top of the hill. In addition to the steamer, the village also bought 1,500 feet of new hose, two hose carts, and a Babcock Chemical Fire Extinguisher. This new equipment furnished the volunteer firemen a real incentive to organize on an effective basis. The Volunteer Fire Department was formed with D. M. Marshall, as chief warden; H. George, first assistant, and William Guyette, second assistant. A campaign for new members was held and enough were secured to give the department a working force of approximately 80 men. Three companies were organized: the Franklin Engine Company with 38 men, and John Cross, foreman; Hose Company No.1 with 16 men, and I. L. Herriff, foreman, and Hose Company No.2 with 16 men, and F. N. Snavely, foreman. In addition, six men were detailed to a fire-police truck which carried lanterns, ropes, sledges and stakes.

Kent now believed it was amply prepared to fight any fire which might occur. But the village was unduly optimistic. At 1 o’clock Saturday morning, July 29, 1876, a fire broke out which for several hours threatened to destroy the entire business section. It started in the Sink Block at the southeast corner of Main and Franklin Streets and was believed to have been of incendiary origin. The first volunteers who responded to the alarm reported that the interior of the building had been saturated with oil, and that they could do nothing to control the flames.

Before the Silsby Steamer could be fired up and brought into action, the fire had spread entirely through Sink’s building and into the Clark and Shively Buildings, which adjoined the Sink Building on the east. The flames leaped high in the air, and the light of

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the fire was visible as far away as Akron. Pieces of charred shingles were carried several miles by the wind. The Continental Hotel was endangered by burning embers falling on the roof but it was saved by a bucket brigade. Wooden buildings on the south side of the alley, between Water and Franklin, likewise were saved, but only as a result of the splendid work of the firemen.

By 3:30 a. m. the fire was under control; by 4:30, many of the volunteers were allowed to go home. A check-up made the next morning showed that the Sink and Clark Blocks had been entirely destroyed and that the Shively Block, at Main and Water, was badly damaged. The loss was estimated at approximately \$30,000. R. A. Thompson, who had purchased Shively's drug store a year before, escaped rather luckily, most of his stock of goods having been removed before the fire reached his store. Other occupants of the buildings except Sink also managed to save most of their possessions; consequently practically all the damage was to the buildings. Incidentally, the buildings were really three buildings in one, having been built by N. and J. H. Pendleton and C. and E. Beach at the same time in 1839.

Although the Volunteer Fire Department had not managed to prevent a serious loss in the first big fire after its reorganization, it had proved its worth. The additional equipment which it had obtained, coupled with its increased force of men, undoubtedly saved the entire business section from burning. A week later, on August 5, the department was again tested when fire broke out in the railroad coal and woodsheds. It was a stubborn fire to fight but the firemen kept the loss down to a minimum. On January 3, 1878, the Cole house in the upper village was destroyed by flames. The building had been erected by Barber Clark in 1837, to be used for a cocoonery, when the silk fever raged in this community. Later it was moved into the city and remodeled into a house. Before the Seventies are passed by, mention should be made of the fact that the close of the decade saw the establishment in Kent of a Belgian colony. The first Belgians, about 30 in number, were brought here December 20, 1879, by Day, Williams and Co. to work in the glass works. The plant had been closed late in 1877 because of labor troubles and company officials thought the Belgians would be more tractable and would work for lower wages than the union men. For a time they did. They brought in their families and established homes here. Most of them lived in houses erected near where the City Hall now stands and for many years the section was called "Belgian Hill" The quaint dress of the newcomers and the odd way they cut their hair made them objects of curiosity to all the youngsters of the village.

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Chapter VIII

The Eighties

Civic Improvements

Kent began to suffer from growing pains during the 1880s. The census taken in the spring of 1880 showed that there were 3,309 persons in the village, a gain of 1,008 during the past decade. This increased population resulted in increased needs of various kinds; moreover, the people of this period were no longer satisfied with the inconvenience of Civil War days. They wanted improved streets and sidewalks, lights for the streets, a water works, and many other things, and they proceeded to try to get them.

The improvements might have been obtained with comparatively little trouble had it not been for the fact that a great deal of property in Kent was owned by a very few persons, and these few persons were disinclined to pay any more taxes than they absolutely had to. The result was that during the entire decade, and longer, there was constant squabbling and fighting. And during part of this period there were three newspapers in Kent, the *Bulletin*, and two new ones which were established to air the thoughts and opinions of opposing factions. A merry time was had by all.

The warfare began when the proposal was made that the old wooden sidewalks, put down late in the 1860s, should be taken up and replaced by durable walks of brick or stone. There was much to be said against the plank walks. Many of them had rotted and fallen apart, leaving dangerous holes in which unwary pedestrians stepped and barked their shins. Moreover, there were many loose boards, and when a person stepped on one of them it was quite likely to fly up and give him a vigorous slap. This is said to have been particularly annoying when it happened to young lovers while strolling on warm, spring nights.

The plank walks might have lasted longer than they did if it had not been for wandering cattle. Contrary to the ideas expressed by the plank-walk advocates of years gone by, the cattle seemed to take an unholy delight in hearing their hoofs pound upon the planks, and their promenades did not do the walks a bit of good.

All this stopped when the village council on July 1, 1880, passed a new "wandering cattle" ordinance. It specified that the owner of any cow who allowed it to run at large should be arrested and fined from \$1 to \$5. To make a good job of it, the councilmen made the ordinance also cover wandering swine and horses. The ordinance worked; from that time on, cows, swine, and horses were rarely seen wandering around footloose and fancy free along the village streets.

But by that time the damage had been done—the walks had become "exceedingly dangerous to life and limb," as the *Bulletin* loved to reiterate. However, the large property owners turned a deaf ear to the pleas for their removal and they might have been allowed to remain for years longer had it not been for several serious epidemics of diphtheria and scarlet fever during the early Eighties. The epidemics proved to be unusually virulent and many persons died. The wooden planks were blamed for the spread of the disease. Said

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the *Bulletin*: “All the walks are more or less decayed and have long since been looked upon as pest breeders. At many places the walks serve as drains for the streets and beneath the planks are accumulations of reeking filth, the noxious exhalations of which poison the air we breathe.”

The belief that the sidewalks were at least partly responsible for the epidemics spread rapidly and the strength of the anti-removal forces was greatly weakened. Within a few years most of the plank walks were taken up. In the downtown section and on some of the best residential streets they were replaced at once by stone or brick walks; elsewhere they were replaced by gravel. It was not reported that the expense of putting down new walks caused anyone to go bankrupt.

One improvement came in 1880 without any opposition. This was the installation of a town pump at Main and Water Streets. A deep well was drilled and the pump installed in December and shortly afterward a watering trough was built.

A movement launched in 1881 to get streetlights for Kent caused almost as much argument as the plank walk controversy. One rabid opponent of darkness wrote to the *Bulletin*: “With oil at 32 cents a gallon, it costs only ½ cents a night for each street lamp. Can our councilmen show the least shadow of a reason why this town should not be supplied with street lamps? Let us have some light on this subject.”

Finally, a few lights were forthcoming. Late in the fall of 1881, council ordered a dozen oil lamps which were placed at strategic points in the downtown section. It was reported that “Night Officer Palmer spends about 40 minutes each night lighting them.” These few lights whetted the town’s appetite for more and better ones. Accordingly, after long and caustic arguments, the council on January 2, 1882, authorized the purchase of 50 Belden Vapor gasoline lamps, costing \$10 each with cedar posts. These lamps were installed in all parts of the village, “a veritable Godsend on dark and stormy nights.” It cost \$13 a year to keep each lamp lit. For several years, Ovie Nichols was the town’s official lamp lighter and when he made his rounds at dusk he usually was followed by a crowd of youngsters.

Late in 1886, gas lights costing \$10.50 each per year to operate were installed in the business section after the council had entered a contract with the Sun Vapor Street Lighting Company of Canton, of which M. L. Best was the local manager. For several years this company also furnished business places, the gas being made in two gas manufacturing machines which were installed close to the business section.

When the street lighting problem was temporarily—but only temporarily—disposed of, the village leaped into the most bitter controversy of its history, the water works imbroglio. The community seethed and stormed and raged over the knotty problems of whether or not a water works should be built, and if it were built, whether it should be municipally owned or privately owned. When these problems had been solved, the real battle began. Where should the water be obtained—from Hawk Springs, Brady Lake, Stratton’s Pond or Plum Creek?

That became the burning question of the hour, and before it was solved, lifelong friendships were severed, brother turned against brother, street fights were held, and a bitter newspaper war was waged.

Here is the story. For years the city had wanted a waterworks, not only to supply water to its homes and business places but for fire protection as well. The chief

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opposition to the water works centered around the contention that it would increase taxes, and larger tax bills were exactly what some of the property owners did not want. Despite the opposition, the council agreed to submit to the voters the proposition of issuing \$9,000 worth of bonds for a municipally owned plant. The election was held July 26, 1879. The opponents of the water works thought the bond issue would be defeated—but it carried by more than a two to one majority, 266 to 131.

After the bonds were voted, it soon became apparent that \$9,000 was entirely insufficient to build a water works—an engineer engaged by Mayor James Woodard in 1881 estimated the total cost of the entire layout would be \$53,523. His report staggered even the most enthusiastic water works advocates, and for a brief time there was a lull in the storm. But it did not last. In January, 1886, it started up again, worse than before. F. M. Loweree, acting for a group of eastern capitalists, submitted a proposition to council which started the winds to blow and the waves to dash madly against the shore.

Loweree's proposition, in brief, was that he would obtain a satisfactory water supply, and build an adequate water works, and pipe the water to all parts of the city, if the city would allow him to charge 5 cents a hundred gallons to private consumers, and contract with him to pay \$50 a year each for at least 60 fire hydrants—\$3,000 a year. The contract was to be for 20 years.

Then the fun began. In the beginning, Editor Minich of the *Kent Bulletin* was fairly neutral on the subject, but not for long. *The Kent News*, another weekly, was backed by a faction which warmly supported this new waterworks proposition. The Kents, opponents of the "water works gang," subsequently started the *Kent Courier*, put Charles Scott—a very capable newspaperman—in charge, and proceeded to tear the proposition to ribbons. Seeing so much competition for his newspaper develop all of a sudden, Editor Minich got hot under the collar, forgot his neutrality, jumped wholeheartedly into the fray, and took sides against the Kents, with whom he had been none too friendly.

On March 13, 1886, a special election was held to determine whether or not Loweree's proposition should be accepted. The *Kent Bulletin* and the *Kent News* urged the voters to vote "yes"—the *Kent Courier* begged them to vote "no." This time there was no doubt about the outcome—the water works opponents were snowed under, 378 to 81. The council proceeded immediately to enter into a contract with Loweree and soon afterwards he transferred the contract to the Kent Water Works Company which put up a \$15,000 bond, guaranteeing to carry through the project to completion.

The fight had only started. The heavy artillery swung into action when the water works' engineers selected Plum Creek as the source of supply. The *Courier* declared emphatically and repeatedly that the water from the creek was not fit for even hogs to drink—it served as a drain for Arighi's slaughter house, it was alive with wiggling maggots, it was filled with hair, and it smelled to heaven during the summer months! Even to consider using such water for the fair town of Kent was an outrage!

The *Bulletin* and the *News* vehemently denied every statement the *Courier* made. The water was crystal clear and absolutely free of impurities. No better drinking water could possibly be found anywhere in the state. All that needed to be done was to clean out the bed of the reservoir and then the water from the creek no longer would have to be used—only the spring water that would gush from the beds of gravel below. What more

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could be asked for?

Exceedingly bitter statements were made by the editors of all the papers—the feeling became so intense that Editor Scott of the *Courier* and Editor Rockwell of the *News* engaged in a bloody fist fight in the center of the business district, and Editor Minich was sued for \$10,000 for libeling Editor Scott in his “foul, contemptible editorials.” When the libel suit came up for hearing, Minich was found not guilty.

The water works opponents tried in every way possible to stop the project. They started suit to break the contract between the water works and the city; they started another suit to prevent the company from using water which was “destined by Nature to feed the Cuyahoga River—water which was vitally needed to supply power for the towns along the river banks.” The first suit was quickly set aside; the second dragged on in the courts for more than a year. But the water works company went steadily ahead, disregarding all attempts to stop its progress. The reservoir was completed in the late summer, the water works building was started in October, and early in December the first pipes were laid.

The engines in the water works were started pumping Friday, May 13, 1887. The next morning, water was turned into the mains on the east side of the river and at noon, a stream was thrown onto the square from a fire hydrant at the corner of Main and Water. The next issue of the *Bulletin* stated enthusiastically that the pressure was sufficient to tear the roof off the highest building in town.

Dr. A. M. Sherman’s old horse Billy had the honor of drinking the first Plum Creek water from the city mains after a connection had been made for a private consumer. Evidently the water had no ill effects; if it had, the *Courier* probably would have featured the story on its first page.

During the early summer of 1887, the mains were extended to all parts of the village, all the fire hydrants were installed, and scores of connections were made for private consumers. Late in July, an ornamental fountain and watering trough, supplied with the city water, was built on the square at Main and Water. On August 26, the water works was formally accepted by the city council. For better or for worse, Kent had city water.

The battle had been fought, but rumblings of it were heard for some time later. Late in the summer of 1888, the school board announced that it would not reemploy Miss Anna Nutting as principal of Central School. The *Kent Bulletin* explained that Miss Nutting had been turned down because she could not teach German. But the *Kent Courier* insisted that the principal was the innocent victim of the *Bulletin*’s malicious desire for revenge—her father had opposed the *Bulletin* in the water works fight and had stopped taking the paper—the *Bulletin* now controlled the school board and its editor was taking this “low means of getting even.” Whatever the cause, Miss Nutting was not re-engaged and she taught the following season at Tallmadge.

Another repercussion of the fight was felt in October when W. S. Kent was refused a “certificate of safety” for Kent’s Hall. The *Kent Courier* declared that the village officials had refused the certificate because Kent had endeavored to save the people from being robbed by the water works gang, and had thereby aroused the officials’ enmity. The officials replied that the certificate had been refused simply because the hall had become a firetrap. After months of argument and after concessions

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had been made by both sides, the certificate was granted and the hall was reopened Monday evening, June 17, 1889, with the popular comedy, "Flirtation, or a Wife's Peril."

Before the echoes of the water works conflict died away, another controversy started. This one developed from the proposal that Kent should have electric arc lights for the streets. One faction favored buying the light service from the Kent Water Works Company, which agreed to put in an electric light plant. The opposing faction wanted the village to buy its own plant. The *Bulletin* and *News* favored buying the service; the *Courier* favored municipal ownership. Neither side minced words in telling what it thought about the other; each was positive in its assertion that unless its plan were adopted, Kent would lose money.

Early in January, 1889, council advertised for bids, both for purchase of a plant outright and for renting the service. Upon receiving the figures, council decided that the purchase of a plant would be too big an undertaking, and that it would be more economical to buy the service. The water company met the best bid that was offered and it was awarded an exclusive five-year lighting contract which provided that the company would furnish 39 arc lights at \$60 each, to be operated 2,000 hours a year, from dusk to 2 a. m., according to the Philadelphia moon schedule. This service was to cost the village \$2,340 annually; had the village built its own plant, the investment would have amounted to approximately \$18,000.

The electric lights were turned on Wednesday night, June 5, 1889. The *Bulletin* went into ecstasies over them. "They are exactly what Kent has needed for years," said the editor. "No longer will we have to stumble around at night—no longer will we have to depend upon the feeble rays cast by the gas lamps, relics of a bygone age.

The 1880s cannot be passed over without mentioning two other "improvements" of the decade. During the summer of 1882, M. J. Carney, general agent of the Midland Telephone Company, secured enough subscribers in Kent to assure the establishment of a telephone exchange. The rates were \$12 a quarter for business establishments; \$9 for residences, and \$19.50 for business house and residence. Thirty-five subscribers were needed to start the exchange and 50 were secured. Fred W. Cone was appointed local manager and an exchange was opened over France and Cone's dry goods store on December 8, 1882.

During the winter a telephone line was strung to Stow, connecting with the Akron-Cleveland long distance line. Later, connections were made to all nearby towns. On April 12, 1883, a long distance toll station was installed in Rynard's Drug Store. But by this time, the people of Kent were becoming thoroughly disgusted with this modern means of communication. The lines buzzed so that a conversation could be held over them only with the greatest difficulty, and then only in good weather. One by one the subscribers had their phones taken out and before the end of the summer of 1883, the exchange was closed. Only the toll station at Rynard's Drug Store remained. It was used by the village for many years thereafter, and great was the thrill when word came to some resident that "There's a call for you at Rynard's—better hurry 'cause they're waiting."

The other "improvement" of the 1880s which failed to materialize was the gas well. For years the people of Kent believed there was a rich gas vein underneath the village, waiting to be tapped. They urged that a well be dug, regardless of cost. At last, the village council was persuaded to call an election on April 4, 1887, on the proposition

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of issuing \$3,000 worth of bonds to finance the project. The bond issue was approved by an overwhelming majority, 721 to 14.

The work of drilling the well was started September 6, 1887, by Linamon and Spellacy, of Lima, Ohio. Deeper and deeper sank the drill, and higher and higher soared the hopes of the people. No one doubted that gas would be struck; everyone was confident that sooner or later the pent-up gas would burst forth with a deafening roar. Then would come cheap gas for the people, and new industries, and a prosperous thriving city. But the roaring well never materialized. At a depth of 2,255 feet a vein of low pressure gas was struck which, when ignited, sent up a flame five feet high. However, the pressure was insufficient for commercial purposes; the village had no money to sink the well deeper, and the project was abandoned. The gas was permitted to escape for years and then the mouth of the well was covered with dirt. Today many persons in Kent believe that if the well had been drilled a thousand feet deeper it would have been productive.

Two Railroads Come to Kent

During the 1880s, two more railroads extended their lines through Kent—the Connotton Valley Railroad, now known as the Wheeling and Lake Erie, and the Pittsburgh, Youngstown and Chicago Railroad, now known as the Baltimore and Ohio.

The Connotton Valley Railroad Company was an outgrowth of the Youngstown and Connotton Valley Railroad Company which was incorporated August 29, 1877, to construct a line from Bowerston, Ohio, about 35 miles northwest of Wheeling, West Virginia, to Youngstown. The next year the Youngstown and Connotton Valley purchased the Ohio and Toledo Railroad, made Canton instead of Youngstown the northern terminus, and changed its name to the Connotton Valley Railroad Company. About this time, the Connotton Northern Railway Company was incorporated to build a line from Canton to Cleveland. On October 25, 1879, the Connotton Northern and the Connotton Valley consolidated, the former losing its identity.

Early in May, 1880, the work of surveying the Connotton Valley between Canton and Cleveland was started. Inasmuch as it appeared certain the line would run close to Kent, efforts were made to have it come through the village. The railroad officials agreed that this would be done if they were given the necessary right of way. Investigation showed that the right of way could be obtained at a cost of about \$5,000, and a movement was immediately started to get this amount subscribed.

Members of the committee which obtained the money were: E. L. Day, Marvin Kent, S. P. Wolcott, Dr. A. M. Sherman, George O. Rice, L. H. Parmelee, E. A. Parsons, James Woodard, S. B. Hall, W. R. Carver, N. J. A. Minich, Dr. J. W. Shively, Jonas Hey, and James Glass. Despite great difficulties encountered in building the road through swamplands south of Kent, the tracks were completed to Kent by May 7, 1881. Late in July the line was completed to Cleveland and on August 1, regular passenger service was established. The depot was started September 17 and completed February 16, 1882.

While the construction of the railroad was in progress, an incident occurred which was long remembered by the people of Kent. Early in December, 1880, the railroad had trouble obtaining enough money to pay the several hundred Italians who

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were working in the construction gangs. A week passed and still the men were not paid. At last they became furious and proceeded to come to Kent to besiege the paymaster, Pat McGuire. They first sought him at the Continental Hotel, where he was living. Failing to find him there, they stormed through the streets and for a time it appeared as though there would be a riot. The saloons were closed and a call was sent to the sheriff. The workmen finally learned that McGuire was at the railroad's temporary office on Summit Street. Rushing there, they called McGuire out and then started to pelt him with stones. One of the stones hit the paymaster above the eye, causing a wound which bled freely. McGuire was angered and he drew a gun and fired at the crowd. One of the men was shot through the thigh; the rest of the workmen scattered. The Italian who was shot was not properly cared for and he died a few weeks later. On the day following the near riot, the money for the workmen arrived and they were paid.

The tracks of the Connotton, which originally were narrow gauge, were made standard gauge Sunday, November 25, 1888. The entire line, 161 miles in length, was changed over in one day, the work being done by 1,400 men. The road was divided into sections $3\frac{1}{2}$ miles long, and 28 men worked on each section. On the day before the change was made, 800 old cars and engines were sidetracked at Canton. The new equipment consisted of 23 engines, 15 Pullman and passenger coaches, and 308 freight cars.

Late in 1891, the name of the Connotton Valley Railroad was changed to the Cleveland and Canton and May 13, 1892, it was changed to the Cleveland, Canton and Southern. Five years later, on October 21, 1897, the railroad was absorbed by the Wheeling and Lake Erie, by which name it is still known: the Pittsburgh, Youngstown and Chicago Railroad

The Pittsburgh, Youngstown and Chicago Railroad, which is now a part of the Baltimore and Ohio, was organized March 18, 1881, by a group of capitalists headed by Chauncey H. Andrews, of Youngstown. The right of way of the old Pennsylvania and Ohio Canal was purchased and the work of building the line was started immediately, the route being by way of Ravenna, Kent and Cuyahoga Falls to Akron.

For a time it was thought that this was going to be another "dream" railroad, like so many other railroads which were talked about during this period, but within a few weeks, representatives of the company came to Kent and began acquiring the necessary right of way. It was reported that Marvin Kent donated land worth \$15,000. Most of the other property owners who had land which was needed sold for comparatively small sums; however, Day, Williams and Co., owners of the defunct glass works, could not come to terms and obtained an injunction restraining the railroad from trespassing on their property. The case was not settled until a year and a half later.

In the meantime, the railroad company awarded a contract to F. M. Townsend for making a passage under the Main Street bridge, the necessary permission having been secured from the county commissioners and village council. He started work August 23, 1881, and a few days later large track-laying crews appeared in the village and began making the grade for the road on the east side of the river. In doing so, they changed the course of the river considerably, particularly north of the bridge. Excavations were made on the west side and fills on the east. It was reported that the grading of the section between Main Street and Crain Avenue was the hardest job encountered on the entire

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line. Kent became the headquarters of the track-laying crews. At one time, 600 men were employed and the weekly payroll amounted to \$17,000. Much of the money was spent in Kent, and a large portion of it went for liquor.

Late in 1882, the name of the Pittsburgh, Youngstown and Chicago was changed to the Pittsburgh, Toledo and Cleveland Railroad and later it became known as the Pittsburgh and Western. Slow progress was made on the construction of the road during 1882 and 1883 and through trains did not begin running through Kent until early in 1884. It had poor connections in both the east and west, and it was not until the Baltimore and Ohio interests began buying into the road that its prospects brightened. By 1891 the Baltimore and Ohio controlled enough stock to take control, and J. W. Patton of the Baltimore and Ohio was made general manager of the line.

This control of the Pittsburgh and Wheeling put the Baltimore and Ohio in a strong position. By linking this road with the Akron and Chicago Junction Railroad, built by the Baltimore and Ohio system in 1890 and 1891 from Warwick to Chicago Junction, the Baltimore and Ohio completed a line from Pittsburgh to Chicago. Thus another trunk line was formed, and Kent was located on it. Royal Blue trains, from New York to Chicago, began running on regular schedule August 10, 1891.

During most of the 1890s, the Pittsburgh and Wheeling retained its identity. It was not until 1898, when Calvin S. Brice started construction of a railroad between Cuyahoga Falls and New Castle, that the Pittsburgh and Wheeling was actually purchased by the Baltimore and Ohio. It was reported at the time that Brice's road was nothing but a bluff, and that he never intended to go through with the project. He was heavily interested in the Pittsburgh and Wheeling and when the Baltimore and Ohio made the deal to buy it on October 25, 1898, his interest in his own railroad died instantly. (See Brice Railroad.)

After the Baltimore and Ohio obtained actual possession of the Pittsburgh and Wheeling it began making many improvements on the line. During 1901 and 1902, the line was double-tracked in both directions from Kent, only the line within the corporation limits being left unchanged. At the same time many of the sharp curves in the road were taken out. Some of the worst of these curves had been caused because the original railroad followed closely the right of way of the Pennsylvania and Ohio Canal—now the canal route was disregarded and the road was straightened wherever necessary.

During the winter and spring of 1905, the line was double-tracked through the city. Moreover, the old "freight car depot" which had been placed just below the Main Street bridge December 4, 1884, was torn down; likewise the baggage chute which had extended from the bridge level down to the depot. The new depot at Summit Street was completed during the early summer.

The Atlantic and Great Western Railroad

Inasmuch as this chapter is devoted primarily to the 1880s, mention should be made that on Tuesday, June 22, 1880, the broad gauge tracks of the Atlantic and Great Western were narrowed to standard gauge. At 4 a. m. on that morning 3,000 men started to work, drawing in both rails and reducing the gauge from 6 feet to 4 feet 8 inches. The men were paid extra for fast work, and within six hours the entire line from Leavittsburg

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to Dayton was narrowed. At 6:25 p. m. an engine was run from Kent to Akron and at 8:25 p. m. an engine came into Kent from the Cleveland and Pittsburgh road.

On the evening before the change was made, 13 broad gauge engines bid adieu to the Kent roundhouse, and as they departed for Leavittsburg, they gave the town a long, farewell toot. For several weeks afterwards the railroad shops worked night and day making the changes necessary to permit freight cars to run on the narrowed tracks. The engineers of the road did not like the change. "The days of ease and comfort are gone," they declared. "From now on there will be no wide and roomy cabs for us."

Beginning in 1880, the Atlantic and Great Western started being called the Nypano. This was due to the fact that on January 6, 1880, the road was sold by its receiver to the New York, Pennsylvania and Ohio Railroad.

New Buildings of the Eighties

The growth of Kent during the years which followed the coming of the railroad shops brought new problems for the school board. In 1867, when the Union School was built, everyone thought the building would be large enough to serve the community for years to come. In 1869, however, the school board found it necessary to erect a one-room frame school on Franklin Avenue to accommodate the children of the railroad shopmen. Within five more years Union School began to be overcrowded. The enrollment continued to increase steadily. The Town Hall was called into use again, and classes were held there. That helped some, but not enough. By 1880, it became apparent that another school would have to be provided.

Accordingly, the South School was erected during the spring and summer of 1880. It was not a large building and only the pupils of the first six grades could be accommodated there. However, it was warmly welcomed by the youngsters of the south end for whom the long walk to the Union School had been very tiring—there were no buses in those days to carry the children to and from their classes.

Seven years passed, and again the school board was confronted by an overcrowded condition in the schools. So an election was called May 21, 1887, to pass on a \$12,000 bond issue for the erection of another building. It was one of the quietest elections of the community's history. Everyone was in favor of the project, and the result was that hardly anyone went to the polls. The bond issue passed, 108 to 5. The Bethel lot on DePeyster Street was purchased for a site and the contract for the building was awarded to L. E. Rodenbaugh. It was completed late in March, 1888, and opened to the public Saturday and Sunday, April 7 and 8. The cost of the building, which was called the DePeyster School, was \$9,902.

Late in the 1880s, it was discovered that the Union School—now called the Central School—had not been constructed as sturdily as most people thought. The first floor began to sag in places, and upon investigation, it was discovered that the piers were mere shams—wooden posts covered over with brick. The wood had rotted, and when touched, crumbled into pieces. The piers were rebuilt with solid brick. This was in the late spring of 1887. In July of the same year, a new roof, 14 feet higher than the old one, was built. Numerous iron props and strengthening girders had been needed to prevent the old roof from caving in; the new roof was far more substantial and when it was

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completed, the third floor of the building was made into classrooms.

Many fine new homes were erected in Kent during the 1880s, and the finest of all undoubtedly was the Marvin Kent mansion on West Main Street and Mantua, which is now the Masonic Temple. The first stone in the Kent home was laid June 7, 1880, and thereafter work progressed rapidly. Kent searched the northern part of the state for the finest hard woods that money could buy, and the most skilled craftsmen were employed to do the interior finishing. The home was built with the greatest care and, when completed, it became the show place of the village. During the years which followed, many of the most famous men of the country were visitors at the Kent home—it is said that four presidents of the United States slept beneath its roof, either before or after they were inaugurated—Harrison, McKinley, Taft and Harding.

A number of changes in the business section were made during the 1880s. During the summer of 1880, W. R. Carver, then owner of the Kent Block, built an additional story on the Continental Hotel and later extended the story over the I.O.O.F. and K. of H. Hall. The ceiling in the hall was made 21 feet high, and the front was ornamented with large windows. Three new business buildings also were built during the Eighties—the first Rockwell Building, started in October, 1882, and the Carver and Sanford Blocks, built in 1888. Levi Reed also built a new livery stable on Columbus Street.

Two new places of amusement were erected during the 1880s—a new Roller Skating Rink on River Street and a new Opera House at North Water and Columbus Streets. The rink was built in September, 1884, by Charles Randall, Dr. W. I. Caris, Charles Everetts, A. G. Post, and M. M. Clancy. The floor, which was 140 feet long and 50 feet wide, was overlooked by a gallery on four sides. The rink was opened October 13, 1884, with Charles Haynes as manager. Wesley Smith bought the rink in 1885. For many years it was one of the most popular amusement centers of the village.

The Odd Fellows Building and Opera House was built during the summer of 1889, by the Odd Fellows Building Company, incorporated for \$20,000. Shares in the company sold for \$10. Officers were: George L. Stauffer, president; Mark H. Davis, secretary; M. G. Garrison, treasurer. The work was started May 20 and on November 4 the Opera House was opened with Harry Lindley in “The Stowaways,” the seats selling for 25, 35 and 50 cents. The opening night crowd was discouragingly small; a packed house had been expected, but not even the orchestra circle was comfortably filled. In future years, various owners of the Opera House became accustomed to small crowds—none of the owners made much money while several lost heavily. The I.O.O.F. lodge rooms were dedicated with elaborate ceremonies Friday and Saturday, April 24 and 25, 1890.

Fires of the Eighties

Although Kent had built up its Volunteer Fire Department into an effective organization during the 1870s, and despite the fact that much new fire-fighting equipment had been added, a number of serious fires occurred during the decade which followed.

In the first two outstanding fires of the 1880s, two old landmarks were destroyed. The first was a residence at the corner of North Water Street and Crain Avenue which was occupied by Mr. and Mrs. James Rhodes. The house had been erected in the 1830s

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by the Andrews family on the west side of the river close to where the Central School was later built. In its day, it was considered one of the finest residences in the Western Reserve, its wings, portico, and stately columns giving it a distinguished air. The residence was later removed by Dr. E. W. Craine to the place where it stood when it was burned.

On September 11, 1881, a fire which started from an unknown cause swept through the old Dewey House, on the southwest corner of North Mantua and Fairchild, and completely destroyed it. To the old timers, this building was known as Woodard's Tavern, having been built by Joshua Woodard in the early 1820s. For many years it was the most popular hostelry of the community. In later years it was purchased by the Dewey family and used first as a tavern and then as a rooming house. When the building burned, it was occupied by a number of families.

The Center Flouring Mill, which for nearly two decades had been one of the most popular mills in Portage County, was destroyed by fire early Saturday morning, January 10, 1885. It was believed that the fire had been started by tramps who for years had stayed there at nights. The flames were seen by a yard engine crew on the Nypano about 2 a. m., and the alarm was sounded by the blowing of the engine whistles. Firemen responded but by the time they arrived, the fire had gained such headway that nothing could be done. The flames could be seen for miles and a great crowd gathered. It was a gorgeous spectacle. As the fire devoured the wooden walls, the heavy oak beams and girders of the interior, each sending out tongues of flames, were silhouetted against the dark overhanging clouds. When the fire was at its worst, the great balancing beam of the grain scales began swinging up and down, faster and faster, as though it were signaling the doom of the old structure. Finally it too collapsed and only smoking ruins remained. At the present time, in 1932, all trace of the old mill has been obliterated.

The destruction of the mill awakened a flood of memories. For a number of years during the Fifties it had been headquarters of the "Know-Nothing Club," a secret organization which had a mysterious influence on politics. Meetings were held in the dead of night in a huge bin which contained no windows and only one door.

Recalling the days of "Know-Nothingism," the *Kent Bulletin* said: "Although the citizens in general did not even suspect the existence of such an organization, about 140 of the best citizens of Franklin Township were members and were initiated into the mysteries of the order in the bin at the old mill. It was here that they 'saw Sam.' Many of them still remember how they used to attend meetings after dark, going in no greater number than pairs, and, to avoid any suspicion of a gathering, make a detour of several miles around the country before approaching the mill where they were received by mysterious guides and ushered through the intricate passages into the bin where the solemn obligation of secrecy was administered and business transacted. 'Have you seen Sam?' was the street salutation among members of this once famous organization."

John R. Burns, veteran real estate dealer of Kent, has good reason for still remembering the old mill. One day, when he was a small boy, he fell into the mill's aqueduct while playing there, and would have drowned had it not been for Sylvester Huggins, who was then operating the Mill. "When he saw me fall in," said Burns, "he raced over to the aqueduct and reached in and dragged me out. He then rolled me over a barrel and brought me out of a very pleasant dream to an awful awakening. When my

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father heard of it I got another rolling but this time it was with a piece of barrel stave.”

Several years before the mill burned it was purchased by W. R. Carver who had plans to install steam driven machinery and start the mill in operation again. The plans did not materialize and some years later, the property was sold for taxes. It was bought by W. DeP. Knowlton for Britten Earl, son of Dr. Thomas Earl, who held a mortgage against it. There was no insurance on the building.

The business section of Kent was threatened by a fire which started late Saturday night, May 9, 1885, in Boetler's Bakery, on Franklin Avenue. The flames were seen by engine crews, always the watchdogs of the town, and the alarm was sounded. By the time the fire fighters arrived, the Boetler Building and the building adjoining, owned by George Risk, were ablaze. Despite everything that could be done, the fire spread to the C. B. Sink Building and to the Collins House, operated by Mrs. Nora Collins, former proprietress of the Continental Hotel. The wooden buildings burned like tinder, and the heat was terrific. The firemen, aided by many volunteer workers, saved goods from the buildings and fought valiantly to prevent the flames from spreading farther. However, it was believed that other buildings would have been destroyed had it not been for snow which blanketed the roofs and smothered the burning embers as fast as they fell. The loss was estimated at \$20,000.

Another downtown fire which in some respects was worse than any Kent had previously experienced, occurred early Saturday morning, October 1, 1887. At 3:30 a. m., Officer Archie Logan and E. C. Mellen of the Williams Brothers Mill detected the smell of burning hay in the Levi Reed livery stable, on the west side of North Water Street. The alarm was sounded, the mill whistle was blown, and the locomotives in the yards joined in, awakening every one in the town.

Within ten minutes from the time the fire was first discovered, the entire fire department had responded and five streams of water were being thrown on the burning structure. By that time, however, the flames had spread to the loft which was filled to the roof with hay and straw. Almost instantly the whole top of the building spread into a mass of flames. The heat drove the firemen back a hundred feet but they continued spraying water on the building from all sides. Despite their efforts, the fire spread to Sanford's two-story frame building and to three one-story buildings on the south occupied by O. E. Page, the Kelso brothers and I. R. Marsh. Owners of buildings on the east side of Water Street saved them from catching fire by drenching the fronts with water from private lines. The exposed surface of the buildings became so hot at times that when the water was turned upon them, it turned into steam.

Seventeen horses were in the livery stable when the fire started; fourteen were saved but three were burned to death. Many carriages and wagons also were destroyed, including a new funeral car owned by I. L. Herriff and the township hearse, neither of which was insured. The old Connotton hack also was burned. It was estimated the total loss amounted to about \$25,000.

Industries of the Eighties

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Industrially, Kent did not make any progress during the Eighties. A number of new industries were started but two industries were lost, and the two which were lost were more important to the community, because of the number of persons employed in them, than the companies which were established.

The first company which passed out of existence during the decade was the Day, Williams and Co. Glass Works. As stated in the previous chapter, the glass company began to have labor troubles in 1877, and in December, 1879, Belgian glass workers were imported. This solved the company's problems only temporarily. It did not have the equipment to compete successfully with companies which used more modern methods and it continued to be plagued with labor troubles. Finally it was forced to give up the struggle. During 1883 and 1884, only one of the two factories was kept in operation. On April 25, 1885, the company drew its fires for the last time. Fifty employees were thrown out of work. In its better years, the company had employed as many as 200 men.

The other company which was lost during the Eighties was the Joseph Turner and Sons alpaca and worsted mills, which moved to Cleveland in 1889, because the officials could not lease or buy the alpaca mill on terms which they considered satisfactory. The removal threw more than 120 persons out of work. Some of them went with the company to Cleveland; others remained here.

The most important industry started in Kent during the decade was the Peerless Roller Mills, established early in 1880 by C. A. and S. T. Williams. When the enterprise first got under way, subscriptions for it were taken by S. P. Wolcott and Dr. A. M. Sherman. Several thousand dollars were subscribed but the money was not taken by the Williams brothers. They financed the entire enterprise themselves.

Ground for the first building was broken Monday, March 9, 1880. During the year a brick building was erected and machinery installed at a cost of \$40,000. The mill started operations in June, 1881, equipped for the manufacture of 125 barrels of flour a day by the "new process," as it was then known. At the end of two years, the business outgrew the building and the capacity of the machinery. A wing nearly as large as the original building was erected and the system of grinding was changed to "full roller." The daily capacity was increased from 125 to 200 barrels. At that time, the mills had a capacity of from 250,000 to 300,000 bushels of wheat annually and 150,000 bushels of corn.

During the 1880s and 1890s, much of the grain used in the mills was purchased from farmers of Portage County. Prices equal to any in the state were paid and farmers brought their grain from miles around. During the winter months it was no uncommon sight to see scores of heavily loaded wagons or bobsleds lined up before the mill, the farmers waiting their turns to unload their grain. Much of the money obtained from the sale of the grain was spent in Kent stores and, as a result, the mill was considered an invaluable asset to the village.

Three other industries which deserve mention were launched during the 1880s. The first was the Kent Carriage Works, established in the spring of 1882 by W. and F. Smith, carriage builders who had carried on a similar business for a number of years in Columbiana. The carriage works was located in a plant built on North Water Street. In 1886, the business was purchased by A. C. Smith who made, sold and repaired carriages until 1910. At its peak, the business employed about 12 hands.

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The Miller Lock Company, which is still in existence, was organized late in 1888 for the purpose of manufacturing the “Douds Patent Permutation Lock” —a combination lock which had the reputation of being burglar-proof. The founder of the company was James B. Miller, who some years before had perfected the Wythe railway speed recorder. Many improvements on the Douds lock were made by Miller and in time it won a national reputation. The first lock manufactured in the new factory was purchased by Levi Reed. The original directors of the company were: James B. Miller, B. J. Douds, V. Underwood, T. G. Parsons, C. H. Barber, J. W. Hawkins and J. C. O’Neil.

The third company started in the 1880s had a very brief life. It was the Standing Rock Manufacturing Company which was organized in October, 1889, for the purpose of manufacturing umbrellas. A plant was built on River Street near Mantua and in December the manufacture of umbrellas was started with E. A. Parsons as manager. The umbrellas were made to sell at from 50 cents to \$7 per dozen and several salesmen were put on the road. After a brief existence, the company decided that it could not compete with larger umbrella concerns and on January 1, 1891, it started manufacturing chairs with A. L. Shattuck, of Bedford, as general manager. This enterprise likewise failed after a short time.

At the end of the 1880s, the Nypano was still by all odds the biggest factor in the stability of the town. The car shops employed more men by far than all other industries of the town combined. The railroad benefited Kent in still another way. This was the terminal point for two divisions—the Meadville to Kent division and the Kent to Galion division. Hundreds of engineers, conductors, firemen and brakemen had to lay over here after finishing their runs, and they stayed anywhere from an hour or two to several days at a time. Consequently, many of the men lived here with their families; most of those who lived elsewhere maintained rooms in boarding houses and spent considerable money locally for meals, clothes, and other necessities. Had it not been for the railroad, and railroad men, Kent would have been a sorry place indeed.

The Tragedies of the Eighties

During the 1880s, Kent had more than its share of tragedies. The first occurred Monday morning, June 12, 1882. Henry C. Sanford, of the firm Sanford and Son, plasterers and bricklayers, was fatally injured when a scaffold on which he was working on the Carver Block suddenly gave way and caused him to fall more than 20 feet to the sidewalk below. He was unconscious when picked up and taken into the F. L. Allen Drug Store. An examination showed that his skull was fractured. Later he was taken to the Continental where he died at 2 p. m. Sanford was 32 years old and had been married only a short time. Jesse Evans, who was working with Sanford on the scaffold, clung to a rope and escaped.

On June 23, of the same year, Mrs. E. D. Atkinson was instantly killed when struck by a bolt of lightning at her home on Brady Street. Mrs. Atkinson was placing a rain barrel at the side of the porch when the bolt hit the chimney and passed down a post against which she was leaning. She was knocked unconscious and died a short time later. The only mark on her body was a slight discoloration of the flesh under her left ear. Mr. Atkinson, who was helping his wife with the barrel and was only a few feet away,

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escaped uninjured. Mrs. Atkinson, who was the sister of I. L. Herriff, had been married only a short time. She was 33 years old. During the same storm, lightning also hit Lee Tracy's new house on Mantua Street where five men were working; George Harper and Peter Scranton were knocked down but recovered several hours later.

A suicide which will be always remembered by former employees of the Day, Williams and Co. Rock Glass Works, occurred early in the Eighties—no one, it seems, can remember the exact date. Edgar Kane, an employee of the Erie, came to the glass works one night and stood loafing around one of the pits in which a roaring fire was burning. One of the employees of the glass works came up and asked him to stand aside. "Just a minute," Kane replied, "and I'll go in." Then he made a leap headfirst into the pit, and his body was instantly enveloped by flames. Other employees rushed up but nothing could be done. When the fire was finally extinguished and the pit cleaned out, nothing could be found of Kane's body except a few charred bones.

A tragedy which shocked the entire community occurred Wednesday morning, May 27, 1886, when Mrs. Kittie Kent, wife of William S. Kent, was fatally burned while filling a new oil stove which her father had given her as a present. The stove exploded while she was pouring in the kerosene, and her clothing was covered with the flaming fuel. Mr. Kent ran to her aid and wrapped her with rugs in an effort to smother the flames and he himself was badly burned. Mrs. Kent lingered in agony until the next day when she died. She was 35 years old and was the youngest daughter of Mr. and Mrs. W. C. North of Cleveland. Mr. and Mrs. Kent had had two sons but both died in infancy.

Miscellanea of the Eighties

The first special edition of any Kent newspaper was issued at 8 a. m., Tuesday, April 6, 1880, by the *Kent Bulletin* to announce the results of the election of the day before. James Woodard and Charles H. Kent had been opposing candidates for mayor, and the interest in the election was intense. Woodard won, 304 to 220. W. I. Caris was elected clerk, O. S. Rockwell, solicitor, and Frederick Foote, treasurer.



Marvin Kent's home as it looked in 1895—the building is now owned by the Masonic Lodge

Albert R. Ikirt, postmaster, died Monday, July 12, 1880, at the age of 48 years, after a long illness. He was born in Columbiana County in 1832 and was a carriage maker

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by trade. He came to Kent in 1866 and became postmaster in 1877, which office he was holding at the time of his death. In September, 1878, he entered the furniture business with L. C. Reed. Following his death, his widow, Mrs. Mary I. Ikirt, became postmistress.

A fire alarm bell weighing 1,010 pounds, purchased by the village council, was received Monday, October 4, 1880, and was hung in the tower near the engine house. It was warranted two years against cracking.

During the summer of 1881 there was a serious drought. Practically no rain fell for eight weeks and not a drop from August 7 to September 1. The seriousness of the drought was intensified by extremely hot weather. Pastures dried up and all vegetation suffered. Many fires started along the railroad tracks.

A terrific hailstorm occurred Friday afternoon, June 30, 1882. Some of the stones which fell were as large as 6 inches in diameter. The south part of town suffered the most damage. Gardens were cut to pieces and many windows were shattered. A week prior to the hail storm, there was a bad rain and electric storm during which Mrs. E. D. Atkinson was killed and two men slightly injured by bolts of lightning.

One of the big events of the summer of 1882 was the grand open air band concert given Saturday evening, July 22, by the Great Western Band of Akron. A temporary bandstand was erected on the east of Depot Park, opposite the Collins House. At that time, the Great Western Band was widely known and many hundreds of persons from nearby towns attended the concert.

East Twin Lake was leased by the Forest City Ice Company, of Cleveland, December 2, 1882, and a large ice house, with a capacity of 15,000 tons, was erected on the south shore. To facilitate shipments, a sidetrack was laid to the Cleveland and Pittsburgh Railroad. Large quantities of ice were cut at the lake for a number of years, as many as a hundred men being employed during the winter to do the "harvesting."

The Kent Independent Band, organized early in May, 1883, made its first public appearance on Decoration Day of that year. The leader was A. L. Post; C. E. Haines was the president and Fred Merrell, secretary and treasurer. Members of the band were: Will Farnam, Charles Hall, Benjamin Lighton, Edward Williams, Scott Tucker, Clayton Brown, James Thomas, and E. Talcott.

Milk was delivered in glass bottles to Kent homes for the first time in the summer of 1884. The milkman who was responsible for this "new, sanitary method of milk distribution" was Fred Ferry.

On Sunday, June 25, 1884, the Connotton Valley Railroad refused to stop its excursion train bound for Congress Lake because a number of Kent youths, on a preceding Sunday, had created such a disturbance that the passengers on the train were "greatly annoyed and alarmed." A truce was declared within a few weeks and outings at the lake could again be enjoyed.

Professor Leon, the famous tightrope walker, attracted an immense crowd July 4, 1884, when he walked a tight rope strung from the top of the Alpaca Mill to the top of the glass works, over the Cuyahoga River. Ten years before, on July 4, 1874, he had accomplished the same feat. Prof. Leon's real name was Jesse St. John, and his home was in Mansfield, Ohio. Later he married a Kent girl. During his career, St. John appeared in all parts of the country and walked across the Niagara Falls 26 times. He died in

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Mansfield, March 24, 1912.

Kent, as well as the rest of Portage County, was aroused Friday, February 4, 1887, by a brutal murder in Ravenna. While taking “Kid” McMunn, fur robber, from Pittsburgh to Cleveland, on the Cleveland and Pittsburgh, Detective William Hulligan and Capt. Henry Hoehn of the Cleveland police force were attacked by a gang of desperadoes. The desperadoes were friends of McMunn and they boarded the train for the purpose of taking him from the officers. Hulligan was killed and Hoehn was seriously wounded after a very desperate fight. McMunn escaped. On Monday, June 25, 1886, three men suspected of the crime were arrested in Alpena, Michigan, by Sheriff Lynch who was shot during the capture and later died. The men arrested were John “Blinky” Morgan, John Coughlin and William Robinson. Morgan was tried, convicted and hung at the Ohio State Penitentiary, August 3, 1888. Coughlin and Robinson were also convicted and sentenced to be hung, but they won a retrial. They were not tried again because the county ran out of money—already it had spent \$30,000 on the case. They were finally released.

Late in August, 1888, Kent got a weather signal tower. It was a wooden mast, 75 feet high, which was erected in front of F. C. Park’s establishment on East Main Street. Signals to show what kind of weather was coming were displayed on the mast every day by P. W. Eigner who acted for several years thereafter as a volunteer weather observer for the U.S. Signal Service. Soon after the mast was erected, Kent had one of the dreariest periods of weather in its history. On only 6 days out of 47 did the sun appear, and then only for brief intervals. The bad weather ended with a burst of sunshine October 24. The change was welcomed by Eigner more than by anyone else because he was beginning to believe that if the weather didn’t get better soon, Kent people would take revenge by tearing down the weather mast.

The Continental Hotel was closed to the public for the first time in many years January 16, 1889, when Captain Crane, who had operated it for nearly a decade, announced that his business was so poor that he could no longer meet expenses. Several months later, W. R. Carver, owner of the hotel, remodeled it from cellar to garret, and on May 23 it was leased to W. S. Shannon of Ravenna. At that time the name of the hotel was changed to the “Revere Hotel.”

Although the subject “Prohibition” is discussed in a separate chapter, mention should be made here of the fact that Monday, April 2, 1889, Kent voted “dry” for the first time. The saloons were voted out 347 to 326, but they did not go out at that time, not for many years thereafter.

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Chapter IX

The Nineties

At the beginning of the last decade of the nineteenth century, the citizens of Kent were in a disturbed frame of mind. They were worrying about the town's future, and with good reason. Several new industries had been established during the preceding few years but they by no means made up for the two important industries which had been lost—the Day, Williams and Co. Rock Glass Works and the Joseph Turner and Sons Alpaca Mills. The new industries employed a maximum of 75 men—the industries now gone had employed as high as 350. Had it not been for the fact that the Nypano shops had continued to expand during the Eighties and that Kent had continued to grow as a shopping center, the chances are the town would have shown a loss in population when the census of 1890 was taken. As it was, the town showed a gain of only 192 persons—in 1880 the population was 3,309, in 1890 it was 3,501.

That meant that Kent was practically at a standstill. It was apparent that new industries were vitally needed. The question was, how to get them? The business leaders of the town racked their brains in an effort to find a solution for the problem, but for a time they seemed to get nowhere. Obviously, inducements of some kind would have to be offered to attract industries, but what should the inducements be? And if the “inducements” cost money, how were they to be paid for?

Then, providentially, it seemed, the Ohio State legislature passed an act which enabled villages to issue bonds for “park and other improvements.” Undoubtedly the intent of this act was to enable villages to bond themselves for improvements of an aesthetic nature. But why bother about technicalities? Were not new industries “improvements”? Indeed so. Therefore, why shouldn't the act be taken advantage of to issue bonds to pay for those inducements which seemed to be so vitally needed?

At a citizens' meeting held Tuesday, March 17, 1891, a proposal to issue \$100,000 in bonds as required was approved without a dissenting vote. Shortly afterwards, Judge George F. Robinson appointed the members of a Village Improvement Board who were to act with the city council in deciding what “improvements” should be made. The members appointed were F. L. Allen, S. P. Wolcott, Robert Reed, I. L. Herriff, Charles Woodard and George Musser.

An election was held Thursday, April 30, to pass on the bond issue. The newspapers, strange as it may seem, joined in boosting for the issue and it was approved by the overwhelming majority of 436 to 71.

Immediately thereafter negotiations were started with the Webster, Camp and Lane Machine Company of Akron, to bring its large factory here. The “inducements” were most attractive; Kent would provide the factory site and erect a building costing \$75,000; Webster, Camp and Lane could occupy it at a cost of only the regular taxes and assessments and could buy it within a specified number of years for a fraction of its original cost. In return, the company only would have to move here and agree to employ not less than 300 men.

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Webster, Camp and Lane agreed to all the terms and November 18, 1891, signed the agreement with the village. Thereupon, \$80,000 worth of bonds were sold to Spitzer and Company of Toledo and Boston. None of the bonds were to mature before March 1, 1915—a fine arrangement indeed. Next the village bought from Marvin Kent a ten-acre factory site on Mogadore road, south of the railroad shops. The agreement had been signed, the bond issue sold, and an ideal factory site provided. A new industry for the town was assured—an industry which would be equal in importance to the railroad shops. The hopes of the town soared skyward. Real estate boomed. This industry, said the newspapers, soon would be followed by many others; within a decade Kent would become a city of at least 30,000 inhabitants.

But the roseate dreams were of brief duration. The officials of the Akron firm backed out of their agreement May 3, 1892. Their company was merged with the Morgan Engineering Company and moved to South Akron where, evidently, better “inducements” were offered than in Kent. To compensate Kent for repudiating the agreement, the company paid the village \$1,351.76. Small consolation indeed. What was \$1,351.76 in comparison with expectations of an industry which would mean growth and prosperity for Kent for years to come? It was a bitter pill to swallow.

So far, however, Kent had not lost materially by its venture into the field of competing for industries. It was not so fortunate thereafter. The next inducements were offered to E. D. Dithridge, of New Brighton, Pennsylvania, a persuasive gentleman who had a brilliant plan of starting a cut-glass works. All that he needed to make his concern a wonderful success, he argued, was a factory which he could get for nothing. His scheme sounded feasible, and \$45,000 was turned over to him so that he could erect the kind of plant he wanted. That was early in October, 1892. Contracts were let immediately and work on the buildings started. They were erected on the Mogadore Street site bought for Webster, Camp and Lane. It was confidently expected that the company would be in operation by the following summer and would employ 400 men.

About this same time, in the fall of 1892, \$15,000 of the \$80,000 bond money, was given to the Shelbart-Peters Company, manufacturers of bedroom furniture, which erected two frame buildings in the Lock-Lake street section. Production was started early in 1893 and for a few months the company was moderately successful. But in the fall, the great panic of 1893 began to play havoc with the concern. It was closed and its 60 employees left jobless. Later the plant was reopened and production was resumed on a small scale—but no profits could be made and on February 3, 1898, the company gave up the ghost, selling out to F. R. Musser,—of Beaver Falls, Pennsylvania, a manufacturer of patented tables. On November 8, 1899, the plant was destroyed by fire.

The cut-glass enterprise proved to be even shorter lived than the furniture concern. Its buildings were completed early in 1893 but month after month dragged by without operations being started, the depression having crippled all kinds of business. Finally, however, the concern was incorporated as the Dithridge and Smith Cut Glass Company, and on February 1, 1894, production was started. By May, the company had 165 persons employed. But the cut glass, fine though it was, could not be sold, and in August the plant was closed. It never reopened.

It is possible that if the Shelbart-Peters Company and the Dithridge and Smith Company had been started at any other time than at the start of one of the country's worst

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depressions, they might have been successful. But as it was, they did not have a chance. The result was that Kent was in a bad predicament. It had spent approximately \$65,000 of the \$80,000 bond money, and there was little to show for the expenditure. Moreover, the remaining \$15,000 soon vanished, most of it being used to pay interest on the bonds.

In an effort to save something from the wreckage, the village started suit against Dithridge and Smith to recover the property it had paid for. Its contention was that the village officials had acted unlawfully and without proper authority in issuing the bonds and that, consequently, Dithridge and Smith had no legal right to the property. This contention was upheld by the courts and the property was ordered sold. Four times during 1896 it was offered at sheriff's sales, but four times there were no bidders at the appraised valuation. Finally, on April 24, 1897, it was sold to Marvin Kent for \$7,050. But the town got none of the money. Attorneys' fees, back taxes and court costs more than used up the entire amount.

With nothing to show for the bond money, the village endeavored to escape from paying the fiddler. June 3, 1896, the council failed to make any provision for paying interest on the bonds and the result was, in effect, that the bonds were repudiated. But the village was not to escape so easily. The bondholders started suit in the U.S. Circuit Court for the unpaid interest, and the village decided to fight the suit. Its contention, again, was that the bond issue was illegal and that, since it was illegal, the bondholders could whistle for the money. Lawyers for the bondholders argued that the bonds had been bought in good faith and that the village was morally and legally obligated to pay. A long legal battle ensued which ultimately cost Kent \$33,000 in lawyers' fees and court costs. And the village lost the suit. It began to pay and pay heavily for its attempt to get new industries. It did not finish paying until September 1, 1931—39 years after the bonds were first issued. The total cost to Kent by that time had climbed to the staggering sum of \$223,000. This total included \$110,000 for interest, the principal of \$80,000, and the \$33,000 spent in the attempt to repudiate the indebtedness.

As might be expected, the councilmen who voted in 1892 for the \$80,000 bond issue were criticized freely and caustically in later years for having thrown the village so deeply into debt. Much of the criticism was undeserved. The councilmen had acted only as the people had wanted them to act; if they would have refused to issue the bonds at that time of high optimism when everyone thought prosperity could be purchased, they probably would have been taken out and shot at sunrise. Moreover, all the results of the bond issue were not negative. The village at least had a well-built factory, splendidly located on a railroad, which sooner or later would be occupied by a company which would succeed. The property was owned by Marvin Kent, it is true, but he was willing to sell without profit to any concern which had good prospects.

That is exactly what happened. On July 9, 1897, Marvin Kent announced that he had sold the plant to the Kearny and Foot Co., of Paterson, New Jersey, manufacturers of saws and rasps. According to terms of the agreement, \$5,000 was to be subscribed locally to the company but it was to be paid only after the number of its employees exceeded 150. The amount was quickly pledged. Within less than a month, machinery was shipped here and early in September the plant was started in operation. During the next year the company expanded rapidly and by the end of the decade employed nearly 200 men. Consequently, it was a serious blow to Kent when the company sold out to the Nicholson

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File Company, of Providence, Rhode Island, on March 10, 1901. On Saturday, September 21, 1901, the plant was closed. It was reported that the Nicholson company had purchased the plant merely as a move to eliminate competition.

Few other industries of any importance were established in Kent during the 1890s. One concern which started off with high hopes was the Royal Machine Company, organized with the help of local capital to manufacture ice machines. A plant was erected on West Main Street at the Wheeling and Lake Erie tracks, 19 men were employed and manufacturing started on January 26, 1891. The company had a brief existence and within a year the plant was closed. It was purchased in 1901 by the Seneca Chain Company.

Improvements of the Nineties

During the closing decade of the century, Kent began to realize that it was lagging behind other communities in the matter of street improvements. In bad weather, particularly in the spring and fall, some of the streets were almost impassable. It was no uncommon occurrence for wagons to be mired hub deep on Water Street within the corporation limits. The papers urged that this street at least should be piked with gravel. "If this is not done soon," declared the Bulletin, "Kent merchants will lose a lot of business. The farmers who come here to trade are getting sick and tired of being stuck in the mud almost in the heart of town. They soon will be going to other communities which are not lagging so far behind the times."

Realizing the force of the argument, the village council made provision early in the spring of 1890 for improving a few of the most important arteries of travel. Street Commissioner Minnick kept a gang of men at work all summer. Water Street was graded and piked from Crain Avenue on the north; portions of Main, Franklin and River Streets were likewise improved. Slowly Kent began to crawl out of the mud. Many years were to elapse, however, before the coming of real hard-surfaced streets.

A system of country roads also was advocated early in 1890. The winter had been unusually mild, and rainy, and for several months the roads were almost impassable. More than three hours were required to go from Kent to Ravenna. Doctors were compelled to neglect many of their country patients because they had to spend most of their time creeping through the mud. Farmers could not bring their wheat to the Mill. Everyone admitted that better roads should be provided, but the money to pay for them was lacking. A few improvements were made, but that was all.

The Interurban Comes to Kent

Early in the 1890s, when Akron got its first electric streetcar line, Kent people began looking forward to the day when an interurban line would link the two cities. It was not until the fall of 1894, however, that anyone tried to get a franchise to enter or pass through the village. At that time there was a streetcar war in Akron between rival companies headed by J. F. Seiberling and Thomas F. Walsh. Both companies wanted to extend their lines to adjoining cities and in November, the lawyers of the two companies began angling for a franchise from Kent. For many months there was much talk but little

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action.

Late in the summer of 1895, the Akron and Cuyahoga Falls Rapid Transit Company, of which Walsh was the president, stole a march on its rival, the Akron, Bedford and Cleveland Company, headed by Seiberling, and obtained a franchise from the Summit County commissioners to use the main highway to extend its line from Silver Lake to Kent. Track laying was started August 15. Not to be downed so easily, the Akron, Bedford and Cleveland began buying a private right-of-way through farms south of the highway. Its lawyers also tried to block the Rapid Transit from getting franchises from Portage County commissioners and from the Kent council. In this, however, they were unsuccessful. The county commissioners and village councilmen favored the line which was already started and the necessary franchises were granted early in September.

For a time it looked as though the Rapid Transit would be an easy winner in the fight. The Seiberling interests, however, had not given up hope and on November 12, 1895, they obtained a temporary injunction restraining the Rapid Transit from using the streets within Kent's corporation limits. Despite this injunction which faced them, the Rapid Transit officials continued extending the tracks, and on November 20, 1895, the line was completed to the corporation limits. On the day following, regular service between Akron and Kent was started, the cars leaving every hour from 6:15 a. m. to 10:15 p. m. The fare to Cuyahoga Falls was 10 cents and to Akron 20 cents. Passengers were carried to and from the end of the line in Levi Reed's hack, for 10 cents a trip.

On Saturday, November 23, the Rapid Transit scored another victory when Judge George F. Robinson dissolved the injunction which prevented the tracks being laid on Kent streets. On the same day, the Seiberling interests persuaded the Portage County commissioners to obtain an injunction preventing tracks being laid on the West Main Street bridge. This action, however, did not dampen the enthusiasm of the Walsh crowd and they proceeded to work fast.

On the next day, which was Sunday, Walsh came to Kent and asked Mayor Sweeney to call a special meeting of the council Monday morning to grant a new franchise, made necessary because of legal technicalities. The meeting was scheduled for 8:30 a. m. and at 7:30 Marshal J. N. Gist sallied forth to gather in the members. L. N. Kaw and Robert McKeon were called from their work at the Erie shops, James Armstrong had to stop selling groceries in the south end, and H. T. Lake had to desert his express wagon. But the meeting was held and the franchise was hurriedly rushed through. Only Theodore Campbell voted against it.

Anticipating favorable action from the council, Superintendent Charles A. Bien of the Rapid Transit line stepped into action and shortly after daybreak had a large force of men engaged in scattering ties and rails along West Main Street. The track laying started at 7:30 and was pushed rapidly. Gangs of men followed on the heels of the track layers, lowering the track to the level of the street. Holes were dug, poles put up, and wires were strung. By noon the track was laid past Prospect Street; by night the ties were down to the bridge, but at Mantua Street the supply of rails gave out.

While this work was in progress, lawyers for the Akron, Bedford and Cleveland sought frantically to find a judge in Ravenna who would grant a new injunction and stop their rival's progress. But no judge could be found—not even the sheriff could be located. News that the injunction was being sought reached Kent early in the morning and, as a

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result, Kent people watched the track laying with the greatest interest. Bets were made on how far the tracks would be extended before the injunction came. Come it did early on Tuesday morning and as a result, work was halted for the time being. The injunction was set aside January 13, 1896, by Judge Robinson but by that time the weather had become bad and the track could not be completed. Moreover, dissension arose in the council over the kind of rails that were being used, and seemingly endless squabbling began. The net result was that the line was not completed to River Street until June 18, 1896.

The original intention of the Rapid Transit officials had been to extend their line through to Ravenna as soon as possible. But when the line had been completed to River Street, their interest began to wane. Perhaps this was due to the fact that in the summer of 1896, the company developed Randolph Park at Silver Lake into a summer resort which attracted amusement seekers from Akron, Cuyahoga Falls and Kent. The park proved to be a financial success and it is quite possible that the company decided that if the line were built past Brady Lake, with its resort, their profits might be jeopardized. At all events, little more was heard of the Ravenna extension for a number of years.

On December 1, 1900, the Rapid Transit was sold by Walsh and his associates to eastern capitalists for \$435,000 and on January 12, 1901, they sold it to the Northern Ohio Traction Company. Will Christy, superintendent of the company, announced soon afterwards that the Ravenna extension would be built. Permission to lay tracks on the bridge was granted by the county commissioners. Unexpectedly, however, opposition developed in the village council and it was not until May 7 that the village franchise was granted. During June tracks were laid on North Water Street. Dr. J. A. Morris became so incensed when a hole was dug in front of his home for a trolley pole that he jumped into the hole and refused to get out until arrangements were made for putting the pole elsewhere.

Late in the autumn the line was completed to Ravenna and the first car went through from Kent Friday afternoon, November 15. The passengers were officials of the two towns, newspapermen, and a few other invited guests. Regular service was started the following morning.

On January 20, 1932, the Northern Ohio Interurban Company, then owning the line, announced that it had asked the Ohio Public Utilities Commission for permission to discontinue the service. It was stated that the number of passengers had so decreased during the past few years that the company was constantly losing money. The permission was granted, and the last car ran over the line March 31, 1932.

Immediately following the abandonment of the interurban, bus service between Akron, Kent and Ravenna was started by the Penn-Ohio Coach Lines Company which had purchased transportation franchises throughout Northern Ohio and Pennsylvania.

Kent Gets Telephone Service

A 25-year franchise to provide telephone service in Kent was granted by the village council to the American Electric Telephone Company, April 9, 1895. Thirteen years earlier, in 1882, the Midland Telephone Company provided Kent with its first phones but the service was so bad that within less than a year the local exchange was abandoned. But the passing years softened the aversion felt toward telephones and now

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Kent was willing to try them again. Thomas Green, representative of the company, promised that the service would be “absolutely perfect” and within a week, 55 subscribers had been obtained. The rate was \$2 per month for business phones and \$1.50 for residences.

A room in the rear of Mark Davis’ block was fitted up as an exchange and August 1, 1896, the system was put in operation with W. H. Butler as manager and P. D. Myers in charge of the exchange. Miss Blanche Coyle became the first day operator. By 1898, there were 200 phones in use in Kent. Some of the operators who served at that time were: Tenia Brenn, Bessie Hinman, Grace Holden, Grace Apple, Grace Chamberlain, Carrie Bassett, Lettie Ely, Mayme Young, Erma Hinman and Jessie Hinds. The operators of those days were not the cold, impersonal operators of today. When something unusually interesting in town was going on, they were perfectly willing to tell subscribers about it. Many a choice bit of gossip was passed along over the wires, but no one was greatly harmed.



The last of the interurbans—photo taken March 31, 1932

Crain Avenue Bridge Rebuilt

The Crain Avenue Bridge which had been causing trouble periodically for the past 30 years, was condemned by the county commissioners December 29, 1890, and the work of taking it down was started immediately. More than five years elapsed before the bridge was again opened, the delay being caused by the difficulties encountered in getting the Pittsburgh and Wheeling Railroad to pay its part of the expense. Satisfactory arrangements were at last made, however, and a contract for a new iron bridge was awarded in September, 1895. When the bridge was received January 31, 1896, it was

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found to be a foot and a half too short, and it had to be shipped back to the iron works which built it. A bridge of the proper length was received March 18. It was put up within a week and once more residents of the north part of town could cross the river without making the long trip down to the Main Street bridge.

Railroad Wrecks of the Nineties

An epidemic of wrecks occurred on the Erie within a short distance of Kent during the summer of 1891. Nineteen persons were killed and 23 injured early Friday morning, July 3, when No.8 passenger train, running 45 minutes late, was crashed into from the rear by a freight train while it was standing at the station in Ravenna. The engineer of the passenger train had delayed starting so that repairs could be made on the engine's whistle. A flagman was sent back to stop the freight, which was known to be following. He had not gone more than 200 feet when he saw the freight bearing down upon him, coming at full speed. He signaled frantically. The engineer of the freight saw him and put on the brakes, but the momentum of the freight could not be halted. The engineer and fireman jumped—the freight rushed on unpiloted and crashed into the rear of the passenger train. The last two cars, both sleepers, were completely demolished. Both caught fire almost instantly and many of the passengers were pinned in the wreckage, held prisoners while the flames leaped upon them. Many cried piteously for help but could not be saved. Within a few minutes, hundreds of persons rushed to the depot and made every effort to save the victims. More than an hour passed before the wreckage could be cleared away enough so that the injured could be rescued. The dead and injured were taken to the Etna House. The last coach of the train, where the largest number of casualties occurred, was loaded with glass blowers from Findlay, Ohio, en route to their homes in Corning, New York, after having been laid off for a month. Most of them were young men.

On Tuesday, August 11, two freights crashed in the Erie yards at Kent, killing one man and injuring three others.

The third wreck of the series took place Tuesday night, September 29, when the fifth section of an excursion train carrying the Olin family to a reunion in Bennington, Vermont, crashed headlong into a freight train at Breakneck Creek because of a misunderstanding of signals. Frantic efforts were made by the train dispatchers at Kent and Ravenna to prevent the collision but they were helpless. Both trains were traveling fast and the impact was terrific. The baggage car and a passenger car on the excursion train were demolished. Three persons were killed instantly and 27 injured. Fortunately the wreckage did not catch fire; if it had, the casualties undoubtedly would have been much greater. The injured were brought to the Revere House and W. S. Shannon, the proprietor, sent out a call to all physicians of the town to come immediately. Within a short time the hotel was transformed into a hospital. Clayton Glass, fireman of the freight train, was the only Kent citizen killed in the wreck.

The wrecks, tragic though they were, had their humorous angles. Dr. A. M. Sherman, of Kent, was the coroner who conducted the investigation following the wreck in Ravenna. One of the witnesses was Pat Dyer, watchman at a crossing east of Kent. He told of the freight rushing past him while ahead he could see the rear of No.8 standing at

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the depot. "And what did you think of that?" queried the coroner. "Well," said Dyer, "says I to myself, says I, that's a hell of a way to railroad."

Another incident happened which is worth recording. A Ravenna newspaperman, who was a correspondent for the *Cleveland News and Herald*, wired to his paper: "Erie train and 25 people burned up. Can you use 300 words?" The state editor wired back: "Rush 10,000 words."

Miscellanea of the Nineties

Kent was saddened Monday evening, September 15, 1890, when A. H. Magaw, foreman of the Erie passenger shops, was almost instantly killed when caught between two freight cars in the yards while going home from work. He had worked at the shops for 19 years and was known to everyone in the town. Magaw was only one of scores of Erie employees who were killed in or near the shops during the Eighties and Nineties. Hardly a week passed without a serious accident being reported.

In June, 1891, Captain Gillette launched his little steamer "Silver Star" in the Cuyahoga River and started making trips up the river to Standing Rock. For a few months the business flourished. Finally, however, the novelty of "sailing up the river" began to pall and Capt. Gillette retired. After editing the *Kent Courier* for seven years, Charles H. Scott resigned November 1, 1892, and went to Cincinnati where he became business manager of the *Tribune*. His health failed shortly afterwards and he had to give up the position. He died January 24, 1897, in Hornersville, Missouri, at the age of 40.

Brady Lake was developed as an amusement resort early in 1891 by A. G. Kent who had purchased several tracts of land on the east and north sides a short time before. He erected a two-story dance pavilion and a bathhouse was erected by the Donaghy brothers. On June 11, 1891, the park was opened. The event had been widely heralded and several thousand persons attended despite unfavorable weather. In addition to the pavilion and bathhouse, attractions at the park consisted of a switch back railway, a pony track, a 75-passenger steamer, 40 new rowboats, and a toboggan slide. Excursions were run to the lake over the Nypano and the Pittsburgh and Wheeling. At the end of the season the resort was purchased by an organization of Spiritualists who ran it for several years. They finally failed and were sold out. Later they bought property north of the resort where they located their headquarters.

Two fires occurred during the first week of August, 1893. On the 2nd, a blaze started in a freight car of merchandise in the Breakneck yards and before engines could pull other cars out of danger, 14 were burned and two were badly damaged. It was estimated the loss amounted to \$10,000. On August 6, the old glass works was partially destroyed. No one lamented the occurrence. The buildings had become dilapidated and the newspapers were advocating that they be torn down. Once the pride of the town, the glass works had come upon evil days.

A new 150-foot flag staff was erected in December, 1895, at Depot Park, just south of Main Street. A fire bell was placed at the top. On Christmas morning the bell was rung for the first time and a large American flag was unfurled to the wind. The bell did not prove satisfactory and it was explained that the steel girders "grounded" the sound.

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During the winter, a new fire alarm system was installed by the telephone company. The old iron wire or ground circuit system, installed in 1883, was replaced by modern signal boxes and copper wires strung on poles. The system was completed January 24, but it did not come up to expectations. Officials complained that it was even more useless than the old system.

Although Kent did not experience a building boom during the 1890s, a number of new buildings were added. In 1890, the Williams Brothers Mill erected a new 50,000-bushel grain elevator and the Miller Lock Company built a plant on Lock Street. During the same year, the Allen Block was built on North Water Street by F. L. Allen. The Methodist Church was erected during 1891, the cornerstone being laid April 29. The Williams Block was erected on North Water Street in 1896. In 1899, the Rockwell Building was constructed and extensive remodeling was done in the Revere Hotel.

The theater at Randolph Park, Silver Lake, was opened July 4, 1896, for the first time. From then on for several years, Randolph was one of the most popular resorts in this vicinity. In addition to the theater there was a merry-go-round, a flying squirrel, a maze, and a number of other amusement attractions.

The Kent Board of Health declared on June 5, 1896, that drains which opened into the streets should be eliminated immediately. "They are unwholesome and offensive," said the Board, "and are dangerous to health." A few months later the Board started a drive to free Kent of hogs. "The pig pens are unsightly and injure the appearance of every neighborhood where they exist," the Board declared. "Consequently, they must be done away with unless special permission to keep them is obtained from the proper authorities."

A new roundhouse was erected at the Breakneck yards during the summer of 1895. Coal chutes and water tanks also were built. The Erie continued to improve the yards during the following year. "The railroad has now invested so much money in the Breakneck yards," said the *Courier*, "that it is certain they will be kept here indefinitely."

So many advertisements were carried in the 1896 Christmas edition of the *Kent Courier* that a 28-page issue was required. The advertisers who used large amounts of space to tell about their Christmas specials were: George M. Huggins, boots and shoes; I. L. Herriff, furniture; Davis and Ewing, jewelers; Sawyer and Kneifel, grocers; Frank W. Cone, dry goods; H. H. Line's New York Cash Store; E. E. France's dry goods store; W. R. Heslop, music store; G. L. Stauffer and Son, grocers; Foote and Reed, grocers; Thompson's Drug Store; F. H. McCartney, photographer; Getz Brothers, hardware; Mark Davis, clothes and shoes, and Abel Christensen, photographer.

The Stow-Summit Street bridge over the Cuyahoga River was built in 1897. The contract was let by the county commissioners August 28 and the bridge was completed by November 1.

Marvin Kent narrowly escaped serious injury on July 3, 1899, when he stumbled into the excavation being made for the new Rockwell Building at Main and Water Streets. He fell 11 feet, striking his head, but suffered only slight bruises. A short time before, Kent slipped into the moat at the Alpaca Mill but escaped with a ducking.

The main factory building of the F. P. Musser Table Co., on Lock Street, was destroyed by fire Thursday night, November 8, 1899. It was believed that the fire was started by tramps who had been evicted a few days before. The engine house and the west

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building were saved but the main structure, three stories high, burned to the ground. Musser had purchased the building in the preceding May to manufacture a folding table which he had patented. Sixty tables had been finished and material was on hand for 200 more. All were burned. The loss was estimated at \$30,000, with \$10,000 insurance. It will be recalled that the building had been erected in 1892 for the Shelhart-Peters Furniture Company, a "bonus establishment" which failed.

The Spanish-American War

Fourteen young men of Kent left Thursday, June 23, 1898, to join the Cleveland Grays battalion and enter service in the Spanish-American War. The battalion was absorbed into the Tenth Ohio which was sent to Camp Bushnell, near Columbus, and later to Camp Meade, near Middletown, Pennsylvania. The regiment did not get into action and was mustered out March 23, 1899. The soldiers returned home Sunday, March 26, and were welcomed by Post's Band. In the evening a reception for them was held in the G. A. R. Hall. The Kent youths who volunteered or who joined the regiment later were: Sgt. F. A. Gressard, C. S. Brown, Thomas Cull, Thomas J. Rooney, F. T. Reynolds, C. H. Cans, S. W. Sanford, Joe Eiseli, Edward Henderson, J. B. McDermott, A. Cook, Frank Price, James Dykes, Harry Dodge, W. W. Price, Howard Gardner, H. S. Goodrich, and V. A. Mellin.

A number of other Kent youths joined the regular army and saw service. So far as is known, the only Kent boy who was injured during the war was John B. Carey who was wounded while fighting in the Philippines. Walter Sawyer, 22nd Infantry, contracted fever in Cuba and died in Boston shortly after being brought back to this country.

When news was received here on July 14, 1898, of the capture of Santiago, there was a great celebration. Flags were unfurled, whistles were opened wide, bells were rung and cannons fired. That night, hundreds of persons came to Kent from all parts of the township and joined in the celebration. Post's Band gave a concert and a fireworks display was held. The celebration was more spontaneous and wilder than the one which was held following the declaration of peace on August 12.

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Chapter X

The New Century

The first decade of the Twentieth Century was anything but kind to Kent. It saw the rise of one new industry in the town but it also witnessed the wiping out of that industry by fire. Had the fire not occurred, it is possible Kent would have finished the decade with an increase in its population; as it was, it slipped backward, dropping from 4,541 in 1900 to 4,488 in 1910. During the same decade, Ravenna leaped ahead, going from 4,003 to 5,310. When the census figures were announced, there was no jubilation in Kent.

The industry which Kent won and—to all intents and purpose—lost during the decade was the Seneca Chain Company. It was the brainchild of W. A. Patton, an expert chain builder who had tried unsuccessfully during the middle Nineties to get Kent backing for his enterprise. Early in 1900, he tried again, and this time he was successful, managing to sell \$5,000 in stock. The company was incorporated June 1, 1900, as the Kent Chain Company with Patton as president; E. E. France, vice-president; F. H. Merrell, secretary; M. G. Garrison, treasurer, and Charles Mehrle, manager. A small factory building on Franklin Avenue was acquired and the manufacture of chains started.

The chain company prospered almost from the beginning. In May, 1901, less than a year after production was started, it was merged with the Seneca Manufacturing Company of Cleveland to form the Seneca Chain Company. M. G. Garrison was elected president; H. K. Sheridan, secretary-treasurer, and Charles Mehrle, manager. Kent men on the board of directors were M. G. Garrison, E. E. France, F. H. Merrell, and D. L. Rockwell, Jr. Late in the same year the company moved its plant to the Royal Machine Company building on West Main Street at the Wheeling and Lake Erie tracks and made several additions. Moreover, the number of its employees was increased to 80.

During the following year the company continued to grow rapidly. Chains of all sizes were made and shipped to all parts of the country. The stock of the company was increased several times, more additions were made to the plant, and more employees added. By 1906, the company did an annual business of more than \$300,000 and had a local payroll of \$120,000. About this same time, the company built another plant in Mansfield where non-union help was employed; all departments of the Kent plant were union. By 1909, approximately 400 men were employed in the Kent plant.

Then came the fire which started the company on the downgrade. It began in the “dolly shop” at 3 o’clock Friday morning, December 10, 1909. The flames were discovered by Night Watchman John Trainer and J. T. Davis who turned in the alarm and tried to prevent the flames from spreading. They were unsuccessful in their efforts and by the time the firemen arrived, the entire dolly shop was ablaze. The flames were fanned by a strong southwest wind and, within a few minutes, the entire plant was on fire. The firemen tried valiantly to save some of the buildings but they were helpless. All they could do was save the Wheeling and Lake Erie depot. A few of the office records were saved by W. W. Reed who managed to crawl through an office window and pick up an

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armload of books before the building burned. The wind carried the burning brands high in the air and the flames could be seen for miles. Charred bits of paper were found the next day as far away as Pippin Lake.

Officials of the company estimated that the loss amounted to more than \$50,000 and they stated that the insurance amounted to \$42,500. To take care of the orders on hand, the working force at the Mansfield plant was doubled. For a short time it looked as though the company would not rebuild here, the officials saying they could enlarge the Mansfield plant for less money than it would require to build a new one. However, they decided that if a \$100,000 issue of preferred stock would be taken by local people, they would rebuild.

Determined that the industry should not be lost, the citizens of Kent supported the stock sale enthusiastically. A number of meetings were held and practically all the leading citizens of the town took stock. The newly organized Board of Trade, headed by John A. Wells as president and W. W. Reed as secretary, was in the fore in the stock-selling campaign. Judge David Ladd Rockwell, Jr., and Elmer E. France were given credit for being chiefly responsible for the success of the drive. The committee which was appointed to head the drive originally consisted of W. S. Kent, Mayor H. C. Eckert, I. R. Marsh and John G. Getz. Later a number of sub-committeemen were appointed.

With the stock issue practically sold, everyone thought that the company's troubles were over. They might have been, had not the officials been a little too ambitious. They proceeded to make plans for a plant which would be larger than any chain plant in the country, and when the buildings were completed in April, 1911, the company had insufficient working capital to enable it to become soundly re-established. Within a short time the plant was closed.

In 1916, a portion of the plant was leased by the Standish Chain and Manufacturing Company which was incorporated for \$50,000 and which started operations with a force of 45 men. For a time this new company continued production but then it too began to have troubles, and finally passed out of existence.

Other New Industries of the New Century

During the opening year of the new century, Kent got a condensed milk factory and a pickle factory. The milk factory is still in operation, under another name, but the pickle factory has long since vanished.

The milk factory, which now is owned by the United Milk Products Company, was organized originally as a branch of the National Condensed Milk Company with S. F. Haserot president; F. H. Haserot, vice-president; H. J. Prentice, superintendent, and C. L. Bartshe, sales manager. Part of the money needed for building a plant was raised through popular subscription. Three buildings were erected on Mogadore Road early in the spring and the plant started in operation April 10, 1900. During the first week, 72 cases of milk were shipped out daily. W. A. Bartshe became manager of the plant in November.

Kent's first pickling plant was opened during the summer of 1900 by W. J. Mullens. It was located on Lock Street. Eighteen pickling tanks with a capacity of 200 barrels each were installed and 85 acres of cucumbers and 15 acres of cabbage were

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contracted for. The superintendent of the plant was A. G. Kelley. According to plans, the concern expected to make mince meat, jam and jellies after the pickling season was over. The enterprise had a brief life. Two years later the plant was purchased by Edward Phillips, and on June 13, the Phillips Canning and Pickling Company was incorporated for \$20,000 by Phillips, N. C. Wells, F. L. Allen and G. W. Martin. For a time, various products were canned at the plant and sold under the name "Standing Rock." Phillips died October 27, 1904, and the enterprise died with him.

An industry which a decade before had been one of the foremost industries in Kent passed out of existence in 1904. It was the Railroad Speed Recorder Company. For a number of years the demand for speed recorders had rapidly dwindled and, in order to remain in business, the company began manufacturing patent track-jacks, caboose stoves, sucker-rod joints, milk testers, and electric saws. On September 5, 1903, Charles H. Howard resigned as president after 15 years of service. In 1904, the company moved to Meadville, Pennsylvania. Soon afterward the plant was taken over by the Kent Manufacturing Company, formed to do a general machine shop business. This company was succeeded on October 2, 1907, by the Kent Machine Company, formed by F. H. Merrell, M. G. Garrison, H. H. Line, John G. Getz and W. S. Kent, to manufacture concrete mixing machines. The company operated for ten years, employing from 30 to 45 men.



Looking east on Main Street from River Street

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In 1906, a company was organized in Kent which in time was destined to become nationally known. It was the Davey Tree Expert Company of which John Davey, the “father of tree surgery,” was president, and his son, Martin L. Davey, vice-president and general manager. In the beginning, this company was not considered as being of much importance; not one person in a hundred thought it had a chance to succeed. The history of the Davey company is discussed in a separate chapter; mention need be made here only of the fact that the company has expanded steadily during the passing years and has become one of the leading concerns of Kent.

The year 1906 is also notable because it brought the Falls Rivet and Machine Company to Kent. This company, which was organized in 1903 in Cuyahoga Falls, purchased the plant of the Nicholson File Company—the old Kearny and Foot plant—on May 18, 1906, and during the following summer erected a large addition and also installed furnaces and ovens. The first rivets made in the plant were purchased October 6, 1906, by the Kent Manufacturing Company. The Falls Rivet Works later was acquired by the Lamson-Sessions Company.

The First Auto Comes to Kent

With the dawn of the new century, horseless carriages began to puff and snort along the streets of Kent. At first they were looked upon as curiosities which could never have any really practical value, and with good reason. Rarely indeed did one of those first machines make a trip of more than a few miles without breaking down somewhere along the road. Then came the mocking cry from the skeptics of the day: “Get a horse, you ninny, get a horse!”

P. W. Eigner is credited with bringing the first automobile to Kent. It was a Toledo Steamer runabout which had every one of the “latest improvements.” John G. Paxton, dean of Kent newspapermen, even now recalls with dread a trip he made to Brimfield with Eigner one day in the summer of 1901, when the car was still brand new. “It was terrible,” said Paxton, “simply terrible. We met Frank Bechtle coming down the road. His horse and buggy took across a field and was lost in the woods. Then we approached another horse and buggy. The horse stood up on its hind legs and began pawing the air—the driver swore at us like a trooper. On down the road a man who saw us coming leaped out of his buggy and held his horse, and the cussing he gave us simply couldn’t be repeated. No more of that for me.”

About the same time that Eigner bought his Toledo Steamer, I. D. Tuttle purchased a White Steamer. Then, a little later on, gas machines were bought by John Ewing, Coe Livingston, Will Costley, and James B. Miller. Costley had a Jewel and Miller a Ford. Still later, H. C. Longcoy brought in the first delivery truck—an International which was cranked at the side and had high wheels somewhat similar to those of a buggy. He was very proud of it at first, but later admitted that he had since owned better automobiles.

During those early years, driving an automobile was a real adventure to which added zest was given by wretched roads. None of the country roads was paved; few were any better than they had been for long decades before. In the fall and spring they were often seas of mud and travel over them in an automobile was impossible. The result was

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that the autos had to be “put up” for the winter.²¹ In the summer, the roads were ankle deep with dust, and the motorists of the day had to wear goggles, leather gauntlets, and long “dusters” or they were not considered properly attired. On rare occasions, the roads were fairly good, and it was during one of these periods that C. L. Bartshe established a new record from Cleveland to Kent, making the trip in the “incredible” time of 2 hours and 37 minutes. That was on June 24, 1906.

Toward the close of the decade, the autos began to increase in number. They were becoming really dependable and moreover, more communities were getting better roads. The first “Local Auto News” which appeared in a Kent newspaper was printed by the *Courier* April 8, 1910. It contained the interesting information that there were then in Kent, or had been ordered, 30 automobiles; that F. W. Trory had just purchased a Royal; that James Miller, the first Ford dealer, was making many sales; that J. C. Woodard had just completed a successful trip to Pittsburgh and return, and that Garrison and Young’s Auto Livery was open for business—“Leave your orders at Martin’s restaurant and they will be promptly handled.”

The first speed ordinance in Kent was passed June 28, 1910. It fixed the speed in the business section at 8 miles an hour and in the residential section at 15. It also stipulated that when a motorist approached a horse-drawn vehicle he must slow down and stop when signaled to do so, and remain so until the horse passed.

The first automobile advertisements in Kent newspapers were paid for by James B. Miller who announced that he would gladly teach anyone how to drive and that he would equip cars with One-Spark plugs or Miller Keyless Locks for the tool chest. One of the first repair shops and gasoline pumps was operated by Sam Friend. Before he started in business, gasoline was purchased in hardware and grocery stores.

A few more years passed and then the owners of livery stables and blacksmith shops began to lament the fact that the autos were cutting into their businesses. The best-known blacksmiths at that time were Charles Foote, John Musson, E. C. Livenspire, and Harry George. The two principal livery stable proprietors were H. C. Eckert, on East Main Street, and Fred Newberry, on Columbus Street.

Kent Gets Many Improvements

During the period which elapsed between the beginning of the new century and the start of the World War, Kent made little progress industrially and during the first decade suffered a slight loss in population. Despite these facts, the town went ahead with improvements. At first the progress was slow; it seemed particularly slow when it was considered how many things needed to be done.

Picture Kent as it was in 1900. There was not a paved road within the corporation limits. A few of the streets had been “piked” with gravel but in many places the gravel had been pounded down into the mud and the streets were almost as bad as they had ever been. The town had a water works which was fairly satisfactory, but nothing to brag about. The electric light service was wretched. There was no gas. Neither was there a sanitary sewage system; out-houses were still in use and there were many open ditches into which evil-smelling refuse drained. Kent needed many things.

A start toward obtaining the improvements which were necessary was made

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during the first administration of David Ladd Rockwell, Jr., who defeated H. J. Fox 607 to 468 in the election held April 2, 1900. Shortly after taking office, Mayor Rockwell began working for paved streets, and finally, on August 19, 1902, council passed an ordinance providing for the paving of Water Street from Erie Street to Crain Avenue. To pay for the improvements, \$15,000 worth of bonds were sold and Feder, Holman and Company, of Cincinnati, was awarded the contract for the work on February 10, 1903. The paving was started in April and finished in August. Kent at last had its first paved street.

Main Street was tackled next. Paving from Water Street to the Erie tracks was authorized March 1, 1904, the contract was let soon afterward, and the work was completed during the summer. Because of the large amount of excavating through solid rock which was necessary, the cost of the project was more than expected, totaling \$9,195.

On October 9, 1905, council awarded a contract for paving West Main Street to Davidson and Wildes at their bid of \$20,557. This provided for a paving 34 feet wide from the bridge west to the angle in Main Street near Chestnut Street. The original plans provided for a 40-foot pavement, but the property owners objected strenuously on the grounds that if the street were made so wide, many large trees would have to be cut down. They won out in the argument, and the narrower width was agreed upon.

East Main Street was scheduled to be paved at the same time as West Main; however, objections to cutting down shade trees again arose and this time an agreement could not be reached. It was not until 1914, while Martin L. Davey was mayor, that the difficulty was ironed out. A 36-foot pavement was decided upon, the contract was let to the Kent Construction Company at its bid of \$27,639 and the work was started July 16. It was such an event that a crowd gathered to witness the launching of the project; Councilmen Herb Wright and James B. Miller handled the plow with which the first ground was broken.

While the controversy regarding the East Main Street paving was going on, council went ahead and provided in 1907 for the paving of Franklin Avenue from Main to Summit, and of Erie Street from Water to Franklin. During the summer of 1909, South Water Street was paved from Erie Street to the corporation line at a cost of \$17,000. The county road to Brimfield was macadamized during the same year. In 1914, the West Main Street paving was extended from Chestnut Street to the corporation limits. Portions of Mantua, River, and other arteries likewise were improved. It was not until 1912 that Portage County succeeded in its efforts to begin crawling out of the mud. The good road advocates had been slowly increasing in numbers for several years but it was not until April, 1912, that they persuaded the county commissioners to make any worth-while improvements. During the summer which followed, the Kent-Ravenna road was paved at a cost of \$74,971. Then, in the following November, a two-mill tax levy was approved four to one by the Portage County voters. It provided approximately \$95,000 a year. During the next five years, many of the most important arteries of the county were hard-surfaced, and the motorists rejoiced.

The first decade of the new century cannot be passed over without mention of other improvements which came during that period. On August 16, 1901, for instance, Andrew Carnegie agreed to give \$10,000 for the purpose of building a library in Kent.

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His only requirements were that the city should provide a site and \$1,000 a year for maintenance purposes. On September 17, 1901, an election was held to pass on a levy of 7/10 of a mill to support the library. It passed by a big majority, 317 to 36. The site on the corner of West Main and River Streets was donated by Marvin Kent. The building was started in July, 1902, and completed late the following summer. It was opened to the public September 26, 1903.

On May 5, 1902, rural carrier service was established by the Kent post office and on April 6, 1906, the post office was promoted to second class. Two years later, on June 1, 1908, free delivery of mail within the corporation limits was started. The first three carriers appointed were — Frank Bechtel, Harry Smith and Earl Lansinger, with Grant Lutz as substitute. During this period W. W. Reed was postmaster.

Another big “improvement” came in 1906—the first moving pictures. On Monday, November 5, 1906, the Liberty Moving Picture Company, with “a mighty array of pictures,” gave a show in the Opera House. In advertising the show, the company stated: “These pictures cover every phase of human interest, touching all that is interesting in the realm of science, poetry, literature, art, drama, current events, sport, travel, magic, vaudeville and fantasy, and being at once interesting as well as educational and amusing, with smiles and tears intermingled, thrills of surprise, and feeding every emotion of the mind. The pictures are void of that annoying flicker ordinarily seen in moving picture entertainments and so tiring to the eye. Relief is afforded by the interpolation of high-grade songs which are illustrated.” The motion pictures became so popular that, within a year, three theatres were opened in Kent—the Bijou, Electric, and the Grand.

Kent got natural gas during the summer of 1908. A ten-year franchise was awarded to the East Ohio Gas Company on July 21 and the work of laying the mains was started at once. The gas was turned on November 18 and for several months the hardware stores and gas company did a land office business in supplying Kent homes with gas stoves.

The most important improvement which Kent made provision for, but did not get entirely completed, during the pre-war period, undoubtedly was its sanitary sewage system and disposal plant. For years Kent had realized the necessity of doing something with its sewage; plans were drawn and redrawn, and the project was threshed over from every angle. Finally, late in 1914, the State Board of Health threatened that unless Kent did something, and did something quickly, the village probably would be fined \$100 a day. This turned the trick. The council called an election for January 12, 1915, for the people to pass on a \$90,000 bond issue to pay the cost of the project.

The campaign for the bond issue was led by Mayor Davey who made several speeches every night for two weeks, in churches, lodges, and moving picture houses. Said the mayor: “We are no longer willing to have open ditches defiled by refuse that should go into a sewer; we can no longer submit to the ill-smelling storm sewers which are improperly used for sanitary sewage. We say we have a progressive community, and yet we put up with conditions which should have been rectified years ago.”

Mayor Davey also pounded home the fact that if the sewage system and disposal plant were paid for by a bond issue, approximately half the cost would be borne by large corporations such as the railroads and the Kent Water and Light Company through

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increased taxes. His clinching argument was that the State Board of Health had ordered the village to take action. Needless to say, the bond issue passed, and by the overwhelming majority of 576 to 16. The council proceeded at once with the necessary legislation, the bonds were sold, and the contract was let to W. H. Hunt of Akron. Work was started at once and pushed steadily throughout 1916. The rising cost of labor and materials, caused by the war, made the system cost much more than expected. Moreover, the town was growing rapidly and the system had to be made larger than planned. The net result was that cost to the village became \$184,974 instead of the \$90,000 originally expected.

Fire and Floods

Kent was visited by two floods and three destructive fires during the first fifteen years of the new century. The first flood occurred on May 31 and June, 1904. The water in the river rose steadily and finally at 7:30 Wednesday evening, June 1, the top of the dam gave way and the impounded water rushed madly down the valley, uprooting many trees and undermining the Baltimore and Ohio tracks. All evening long, a crowd of people lined the bridge and riverbanks to witness the spectacle. Work of repairing the dam was soon started and it was completed by autumn.

The great flood of 1913 which wrought havoc in many parts of Ohio, caused enough damage in Kent to be long remembered. On Monday, March 31, the Cuyahoga River began to rise steadily as a result of the heavy rains which had drenched the countryside during the preceding week. An Erie train was held up at Kent and traffic on both the Erie and Baltimore and Ohio was suspended. On Tuesday, the reservoir at the Kent water works went out, causing considerable damage to the Baltimore and Ohio tracks. During Tuesday night and early Wednesday, the river continued to rise, and the waters rushed down the river in a foaming, seething flood. Below the dam, the water rose almost to the floor of the Stow-Summit Street bridge, and for a time it was feared that the bridge would be swept away. However, large quantities of stone were placed around the east abutment and the bridge was saved. The dam did not escape so fortunately. At Wednesday noon, the lock was weakened by the raging torrent and it finally gave way before the eyes of hundreds who had gathered to see what damage would be done. Great blocks of stone were dislodged and carried many feet down the river. The dam itself was seriously damaged.²² Late Wednesday the river began to recede and on Thursday all danger was past. Late in the day the trains began running again.

Although repeated efforts to repair the dam were made during the next decade, nothing tangible was done. The suggestion was made that the old dam be torn away and that another dam, only a few feet high, be built a little farther down the river. A pond would be formed, it was argued, which would make an ideal skating place in the winter months. However, most of the people did not like the idea of destroying the old dam, which had served the community so many years, and the result was that the wreckage remained, an eyesore to the city.

A successful movement to repair the dam finally was launched in August, 1924, when Major Roy H. Smith announced that the Lamson-Sessions Company, which had purchased the dam along with considerable other property from the Kent estate, would

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pay \$500 of the cost. The dam no longer had any commercial use, Smith said, but should be restored as a civic enterprise. The movement was supported by the Chamber of Commerce and women's clubs, and the money was raised. On July 14, 1925, the contract was let to L. E. Cook of Niles, Ohio, at his bid of \$5,855. By November 1, the work was completed.

The damage done to sewers and pavements during the 1913 flood was not entirely repaired until 1919 after \$16,000 worth of "flood bonds" had been sold.

One of the most serious fires of the early years of the decade occurred early Thursday morning, December 1, 1900, when a blaze started on the second floor of the France Dry Goods Store, in the Revere Block. The flames spread up and down the elevator shaft and, for a time, threatened the entire building. Scores of volunteers aided the firemen in carrying goods from all the stores which were endangered. Work of fighting the flames was made more difficult by a snowstorm, but after about two hours, the fire was gotten under control. It was estimated that the damage to the building amounted to about \$20,000. The France Company, which had its Christmas stock of goods on hand, reported that the total damage amounted to about \$35,000, of which \$17,000 was covered by insurance. Coe Livingston's \$16,000 stock of goods was badly damaged by smoke and water. Occupants of the building who suffered smaller losses were Ewing and Elgin, jewelers; C. M. Davis, insurance; D. B. Wolcott and C. H. Curtiss, attorneys, and Dr. W. B. Andrews. All the stores reopened for business within a week and a number of large fire sales were held.

All the buildings, stock, office fixtures, and records of the Seneca Chain Company were destroyed by fire on December 10, 1909. An account of this fire is given in the first part of this chapter.

A spectacular fire which caused great excitement occurred early Sunday morning, February 12, 1912, when the temperature was 10 degrees below zero. Trainmen on the Erie saw flames coming from the Longcoy Building on South Water Street at 5 a. m. and sounded the alarm. Firemen hurried from their homes and Rill Mosher, unaided, brought No. 2 hose cart. But the fire spread rapidly and it was soon seen that the Thompson and France buildings, as well as Longcoy's, were doomed. Strenuous efforts were made to save some of the stock. Harry Longcoy and L. D. Colton narrowly escaped death when a gasoline drum they were carrying out, broke, and the gasoline caught fire. Longcoy's clothes began to blaze and he was saved only by the quick action of the firemen in turning the hose on him. Byron Fessenden and George Starks also had a narrow escape when the second floor of the Longcoy Building crashed down almost upon them. They were helped out by other firemen. Losses reported were: Longcoy, \$9,000, insurance \$4,750; E. E. France, \$3,500, insurance \$1,500; R. A. Thompson, \$2,500, insurance \$1,500; Dr. W. W. Hall, \$100, and Hale B. Thompson, \$100. Abel Christensen, photographer, suffered a loss of \$500 and also 10,000 negatives which were irreplaceable. Longcoy opened for business again at 5 a. m. Monday morning in the Arighi Building and did not miss an order. He had worked all day Sunday and far into the night getting in a new stock of goods. By Decoration Day he had erected a new building and was moved in.

An attempt to fill an acetylene gas tank, from which gas was to be taken for automobile headlights, resulted in a fire at midnight Friday, October 11, 1912, which for

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a time threatened to destroy all the buildings on the west side of North Water Street. The tank was being filled by Arthur Miller and Lonnie Schlarb when it exploded with a blast which shook the town. The two young men were painfully burned but managed to escape. The fire spread to the Keystone Laundry and the Williams Brothers barrel factory, both of which were almost completely destroyed. The loss was estimated at \$20,000.

The State Normal Comes to Kent

The pre-war period cannot be passed over without especial mention being made at this point of the establishment in Kent of the Kent State Normal, now known as the Kent State College. The Normal School, and College, are discussed in a separate chapter; however, it would be well to mention briefly here how the institution was secured and the effect that its establishment had upon the town.

Early in the summer of 1910 it was learned that the Ohio State Normal Commission was seeking a site for another school, authorized some time before. The Kent Board of Trade, which had been organized in the preceding February, voted to make a determined effort to obtain the school for Kent, even though the chances of succeeding appeared very remote. A committee was appointed consisting of E. E. France, D. B. Wolcott, and Judge David Ladd Rockwell to determine what could be done. All available sites were investigated and the committee finally decided that if the farm on East Main Street owned by W. S. Kent could be secured, the Normal School Commission might favor it. Accordingly, a tentative arrangement was made to acquire the farm, and the committee, which now included W. A. Walls, Martin L. Davey and W. S. Kent, went to Columbus to plead Kent's cause before the commission.

Twice during the fall of 1910, the members of the commission came to Kent. Before they arrived the first time, the Board of Trade waged a "clean-up" campaign unlike any the town had ever had before. The streets were cleaned with meticulous care, old rubbish piles were removed, weeds were cut from vacant lots, and the citizens were urged to make their homes look as attractive as possible. Kent gleamed and glistened. But when the day came for the commission to appear, it rained and rained. To make matters worse, the members of the commission announced, upon their arrival, that they had only an hour to spend in Kent—they were due in Ravenna at 12 o'clock noon and it was 11 when they got off the train. For a time it appeared as though Kent's chances of getting the normal school had gone aglimmering.

Determined to make the best of a bad situation, the members of the Board of Trade committee secured boots for the commissioners and took them to the hill on the W. S. Kent farm. They waded through mud and slogged through wet underbrush. Finally they came to the peak of the hill where they could look over the town. On a clear day, the view would have been beautiful; but on this day, the day of all days, the view was hidden by mist and rain. Needless to say, none of the commissioners went into ecstasies over the site. All wanted to hurry on to Ravenna.

Kent's cause undoubtedly would have been lost at this point had not the commissioners been persuaded, much against their will, to remain long enough to eat a lunch which had been prepared for them. The lunch was cooked, and already waiting, at a tavern "on the road to Ravenna." So the commissioners were told, but in truth, the lunch

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was waiting at the Twin Lakes Inn. Unsuspecting where they were going, the commissioners were loaded into automobiles and taken to Twin Lakes. The “lunch” turned out to be a chicken and fish dinner, and when it was finished, the afternoon was almost gone. By that time, the commissioners had been told so many fine things about Kent that they were forced to believe that the state offered no better place for the erection of the normal school. For the first time it appeared as though Kent might win out in its effort to get the institution.

About a month later, the commissioners came to Kent again. By this time, only three towns were being considered as possible sites for the school—Kent, Wadsworth and Warren. Fortunately, the weather was fine during the second inspection trip and the commissioners conceded that the site offered by Kent was the finest they had seen.

Finally, on November 25, Governor Harmon announced that the school would be built here providing the Board of Trade’s promises were carried out. W. S. Kent then agreed to donate the farm, which consisted of 54 acres and was valued at \$15,000. It still was necessary to raise enough money through public subscription to buy two tracts of land which adjoined the Kent farm, and which were demanded by the commission, and also to pave East Main Street in front of the property. The money was raised by December 15. On March 15, 1911, the state legislature appropriated \$250,000 for erecting the necessary buildings, and furnishing and equipping them. The school was assured.

The development of the institution during the next few years was rapid. As the institution grew, the effect upon Kent was almost magical. Real estate values in the east part of the town soared to heights which had been hitherto unknown. Scores of homes were built. New streets were opened. Moreover, it was not long before the merchants were benefited. The construction workers, who came to work on the school buildings and new homes, spent money in the town; so did the members of the college faculty and the students who soon followed. Kent now needed only the coming of the Mason Tire and Rubber Company to launch it on a boom greater than any which the town had ever before experienced. The Mason Company will be discussed later.

Miscellanea of the Pre-War Period

E. E. France opened his new store in the Revere Block, Saturday, March 17, 1900, occupying four stories. More than 2,000 persons attended the opening, and all “were astounded at the magnificence of the stock of goods and the general atmosphere of dignity which prevailed.” An orchestra provided music and the store was decorated with flowers and ferns.

Mrs. Carrie Chapman Catt, president of the National Woman Suffrage Association, was the principal speaker at a woman’s suffrage convention held here April 12 and 13, 1900. Mrs. Harriet Taylor Upton, president of the state association, also spoke. Mrs. Dollie Longcoy was chairman of the local arrangements committee. Meetings were held in the Methodist and Universalist churches. A Kent Equal Rights Association was formed.

A. G. Kent, resort proprietor who developed Brady Lake in 1891, fell dead on the dance floor at Masonic Hall February 2, 1900, among a throng of dancers while

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apparently in perfect health.

“Youth must be served” evidently was Kent’s slogan during 1900. On April 2, David Ladd Rockwell was elected mayor at the age of 22, making him the youngest mayor in the United States. On June 29, Walter J. Raley was appointed postmaster at the age of 23, thereby giving Kent the youngest postmaster in the country. On August 15, Charles C. Green, then 18-years-old, opened a drug store on South Water Street, making him the country’s youngest druggist.

A bold attempt to loot the City Bank was made early Sunday morning, August 26, 1900, by two Cleveland youths. The would-be yeggs were foiled by W. G. Lyman who chanced to see them and who notified Marshal George H. Parkinson. The youths were captured and later were sentenced to Mansfield Reformatory. They gave their names as Edgar Clearwater, 19, and George Garris, 21. Had they succeeded in the robbery, they would have made a rich haul as the bank had \$20,000 in cash on hand.

One of the worst snowstorms in the history of Kent occurred late in April, 1901. The snow started falling on Thursday night, April 18, and continued steadily until the following Sunday morning. All traffic on the railroads and interurban was at a standstill. Some of the trains on the Erie were held up as long as 30 hours, and several were snowbound in the country. Drifts along the tracks in some places were 10-feet-deep. Telephone and telegraph lines were broken and Kent was without communication with the outside world for more than 48 hours. On Sunday, the sun came out, and the snow vanished even more quickly than it had come.

For the first time in years, all stores were closed on Sunday, October 13, 1901, by order of Mayor David Ladd Rockwell. Nothing was allowed to remain open except restaurants.



Looking west on Main Street from Depeyster. Franklin Hotel is at the extreme left.

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The Kent Water and Power Company advertised in December, 1901, that it had wired the following homes during the preceding year: C. L. Howard, W. A. Bartshe, W. H. Meloy, A. B. Stutzman, C. M. Power, J. R. Burns, F. W. Cone, C. E. Watts, W. G. Costley, E. E. France, C. A. Smith, F. A. Ewing, Dr. W. B. Andrews, R. T. Armstrong, Bert Swan, P. H. Stout, Dr. J. H. Krape, C. M. Davis, C. M. Carnahan, J. Bethel, R. A. Thompson, J. S. Smith, Dr. L. P. Bethel, W. W. Reed, F. H. Merrell, W. W. Patton, and W. R. Chapin.

A near riot developed at Brady Lake's "Electric Park" on July 4, 1902, when a crowd of 6,000 persons fought madly to get on the few interurbans which the N. O. T. provided. Several fights started and one man suffered a broken leg. Part of the crowd did not get home until almost morning. "Electric Park" had been developed early in the summer by W. H. Donaghy, C. M. Davis, Milton Kneifel, and Warren Lane who were reported to be backed by the N.O.T

Christian L. Link, 75, died June 11, 1902, from injuries received a week before when hit by an Erie passenger train at the Main Street crossing. He had lived here 37 years and was widely known. He was the owner of the Link Building on East Main Street which was erected in 1876.

Kent's official elevation was fixed at 1,052 feet above sea level on November 15, 1903, when a survey was made by the U. S. Geological Survey. A tablet was placed on the stone bridge to mark the point.

Many of the maple trees along North Water Street were destroyed late in August, 1904, when the sidewalk on the east side of the street was lowered to grade.

The Western Union established an up-to-date telegraph office in Kent on June 1, 1906, with direct lines to Cleveland, Akron, and other large cities.

For several months during the winter of 1905-06, Kent was baffled by the strange disappearance of Mrs. Eva Cook Smith, wife of Reverend Ed. J. Smith of Andover, who left the home of her brother, O. E. Cook, on Carthage Avenue, on Monday evening, November 27, 1905, and did not return. The river was dragged and dynamited, and an extensive search for the woman was started. On April 4, 1906, her body was found in Brady Lake.

The old Cuyahoga House, for years one of the outstanding landmarks of the town, was condemned early in 1907 and ordered torn down. It was purchased from Mrs. Finetta Gilson, who then owned it, by Thomas Ruggles for \$700. For a short time, sightseers were allowed to go through the building but in April it was demolished. The stately pillars, which had adorned the tavern for many decades, were taken to Ravenna and used in a house being built on Main Street.

Jonathan Ramsey, for many years Kent's only colored citizen, died in the State Soldiers Home in Sandusky, Monday, October 28, 1907. Ramsey was born in slavery near Winchester, Virginia, but had a kind master who enabled him to buy his freedom. He came to Kent in 1857 and fought in a Pennsylvania colored regiment during the Civil War.

Following a long controversy, A. B. Stutzman was dismissed by the Board of Education on November 22, 1907, after serving 29 years as superintendent of the Kent schools. He was succeeded by Prof. R. P. Clark, of New Lynne, Ohio. Prof. Clark died suddenly on June 9, 1910, following a stroke of apoplexy. W. A. Walls succeeded him.

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George E. Holden, beloved blind treasurer of Kent, died Friday, December 20, 1907, at the age of 52. He was born in Mansfield and came to Kent in 1888. He was stricken blind in 1890 following an attack of grippe. Although he never regained his sight, he operated a poolroom successfully for many years and capably handled the duties of village treasurer.

The Electric Park Theatre at Brady Lake Park was built early in 1904. For many years it attracted large crowds during the summer months, stock company and vaudeville shows being held from Decoration Day to Labor Day.

Following the Collinwood fire in Cleveland early in 1908, the Kent school board authorized the expenditure of \$1,500 for improvements which would decrease the fire hazards in Kent schools. The board also asked a vote on a \$10,000 bond issue to install a new heating system in the Central School. It was held on May 1, 1909, and was passed 200 to 105.

Saloons of Kent and the rest of Portage County were voted out of existence at an election held Monday, November 9, 1908. The campaign was bitterly fought but the dries won, 4,305 to 3,121. Kent itself voted wet, 579 to 500, only Precinct D going dry. The saloons were closed on December 9, and they were never reopened.

During nearly all of January, 1910, Kent had two village councils. The election of the November preceding had been declared illegal because the Democrats had one man on the ticket who had not been regularly nominated. The old council refused to recognize the new one so both operated. Finally, late in the month, the new council was recognized by the courts and everything ran along smoothly again.

The City Bank dedicated its new building on South Water Street on Wednesday, June 14, 1911.

Kent people saw their first airplane in September, 1911. Calbraith P. Rogers, advertising Vin Fiz by attempting the first transcontinental airplane flight, appeared over the town at 5:15 Thursday afternoon, September 28. Word of his coming had been received and almost the entire town turned out to witness this strange new creature of the skies. As the aviator flew over the bridge, the crowd cheered and the whistles blew. It was expected that Rogers would fly on to Akron but instead he turned, circled twice, and then landed on the Alonzo Johnson farm about two miles northwest of Kent. The crowd rushed to the farm to examine the plane at close range. Rogers, and the newspaper correspondents who had accompanied him on a special Erie train, were held over in Kent until Friday morning by bad weather. As a result, Kent received nation-wide publicity. The aviator reached Pasadena, California, on November 5, the trip requiring 47 days. He was killed at Ocean Beach, April 3, 1912, when his plane dropped suddenly from an elevation of 250 feet.

A start was made toward a white way system in April, 1912, when Coe Livingston "brilliantly lighted" the front of his store with five large Tungsten lights placed on a 14-foot ornamental pole. "Now that Mr. Livingston has taken the initiative and shown us how prettily the town can be lighted at night," said the *Courier*, "let others get in line and make our streets attractive during the evening hours."

From 1911 to 1914, Kent people watched with interest the fight which was waged by W. S. Kent to prevent Akron from impounding the water of the Cuyahoga River north of town by building a dam and reservoir, and thereby create a new water

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supply for the city of Akron. Kent, who owned the river frontage and water rights of the Cuyahoga in and near the town, insisted that he would be greatly damaged by the reservoir inasmuch as it would destroy his water power. The *Kent Courier*, owned by W. S. Kent, took up the battle and insisted that the reservoir would be a constant menace to the town and might sometime cause a disaster greater than the Johnstown Flood. Said the paper: "The people of Akron are going to wake up some day and realize that they have been made partners to one of the worst injustices ever perpetrated upon a neighboring community." Kent endeavored to obtain an injunction which would prevent Akron from proceeding with its project. The case was finally carried to the Ohio Supreme Court which ruled on June 14, 1914, that Akron had a right to divert the water. Kent thereupon settled with Akron for \$75,000. The water rights of the river, which had been jealously guarded by the Kent family for more than eight decades, at last paid big dividends. W. S. Kent also received approximately \$25,000 from Akron for land at Pippin Lake which was needed for the reservoir.

On Saturday and Sunday, November 8 and 9, 1913, Kent experienced a snowstorm which almost equaled the memorable April snowstorm of 1901. During the two days, two feet of snow fell, disrupting traffic and breaking lines of communication. Merchants were marooned in their stores for many hours, and no one came in to buy their goods. Two passenger trains of the Erie were held here overnight.

Kent got its first artificial ice plant on May 1, 1915. It was owned by Donald and Clyde Kelso and their brother-in-law, Charles E. Garrison, of Ravenna. Starting on May 1, deliveries were made by auto truck. The company's advertisements stated: "No dirt, no vegetation, no odor—nothing but pure, clean sanitary ice manufactured from filtered well water."

The State Highway Commission let the contract for improving the Kent-Streetsboro Road with reinforced concrete 12 feet wide and a 14-foot dirt road, October 8, 1915, at a cost of \$24,180. This road was expected to be an important feeder for local business.

Glenn Read was the first Kent young man to enlist in the Mexican War. He went to Akron June 24, 1916, and enlisted as mess sergeant. On the following Monday, he married Miss Hattie Tuttle, daughter of Mrs. I. D. Tuttle. During the first week in July, large crowds of people gathered at the railroad station to watch troop trains pass through here on the way to the Mexican border.

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Chapter XI

The War, And Afterwards

The entrance of the United States into the World War found Kent well started on the most prosperous period of its history. The growth was due almost entirely to three things—the Kent State Normal School, by then well established; the Erie shops, which were employing more men than ever before, and the Mason Tire and Rubber Company, a mushroom concern which sprang into existence almost overnight and flourished marvelously for almost a decade. Kent grew, and grew rapidly.

But from the day that the United States declared war until the day that peace was declared, a year and a half later, the people of Kent did not devote much time to thinking about the growth of the town. What did growth mean when compared to the tragedies of warfare; who cared about prosperity at a time when scores of Kent's young men were in the service and were in danger of being killed! The newspapers were eagerly read, not for news of Kent affairs, but for news from the training camps and battlefield. The “stay-at-homes” subordinated all other things to the main task of hastening victory. Every war loan was over-subscribed and every call made by the Red Cross was answered generously. Kent meticulously observed the “heatless days,” the “meatless days,” and the “breadless days,” and when sugar and coal were rationed, no one grumbled. The only concern was: “Bring the boys back safely—and quickly.”

Within two weeks after war was declared, 23 Kent men enlisted in the 10th Regiment of the Ohio National Guard. They were: Frank W. Elgin, Kennerdell E. George, K. M. Hass, John H. Jones, J. W. Lackey, Max M. Miller, George H. Moon, George W. Myers, B. J. Sawyer, W. A. Simpson, I. W. Shanafelt, G. E. Shanley, W. F. Myers, H. C. Strayer, F. W. Ferry, C. J. Weideman, H. P. Boak, C. A. O'Connor, C. C. Cannon, Claude Davis, Ralph E. Hawk, H. E. Swartout, and H. D. Wilt. A camp was established at Brady Lake where many of the men trained until they left for Camp Sheridan, at Montgomery, Alabama, on Sunday morning, September 16, 1917.

On June 5, 1917, 726 Kent men were registered for the draft. The first contingent left for Camp Sherman, at Chillicothe, Ohio, on Thursday, September 20. Thereafter, hardly a month passed until the end of the war without more men leaving to enter the service. The tragedy of the war was first brought home to the Kent people when it was reported that Clinton Allen, a graduate of the Kent high school, was injured in France on June 4, 1918. From then on, the casualty lists were read with the greatest dread—no family knew when it would learn that it had lost a son, a brother, or friend.

Then came the false armistice, on November 8, 1918. Kent, like the rest of the nation, celebrated with the wildest abandon. Every whistle in town was blown—bells were rung—work was forgotten. Until late at night the downtown section was thronged with celebrants. Everyone was determined to have a good time—and everyone did.

Verification of reports that the November 8th armistice was only a newspaperman's blunder came like a sickening blow. The town, which had risen to the pinnacles of ecstasy, sank into the depths of gloom, but not for long. The real armistice

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came on November 11, and this time the people waited until the afternoon to celebrate. Mayor Davey, Dr. J. H. Hull and Dr. M. J. Slutz addressed a crowd which gathered at the public square. A parade formed which was headed by E. O. Carlin's hearse, in which there was an effigy of the Kaiser. The band played, the fire trucks fell into line, and so did scores of automobiles and hundreds of celebrants who walked. Later, part of the procession went on to Ravenna to show that town how Kent greeted the fall of Prussian militarism.

With the war at an end, Kent had time to take account of how things at home were progressing. Even the most casual sort of an investigation showed that the town was growing as it had never grown before, even more than in the hectic days of the Sixties. Practically every industry had prospered during the war period and, now that the war was over, business was better than ever. The post-war boom was on. The Erie shops were expanded to handle the immense amount of work which had accumulated and the number of its employees was increased to approximately 1,000. And the Mason Tire and Rubber Company was growing as though by magic. It was this concern which really took the spotlight during the boom period.

The Mason Company was organized in 1915 by O. M. and D. M. Mason, stock salesmen and promoters who thought that Kent was "ripe" for the financing of a rubber company. They were right. When the stock sale started, almost everyone in Kent bought. The company's capital grew and grew, and soon it had enough money to start building the rubber plant. Some folks say that the success encountered in financing the company surprised no one more than it did the Masons themselves—but that is neither here nor there. What actually matters is that on January 16, 1916, work was started erecting a \$50,000 plant on a site on Lake Street purchased from James B. Miller. Equipment costing approximately \$30,000 was installed and the manufacture of tires was started in early summer.

From then on the Mason Company grew phenomenally. In 1917, its sales amounted to \$1,200,000; in 1918, to \$2,324,000; in 1919, to \$3,468,000, and in 1920, to \$6,598,000. The company increased its capitalization again and again, and the plant was expanded repeatedly to take care of the increased business. A cotton fabric mill was financed, a branch factory in Bedford purchased, and O. M. Mason and J. P. Mathews sailed to Singapore to buy a rubber plantation—and on and on.

Needless to say, the panic of 1921 caught the Mason in a badly over-expanded condition. The bottom fell out of the tire market, but a large part of the company's overhead continued to go on. The stockholders began crying "mismanagement," and on June 1, 1924, O. M. Mason, president, and D. M. Mason, treasurer, "resigned" from the company. Under new management, it appeared for a time as though the company would weather the storm. But the financial load it was carrying proved too heavy for it to handle. On June 27, 1928, a receiver was appointed, and on January 17, 1929, the plant was ordered sold at auction. But why go on—at best, the story of the Mason is a sordid story. All that need be said is that on March 8, 1930, the Mason was closed for good. Moreover, it might be mentioned that at the time the first receiver was appointed, the Mason had \$6,000,000 worth of preferred stock outstanding and 233,582 shares of common stock which had sold at prices ranging up to \$30 a share.

Unfortunately, the demise of the Mason was not the only industrial blow suffered

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by Kent during the after-war period. It also lost the Erie shops—the industry which had been the town's backbone for more than half a century. The first drastic step toward the shut-down of the shops occurred in April, 1927, soon after J. J. Bennett became president of the Erie. Superintendent W. W. Warner received word to stop building freight cars as soon as those under way were completed and to reduce the number of employees to 200. Nothing was to be done here henceforth but repair work. And even that was later stopped. During February, 1930, the shop equipment was moved to Susquehanna, Pennsylvania, and the shop buildings were boarded up. To Erie employees who had worked all their lives in the shops, it seemed as though the end of the world had come.

From the above it may appear that Kent was irreparably harmed during the after-war period. That was by no means the case—the city managed to recover very nicely from the blows administered to it by the Mason and the Erie. The main reason it did was that Kent had become a city of diversified industries—the loss of two industries hurt, but it did not permanently cripple. By 1930, Kent had fully a dozen industries which were strong enough to survive even the 1928-1932 depression, the worst depression which ever wreaked havoc on the country. An account of these industries is given in a separate chapter.

Civic Progress

During the period which had elapsed since the beginning of the world war and the present day, Kent has continued to make ample provision for its civic needs. Despite two major economic depressions, the city has steadily forged ahead. Consider what the passing years have brought.

While the war was in progress, work on civic improvements necessarily was delayed. But as soon as peace was declared, the city began making plans for catching up with its requirements. Attention was first turned to the public schools; for more than a decade they had been badly over-crowded—every inch of available space in the school buildings was being utilized, but even so there was not room enough for all the children. The school board decided that a high school would have to be built. The first bond issue for it was authorized by the voters, 251 to 115, at an election held June 24, 1919.

Original plans provided for the erection of a building of moderate size on a lot which the school board owned on South Water Street, where the City Hall now stands. But these plans were soon abandoned—the school board decided that the rapid growth of the city necessitated a larger building; moreover, the lot was too small. Nearly a year passed while the problem was being worked out, and during the year it was plainly seen that a large addition to the DePeyster School also was needed. Large though the needs were, the city did not balk. Two bond issues aggregating \$475,000 were authorized and the bonds were sold. Work on the DePeyster addition, which cost \$91,743.44, was started and rushed to completion, C. F. Green being the general contractor.

The site for the high school, consisting of about 10 acres, was purchased from Major Roy H. Smith, John Davey and the Union Brothers. The contract was awarded on May 27, 1921, to the Carmichael Construction Company, of Akron, and work was begun four days later. The completed building was accepted on May 22, 1922, less than one year after the contract was let. The commencement exercises for the fiftieth class were

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held in the auditorium in June, the building was opened for school on September 6, and on September 22 and 23, the formal dedication exercises were held. By a resolution of the Board of Education adopted on August 21, the building was named the Theodore Roosevelt High School.

Another project designed to fill a community need was launched early in 1919—the Franklin Hotel. Since the Revere Hotel was closed in 1899, the town had been without a hotel which was worthy of the name, and repeated efforts were made to have one built. This time the effort succeeded; a company was formed and \$150,000 worth of stock was sold to 210 persons. The George Barnett homestead on the southwest corner of Main and DePeyster was selected for the site, work on the hotel was started on June 9, 1919, and on September 8, 1920, the hotel was dedicated. In the evening a stockholders' banquet was held. The years which have passed since that opening banquet have not been altogether tranquil years for the hotel—financial difficulties troubled the hotel company even before the building was completed, and all the financial problems have not yet been solved. However, Kent got a real hotel, and it still has it, and that is the thing that matters most.

The Kent Comfort Station, advocated for years by the Kent Board of Trade and other civic organizations, was started on October 5, 1920. Money for the station, which was raised by public subscription, did not come in as rapidly as expected and the building was not completed until January, 1922.

During 1921, the city launched a paving program which exceeded anything it had attempted in the past. Many of the paving jobs which were completed during the summer had been held up by the war and later by the high post-war prices. Now the city felt that it could go ahead, and go ahead it did. Some of the streets on which considerable paving was done were: East Summit, DePeyster, Crain, Franklin, North River, South Prospect, Woodard, Earl, Rockwell, and Sherman.

Kent plunged whole-heartedly into making improvements on a big scale during 1922. For many years the city had realized that its fire-fighting facilities were woefully inadequate and that the water works had failed miserably in keeping up with the city's growth. But the city delayed, as cities will, in doing anything to rectify the condition. Finally, however, it was stirred out of its complaisance by T. B. Sellers of the Ohio Insurance Inspection Bureau in a report made public November 4, 1921. Said Sellers, in effect: "The water supply is woefully inadequate. The fire hydrants are badly spaced and too few in number. The fire department has not half enough hose. Kent has become too large a town to depend solely on volunteer firemen—at least a few regular firemen should be employed. A combination pump-chemical-hose truck should be purchased. A fire station should be built. An automatic telegraph fire alarm system should be installed." In short, Sellers found little to approve of and a great deal to condemn.

Realizing that what Sellers said was true, and also realizing that unless something were done that fire insurance rates would leap skyward, the city council called for an election to be held on January 12, 1922, on a \$60,000 bond issue to be used as seen best for providing better fire protection. Despite considerable opposition, the bond issue passed by 25 votes more than the required two-thirds' majority. In the following July, an American La France fire truck was purchased at a cost of \$10,500. It was received late in October and accepted by the council after exhaustive tests.

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The fire truck accounted for \$10,500 of the \$60,000 bond issue. The remainder was spent on a "fire station" —\$8,500 being paid for the lot and \$40,000 for the building. Theoretically, the building was erected for the fire department—actually it was used as a combination fire station and city hall, much to the firemen's disgust. When the city officials moved in and occupied the rooms which had been intended for the use of the firemen, a controversy started which was not settled until 1931 when a city hall extension was built at a cost of \$22,000

The \$60,000 bond issue for the fire department solved only one of the city's problems. A bigger problem still remained—that of obtaining an adequate water system. The Northern Ohio Traction and Light Company, which had purchased the Kent Water and Light Company, could not be counted on to make all the improvements which were necessary—the company wanted to retain the electric light franchise but it did not care to enter the water business, particularly if large expenditures had to be made. The company offered to sell the system—water works, mains, property, and everything else—for \$135,000. The city was reluctant to buy, but it saw no alternative. Accordingly, an election was called for April 18, 1922, to pass on a \$200,000 bond issue to buy the system and make the necessary improvements and extensions. The bond issue passed, 479 to 118. Later it was declared illegal because of a technicality, and the issue was voted on again, November 7, 1922. It was approved by a big majority. The purchase of the plant was completed on February 27, 1923; O. H. Young was appointed superintendent; and an extensive program of improvements was started. By the end of the year, extensions were made to sections of the city which had been begging for city water for years, and an adequate system of fire hydrants was installed. All this was not done, however, until an additional \$25,000 bond issue was authorized.

Kent's big civic improvement of 1925 was the repairing of the dam which had been partially washed away by the flood of 1913. The project cost \$5,855 and was paid for by public subscription.

The year 1926 was barren of outstanding civic improvements but in 1927 the city swung into action again. On Tuesday, July 12, 1927, the Main Street bridge was closed to traffic and when it was opened again, on November 13, 1927, it looked like a new bridge. The old iron railings along the side had disappeared and, more important than all else, the bridge was 20 feet wider. The work cost the county \$23,000 and the Baltimore and Ohio railroad \$40,000.

Of equal importance to the bridge was the white way lighting system, long desired by the businessmen of Kent. The city's portion of the cost of the white way system was \$13,016 and the property owners' portion, \$19,550, making the total cost \$32,560. The lights were turned on Saturday, December 23, 1927, as a Christmas present to the city. Mayor W. I. Harvey officiated at the switch on this important occasion and, as the *Kent Tribune* stated, "helped to give an added touch of brilliancy to the holiday season."

Also during 1927, Kent got its first modern moving picture theatre—the New Kent Theatre. The site selected for the theatre was the former home of Dr. J. W. Shively on the northwest corner of Main and DePeyster. Work on the building, which cost \$165,000, was started on January 25, 1927, and completed late in the summer. The theatre was opened September 3, with a triple feature show consisting of Jack Mulhall in

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“Smile, Brother, Smile”; Francis X. Bushman and Alice Calhoun in “The Flag,” and Lupin Lane in “The Half Pint Hero.” Rollin Lusk was named resident manager.

Another burst of civic improvements occurred four years later during the administration of Mayor Roy H. Smith. West Main Street, long notorious for its countless bumps, was re-surfaced during the summer of 1930 at a cost of \$26,969; an addition to the fire station-city hall was built at a cost of \$22,000; a city zoning ordinance was passed after years of acrimonious debate, and \$35,000 was spent for an iron removal and water softening plant for the water works, plus necessary extensions.

The zoning ordinance deserves more than passing comment. It was considered by many as the outstanding achievement of Mayor Smith’s administration. In the main, it provided that neighborhoods which in the past had contained one-family dwellings should be protected from other types of construction, and neighborhoods that contained two-family dwellings, apartment houses, business houses, light manufacturing plants and heavy manufacturing establishments should be zoned accordingly. The ordinance was prepared by Charles Root, Cleveland zoning engineer.

Miscellanea of the War Period, and Afterwards

The influenza epidemic which swept over the world in the fall of 1918 brought suffering and death to Kent. On October 15, the Kent Board of Health issued an order closing all schools, churches, pool rooms, and all other places where the disease might be easily spread; the quarantine was lifted for the Christmas holidays. Businesses of all kinds were badly affected and operations in the factories were curtailed. At one time the Erie alone reported that about 75 men were off each day. There were many deaths but, according to the newspapers, not so many as in other towns of the same population.

In June, 1919, firemen made a house-to-house canvass to secure enough money to buy an electric siren and install it on the bell tower. They said that the waterworks whistle, which was then being used to sound the alarm, sounded too much like other whistles in town and was hard to hear unless the wind was blowing just right. The siren was installed May 20, 1920.

The old watering trough on the square which was hailed as a “jewel of art” when it was built but which in later years was derided as “that unsightly pile of junk,” was removed Tuesday, July 29, 1919, to North Water Street.

Two men were instantly killed and 29 injured by a terrific explosion at 10:30 Monday morning, June 7, 1920, in the spreader room of the Mason Tire and Rubber Company. It was the worst accident which ever occurred in Kent. A slight explosion in the room shortly before 10 o’clock started a fire which a half hour later reached a 15,000 gallon tank of benzol which exploded with a terrific blast. Men had come from other parts of the plant to help fight the fire, adding to the casualties. Frank Stevenson, a truck driver, was instantly killed. George Murray, 31, chief electrician, suffered burns from which he died Tuesday morning. C. C. Sutton, J. E. Critchlow, and Henry K. Wetmore died the following week. The fire was stopped from spreading to other buildings by a firewall and the work of the firemen. The loss was estimated at \$30,000. John N.

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Lansinger, a Kent fireman, later was awarded \$22,500 damages for injuries sustained in the fire. Lansinger's attorney, Blake Cook, contended that the company had not exercised ordinary care in protecting others from hidden dangers, and the courts sustained him.



Looking south on Water Street from Main Street

The Thomart Motor Company, organized by a group of Akron men, purchased the Seneca Chain Company plant in March, 1920, to specialize in the manufacture of three-fourths ton trucks. The first four trucks were completed in November. For a brief time the company prospered but it could not weather the 1921 depression and in April, 1922, went into the hands of a receiver.

Kent officially became a city on June 23, 1920, when the 1920 census figures were announced. Its population was given as 7,070 as compared with 4,488 in 1910, a gain of 57½ per cent.

Rorci Brozei, an Erie section hand, was shot and instantly killed on Saturday evening, January 1, 1921, by Tony Deperi, who was employed in the Erie yards. Deperi got away and was never apprehended.

Kent voters decided on September 6, 1921, that Kent could get along very nicely without a city charter which might bring with it such innovations as a city manager. The vote was 540 to 342.

W. O. Hollister won the honor of being the first mayor of Kent after the village officially became a city when he defeated Mayor F. E. Schmeidel at the election on November 8, 1921.

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Kent had a park—for one year—adjacent to the Methodist Episcopal Church on West Main Street. W. S. Kent leased it to the city for that period when the council agreed to provide lights and protect the property. Two arc lights were installed by the N.O.T. and the trees were trimmed by Davey Tree Surgeons. The park was formally opened Tuesday evening, August 30, 1921, with an exhibition by South school pupils. For a few Sundays, Post's Band gave concerts in the Park—and then the city park ceased to be.

For the first time in its history, Kent experienced all the thrills of a labor war during the summer of 1922. On July 1, the shopmen of the Erie went out on a strike which was called by the National Organization of Railway Shop Crafts as a protest against the railroads' system of letting out work. The strike was general throughout the country and was not caused by local disagreement. In Kent, the strikers were very active and the railroad fenced its entire property and shipped in a large number of strikebreakers. Before the trouble ended, a number of the local men were hauled into court by Hon. D. C. Westenhaver, U. S. District Judge, and sentenced to short terms in the Warrensville workhouse for violating an injunction to restrain them from interfering with the railroad work. The railroaders were represented by Blake C. Cook, attorney. The strike was broken in September and the men returned to work.

Arthur Carlile, former marshal of Kent and former sheriff of Portage County, was murdered in bed on the night of April 5, 1922. Police Chief G. W. Snethcamp was notified by Mrs. Margaret Carlile who declared that she had been aroused from her sleep by a flash and that when she awakened she found that her husband had been shot through the head and instantly killed. She also declared that when she went to telephone, she saw a man running across the street in front of their home. Mrs. Carlile was indicted for murder by the Grand Jury in charge of Prosecuting Attorney V. W. Filiatraut. She steadfastly protested her innocence and when the case was called for trial, Judge A. S. Cole nullified the indictment on the grounds that the state had no evidence of motive for the commission of the act. Several detective bureaus were engaged in the case but the murderer was never identified or apprehended, and the murder remains as one of the unsolved mysteries of Portage County crime. Carlile was 42 years old when killed and had three children.

The spring of 1923 saw the greatest real estate activity in the history of Kent. Following the death of W. S. Kent, the heirs of Marvin Kent ordered all the property of the estate appraised and sold as soon as possible. The Lamson-Sessions Company purchased Island Park and the recreation field behind its plant, as well as the Woodard farm across the river, and extensive holdings along the river. The Marvin Kent home was purchased by the Masonic Lodge. The "old stone quarry lot" at Main and River Streets was purchased by S. C. Bissler and Son. The Elks Lodge bought the "tennis courts" at the northwest corner of River and Mantua. Porter B. Hall, agent for the Kent properties, bought what formerly was Pioneer Grove. The old Kent homestead on River Street was purchased by the American Legion. The Alpaca Mill was purchased by T. G. Graham and J. L. Harris. Numerous other sales also were reported. The Kent family ceased to be the "landlord" of Kent.

C. P. Patchin, 62-years-old, proprietor of the Franklin Hotel for two and one-half years, was fatally injured Monday night, April 28, 1924, when the hotel elevator in which he was descending broke from the cable and crashed from the second floor down to the

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basement. Patchin died early the next morning. He was succeeded by Fred Altendorf, of Niles, Ohio.

A large icehouse at Brady Lake, owned by Henry Spelman of Kent, caught fire from an unknown cause Friday afternoon, June 6, 1924. Because of a lack of fire-fighting apparatus at the lake, the fire spread rapidly. The icehouse and 19 cottages were almost completely destroyed, causing a loss estimated at \$100,000. The Kent and Ravenna fire departments responded to the alarm but by the time they arrived, most of the damage had been done.

Clayton E. Apple, merchant policeman, was shot and instantly killed Sunday night, March 22, 1925, by a gang of three or four men in front of Redmond's Garage on North River Street. How the trouble started and what course it took was a mystery which has never been solved. Apple was last seen alive by Harry Wilson and Mel McDermott who, while passing in an automobile, saw him in an argument with three men in front of the garage. Sensing trouble, they started to stop when shooting began. They rushed to town for assistance. Officer Clarence Pease was the first on the scene. There was no trace of the gangsters but Apple's body was found in a vacant lot near by. He had been shot in the breast; his empty gun was beside him. A general alarm was sent out and several hours later Akron policemen surrounded a house at 21 Thornton Street where it had been reported there was a man suffering from a gunshot wound. They broke into the house and found Basil Nicosia, a young Italian of Kent. With him was Frank Mollica, who was Nicosia's partner in a Kent pool room. He said he had found Nicosia on the road between Kent and Akron and had picked him up. Mollica was arrested and Nicosia was taken to the People's Hospital where he died at 8:45 a. m. Monday. Instead of being charged with being an accomplice to the murder of Apple, Mollica was charged with having killed him—and he was acquitted. This was during the reign of Police Chief George Trahern. It was generally believed that bootlegging and rum-running activities were the direct cause of Apple's murder—he refused to be a party to “necessary arrangements” and was “taken care of.”

Dr. J. E. McGilvery was dismissed as principal of Kent State Normal by the Board of Trustees on January 16, 1926. The reason given for his dismissal was the “unpardonable affront and violation of all customs and responsibilities” in departing for Europe without first consulting or notifying the board. For years, Dr. McGilvery had been called the “stormy petrel” of Ohio education and his administration of the school had long been the cause of bitter controversy. William H. Van Horn, business manager, and Mrs. Isabel Bourn, matron of Moulton Hall, were dismissed at the same time. The action of the board created a sensation in Kent.

A fire in Gensemer's Department Store in the Revere Block early Thursday morning, October 14, 1926, caused damage estimated at \$25,000. It was believed that the fire was started by an electric iron which had been left at the store for repair and the current left on. The third and fourth floors of the store were burned out and goods on the lower floors were badly damaged by water.

The march of progress resulted in the destruction of three landmarks in 1927. When the Franklin Hotel was built, the old George Barnett home at the southwest corner of Main and DePeyster was torn down. When the Marsh Building was started, Dr. Sawyer's old home, said to be 90-years-old, was demolished, and when the New Kent

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Theatre was built, the old Shively home at the northwest corner of Main and DePeyster, became a thing of the past. The destruction of this old home awakened fond memories in the minds of many of the old-timers of Kent. One wrote to the *Courier*: "Who can ever forget this marvelous old home. Surely not any of us who went there when children to play, and to listen to the marvelous tales of old Dr. Shively. Under the gate posts at the corner of the Shively yard there was a magic door which led by subterranean paths straight to China, and Joe Shively loved to tell us that some day he would open the door and we could see the most marvelous sights in the world—gold, silver, precious gems, strange people. But always the good old doctor mislaid the key and the trip had to be postponed. Eyes grow dim with tears as we watch this old home being torn down, and we think of the days when Kent was young." The Shively home had been built by Zenas Kent and was the first of the "mansions" of Kent.

The New Rockwell Building on East Main Street was built during the summer of 1927. When the building was completed in November, the ground floor was occupied by the McCrory Company 5 and 10 cent store, the first chain store in Kent.

The old Central School, erected in 1868, was endangered by fire early Sunday morning, January 30, 1927. The fire started in the basement and the flames were seen by near-by residents at 6 o'clock. The firemen responded promptly to the alarm and after two hours' work, the flames were extinguished. The storeroom was destroyed and the floors of the northeast rooms were burned through. No classes were held the following week. The Board of Education received \$3,928.40 in settlement for the damage. There were many persons in Kent who had lost their love for the old school, then antiquated, and who were sorry that the firemen's work had been so effective.

The late summer of 1928 was enlivened by the "mysterious flogging" of Alfred Harris, junk dealer of North Water Street. Harris, who had been arrested a short time before on a charge of petit larceny, appeared at the sheriff's office in Akron on the morning of August 20, 1928, and told a tale of having been taken from his home the night before by a gang of masked men and flogged. He said the men had demanded that he give them a petition which he had been circulating asking the governor to investigate his arrest and subsequent "persecution." A great hullabaloo was made over the case and it became one of the city's unsolved "mysteries." Mayor Harvey asserted that Harris' whole purpose was to discredit the city officials and that Harris in reality had framed the so-called flogging. In October the grand jury investigated the case but did not return any indictments. The junk dealer, whose police record was none too savory, dropped his charges.

Shortly after the election of Norman N. Beal as mayor in the election of November 8, 1927, Police Chief George Trahern was dismissed by the Civil Service Commission on the charge that he had taken a part in politics in violation of state laws. Trahern had become very unpopular and his dismissal brought few protests. He fought to be reinstated but the courts decided against him. Finally, on April 30, 1930, the city settled with him for \$1,600 to prevent further litigation. While the case was in the courts, James Moors acted as police chief. On December 1, 1930, St. Clair West was appointed chief.

A campaign to raise \$6,300 to purchase a lot on North River Street on which the L. N. Gross Company could build a modern factory was started in April, 1928. The

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money was raised within a month and the building was opened to the public on October 11.

The city lost another landmark on June 2, 1928, when the old tank building on Franklin Avenue near Summit was torn down by the Erie Railroad. The building had been used in bygone years by the Atlantic and Great Western Railroad to hold water which was pumped from the Pennsylvania and Ohio Canal for the locomotives. James Glass was in charge of the building for many years.

Still another landmark was lost late in June when the old Charles B. Kent home on the southeast corner of Main and DePeyster was partially demolished to make way for a new gasoline filling station built by Howard Young. It was reported that Young bought the property for \$35,000.

Mrs. Joseph Madison, 48 years old, was instantly killed late Friday night, April 6, 1928, by her husband at their home at 227 Crain Avenue. The couple had been having domestic troubles for years. This night Mrs. Madison remained away from home until about 11 o'clock. Her husband waited up for her and when she returned he hit her over the head with an axe, cleaving her skull. Madison washed his hands and went to the home of friends where he said that he had probably killed his wife. He was arrested by Officer Emedio Yacavona. Later he was convicted of second degree murder and sentenced to Ohio Penitentiary for life.

Another murder occurred late in October of the same year. Joe Mussolino, alleged leader of Kent's "underworld," was shot and killed by Mittiga while attempting to enter the Mittiga home on Sunday evening, October 25. Witnesses told police that Mussolino had threatened to kill Mittiga and had gone to his home to carry out his threat. Mittiga was charged with first degree murder but when his case was tried, Judge C. B. Newton, common pleas judge, sustained the motion of his attorney, Blake C. Cook, that the defendant should be acquitted upon the ground that the evidence of the state itself showed justifiable homicide.

A flurry of real estate activity in Kent accompanied the purchase by the Black and Decker Electric Company of the Mason fabric plant from J. L. Harris late in the summer of 1929. The belief that the new industry would start a boom encouraged several persons to invest heavily in properties in all parts of the city. In order to bring Black and Decker to Kent, the Chamber of Commerce raised \$21,500 through public subscription to meet certain requirements of the company. Judge David Ladd Rockwell and W. W. Reed headed the committee which raised the money. The Domestic Electric Company of Cleveland, subsidiary of the Black and Decker Company, was moved into the plant. Production was started January 2, 1930.

Two serious fires occurred late in the fall of 1930. On October 28, the T. G. Parsons Lumber Yards on Franklin Avenue were almost totally destroyed. The loss was estimated at \$35,000. On December 1, the locomotive shops in the Erie yards caught fire about 3:30 p. m. and, before the flames were gotten under control, damage estimated at \$25,000 was done. In both cases, the Ravenna fire truck was called upon to help the local fire department in battling the flames. On February 14, 1931, Robert L. Kline, 21-year-old Kent fireman, confessed that he had started both fires. He was sent to the Lima Hospital for the Criminal Insane.

Mrs. Annabelle Osborne Price, 23-year-old mother of two children, was

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murdered Monday afternoon, September 1, 1931, by her husband, Ray Price, 42, from whom she had parted three weeks before. Mrs. Price returned to the house to get clothing for her children and a quarrel started during which Price seized a gun and shot his wife through the neck, killing her almost instantly. He then tried to commit suicide by shooting himself in the head. The bullet entered his right ear and went out through his left cheek, but Price was only stunned. When tried, Price was found guilty of murder in the first degree but the jury recommended mercy. Judge C. B. Newton sentenced him to life imprisonment in the Ohio State Penitentiary.

Norman N. Beal was elected mayor in the election held November 3, 1931, defeating W. I. Harvey 1,371 to 1,304 after a hard-fought campaign. A. J. Lauderbaugh was elected city auditor; C. Homer Mead, treasurer; Steve Harbourn, solicitor, and Dick Donaghy, president of council. Councilmen elected were: Frank Watrous, W. R. Williams, Mrs. Mary Watkins, Alf Lovell, Ira Bissler, Ted Deubner and Fred Haymaker.

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Chapter XII

Sports

From the time way back in 1819 when the men of Franklin Township took part in “the great Streetsboro hunt,” there has been no dearth of sports in either the township or in the twin villages of the Cuyahoga which were destined to become Kent. To give a detailed account of the sport activities in this history would be impossible—it would make a separate history in itself. Only a few of the highlights of the past 60 years or so can be given in the hope that they will bring up some fond memories of days gone by which have slipped into the hazy, almost forgotten, past.

For instance, who remembers that epochal baseball game which was played by the Islanders of Kent and the Buckeyes of Streetsboro for the “bat and ball” championship of Portage County on October 17, 1868? It was a ferocious contest—a game which was talked about for years. All season long the teams had battled for the county honors—now the issue was to be settled once and for all, and by what a score it was settled—37 to 30. The Islanders won in a stupendous ninth inning rally which netted 10 runs. Players on the Kent team were: Williams, catcher; Ball, pitcher; Peacock, first base; George, second base; Wimme, short stop; Ewell, third base; Richards, left field; Bocco, center field, and Pierce, right field.

During the late Seventies, “walking matches” became very popular in Kent. They were held in Kent’s Hall, and the contestants walked around and around the hall for 12 hours, from 11 in the morning until 11 at night. In a feature match held on Thanksgiving Day, 1879, J. C. Lakins won first prize, walking 61 miles and 16 laps. Clark Bradley won second place, walking 61 miles even. A great crowd was in the hall at the close and the betting was spirited. A \$35 prize was given the winner. Morris Sullivan was the manager of the matches and C. P. Rodenbaugh the referee. Later, a number of 6-day matches also were held.

Kent had one of the best baseball teams in its history during the summer of 1881. The players were: Alfred Peckinpaugh, catcher; Elmer France and Willard Sawyer, pitchers; Frank Peckinpaugh, short stop and catcher; Ed Kavanagh, first base; L. P. Bethel, second base; Charles Gressard, third base; Harry Clark, right field; John Newham, center field; George Howdon, left field; James Kenney, substitute. Local games were played on Crain Avenue just east of the bridge. The team lost the first game of the season to Hudson Academy, 15 to 13, but after that it played havoc with its opponents. Two of the most exciting games of the season were with Garrettsville, on July 4, which Kent won 8 to 5, and with the strong Keystone team of Meadville, Pennsylvania, on July 23. Sawyer and France pitched in this game and Kent slipped out ahead, 12 to 11.

C. F. Collins swam a mile in 32 minutes and 4 seconds in a big “money match” at Congress Lake September 23, 1882. “Pig Iron” Miller, a noted Cleveland swimmer, swam against him. By his feat, Collins established a new record which stood for some time.

Kent got its first roller rink late in the winter of 1884. It was located in the old

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John Brown warehouse which had been moved to North Water Street two years before by Marvin Kent. The rink was opened March 4 with a packed house. Roller skating soon became very popular and almost everyone in town took it up. Three of the most skillful local skaters were Clint Collins, Thomas Sanford, and Will Reed. In the following fall, a new rink was opened on North River Street with Charles Haynes as manager. This rink was larger than the old one and its floor was better—and the number of roller skating addicts continued to grow. Many exhibitions were held, ranging all the way from acrobatic and contortion skaters to a horse on roller skates. Roller polo then took the limelight and for some time Kent had one of the best teams in this part of the country. “Shall we rinkle this evening?” became the latest way of asking the girl friend to see the high life of town.

The Kent Bathing Club was organized in the summer of 1887 with N. J. A. Minich as president; C. A. Williams, secretary; and W. H. C. Parkhill, treasurer. A bathhouse was built at West Twin Lake and the membership was limited to 50.

During the late Eighties, trap shooting became a favorite sport. Shoots were held almost every week on the Island, south of the Stow-Summit Street bridge. Kent had two teams which competed with the crack teams of other towns. In 1888 the members of the first team were: W. McKeon, C. H. Kelso, W. Parmalee, George Musser, Philco Bierce, R. House, and W. Lyman. Members of the second team were: R. A. Waldron, C. R. Egbert, S. D. West, E. E. France, Dr. Waldron, F. L. Allen, W. I. Caris, and E. B. Cahoon.

Bicycling was at the height of its popularity in the late Nineties. On Saturday, August 28, 1897, 35 riders took part in a 22½ mile race to Aurora and return—over the hills and through the sand. The race was held under the auspices of the Riverside Cycle Club of Kent and started at Herriff's. Charles Ostrander of Kent won in 1:07:40, winning a gold watch and a \$100 bicycle. James Woodard came in second, winning a \$40 bedroom suite. The other prizes were won by out-of-town riders. Other Kent men who raced were Lines, Lansinger, Stutzman and Wolfe. During the following year, bicycle riders were taxed \$1 a year and the speed within the corporation limits was fixed at not more than five miles an hour.

A baseball team which old timers say was even better than the team of 1881 was organized in Kent late in the Nineties. During the summer of 1900, the team played 39 games against the strongest teams of this section and ended the season with a record of 27 victories and 12 defeats. The strong Wheeling team of the Interstate league was held to a 2 to 1 score in a pitchers' battle in which Bob Spade, star Kent twirler, gave a splendid performance. Players on the team were: Billy Ganns, catcher; Bob Spade, pitcher and center field; Dan Potts, pitcher; Elmer France, first base; Will Bailey, second base; James Stevens, third base; Joe Denning, left field, and Harry Hunt, right field. Other players were Teddy Myers, Earl Fessenden, Leon Clapp. Elmer France was the manager, Claude Davis, treasurer, and John G. Paxton, secretary.

The Kent Gun Club was in its prime late in the Nineties and early in the new century. It had its “shoots” on the Parmelee farm west of Kent. Prominent club members were: Walter Parmelee, William E. Lyman, Ed. O. Creager, Will Lee, William E. Reeves, A. B. Young, James Parks, Charles Woodard, Lou Harris, Robert Charley, Leslie

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Lemons, Earl Lyman, Bob Kelso, Will Reed, Asa Moss, O. H. Young, Scott Rockwell, and Brent Kunkler.

Basketball was played in Kent for the first time during the winter of 1900-01.



The Kent Ball Club of 1900

Left to right: Top row—Johnny Paxton, secretary; Patty Livingston, catcher; Billy Ganns, catcher; Claude Davis, treasurer; Jack Bracken, pitcher; Dan Potts, pitcher; Frank Maskrey, official scorer. Second row—Bill Bailey, second base; Elmer France, first base; Ern Denning, shortstop and captain; Bob Spade, pitcher and center field. Bottom row—Joe Denning, left field; Harry Hunt, right field; Jim Stevens, third base.

The first game was between the McArthur Boys and the strong Lend-a-Hands of Cleveland. The Kent team played under Y.M.C.A. rules for the first time and was badly handicapped. The result was a 22 to 8 defeat. The game was played in the Rink. Players on the Kent team were Smith, left forward; Bechtle, right forward; N. Appel, left guard; Phillips, right guard, and R. Appel, center. During the winter the team won seven out of ten games played.

Kent High School in 1910 formed the first organized football team in the town. The captain of the team was Arthur H. Harris. The players on the team were: John

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Naftzger, Glen Graham, Gaylord Seger, Maurice Miller, Paul Davey, Don Kelso, Alf Lovell, Floyd Wells, Dudley Williams, Lloyd Litzell, Art Harris, Clarence Douglas, and Glen Reed. D. R. Alden had charge of the team.

In 1912, the Kent High School had one of the best baseball teams of its history. With Paul Davey as captain and star pitcher, the team achieved a record of nine victories to one defeat. South High of Akron was the only team which managed to gain a victory and that was through a ninth inning rally which netted four runs. In a game with Canton North High, Davey struck out 20 men. Players on the team were: Rouse and Davey, pitchers; Miller, catcher; Ferry, first base; Musson, second base; Harbaugh, short stop; Kelso, third base; Stauffer, right field; Thompson, right field; Smith, center field; Rouse, left field, and Harris, mascot.

During the fall of 1922, Kent had two of the best football teams in its history. One represented the Roosevelt High School and the other the Miller Athletic Club, an organization started by James Miller. The high school team won the Trolley League championship and was defeated only once, in a post-season game with Warren played on December 2. Players on the team were: N. McDermott, left end; Doug Quier, left tackle; John Getz, left guard; Roger Kilbourne, center; Theodore Steigner, right guard; William Jadot, right tackle; John Ashley, right end; Roy Salter, quarterback; Francis Jacob, left halfback; Mel McDermott, right halfback; and Al Walters, fullback. Kenny Diehl and Clif Tuttle were first string substitutes.

The Miller A. C. easily captured the county championship and then played some of the best semi-pro teams in the state, winning a large majority of the games. Players on the team were Theiling, left end.; O'Connell, left tackle; Kopp, left guard; O. Wolcott, center; Bob Cross, right guard; Mel Gillespie, right tackle; Flanders, right end; Dixon, quarterback; Lutz, left halfback; Walters, right halfback, and R. Hausman, fullback. Substitutes were Si Perkins, Everett, Hunt, Meade, Adams and Ray.

Kent State High school won the Class B state basketball championship at Columbus Friday and Saturday, March 18 and 19, 1927. The final game was played with Oberlin, Saturday night and Kent won, 20 to 16. Players on the team were: Van Deusen, right forward; Johnson, left forward; Venard, center; Mercer, right guard; Manes, left guard, and Kilbourne, left guard.

A history, however brief, of Kent sports would not be complete without mention of the Kent Bearcats, bantamweight football team organized in the fall of 1929 with Harry E. Jacobs as coach. During 1929 and 1930, the team was backed mainly by Martin L. Davey. In 1931, it was backed by Paul H. Brehm. As a result of the splendid games played by the youngsters, bantamweight football became a popular sport throughout Ohio and many teams were organized in other states. In 1929, Bob Graham was captain of the team; in 1930, Martin L. "Brub" Davey, Jr., and in 1931, Dick Butler. Three of the team's games were played under floodlights at League Park in Akron and drew crowds of more than 7,000 persons.

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Chapter XIII

Prohibition

The prohibition movement began to make headway in Kent shortly after the village was incorporated in 1867. In many of the churches, in Kent's Hall and later on in the Rink, prohibition orators dwelt at length on the horrors of Demon Rum and the iniquity of the liquor industry. They told what a blessing prohibition would be, how it would abolish poverty, put the divorce courts out of business, and empty the jails and the poorhouses. Their arguments won more and more converts and by 1886 the dries had gained enough strength to be willing to submit the issue to a vote. A petition signed by 437 persons, considerably more than one-half of all the voters in Kent, was submitted to the council asking for a vote under the Dow local option law. The council had wet tendencies, however, and the petition was sidetracked on the ground that a vote at that time would not be legal.

Not to be balked so easily, the temperance advocates continued their work and kept the issue prominently in the foreground during the succeeding two years. As a result, council called for a vote in the 1888 election. However, they gave only two weeks' notice and the dries objected strenuously on the ground that they should have been given a longer time to present their arguments to the voters. They utilized what time they had to wage a strong campaign and when the election was held, on April 2, they lost out by only 11 votes, the count being 369 against local option and 358 in favor.

The next year the prohibitionists were more successful. The issue was brought up for a vote again and this time the dries were aided by circumstances. Late Sunday night, February 28, 1889, a young man by the name of Ben VanSkaid was killed while passing a group of young men who were engaged in a drunken street fight in the downtown section. Barney Devers was charged with having hit VanSkaid over the head with a block of wood. He was charged with first degree murder but the charge was later reduced to manslaughter and Devers escaped with a light sentence. The murder furnished the prohibitionists with a fine opportunity to expound on the evils of drinking and they used it to the best advantage. The result was that the saloons were voted out, 347 to 326, in the April election. But they did not go out. When the time came for council to pass the closing ordinance as required, the wets brought their heavy artillery into action and began firing some effective blasts. They argued that the 16 saloons of the village were paying \$8,000 a year into the village coffers, and that if this revenue were shut off, taxes would leap skyward. They also argued that the business of the town would suffer if the saloons were ousted—men would go to Ravenna, Akron, or Cuyahoga Falls to buy their liquor and do their other trading. Never should this be allowed to happen, and it did not happen—Kent remained wet for nearly two decades longer. When it did go dry, it went by a county vote and not by a town vote.

The election which resulted in the saloons being closed was held on November 9, 1908. A bitter fight was waged throughout the entire county and no quarter was given or asked by either the wets or dries. The wets accused the dries of being sanctimonious

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hypocrites; the drys retaliated by charging the wets with being nothing but a vicious bunch of rum guzzlers. When the votes were counted, it was found that the drys had won a sweeping victory, the tally being 4,305 dry and 3,121 wet. Kent itself voted wet, 579 to 500, only Precinct D voting dry. The saloons were closed with no disorder on December 9, the same year. Thereafter Kent remained dry—theoretically, at least.

For a few months following the fall election of 1914, the wets of Kent had high hopes that saloons again could be opened. This was due to the fact that in the election, the Ohio electorate approved the “home rule” amendment which permitted villages and cities to go dry by local option vote, but not counties. The wets backed the amendment on the ground that dry rural districts had no right to dictate to wet villages and cities. According to the terms of the amendment, Kent was to be allotted nine saloons and Ravenna twelve. But the wets were fated to be disappointed. The business interests of Kent immediately started working for a local option election, confident that they would succeed in keeping the saloons out. They argued that further development of the Kent State Normal School would be halted if saloons were permitted here, and the argument proved effective. When the election was held on April 1, 1915, Kent voted dry, 654 to 554. On the day before, Ravenna had voted dry 727 to 655. Members of the businessmen’s committee which worked to prevent the return of the saloons were I. R. Marsh, William Getz, J. G. Evans, Jr., Ed George and J. P. Zinn.

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Chapter XIV

The Kent Chamber Of Commerce

(Formerly the Board of Trade)

Towns have been known to grow into cities without having Chambers of Commerce to push them along. But if it had not been for Kent's Chamber of Commerce, formerly known as the Board of Trade, it is extremely doubtful whether Kent ever would have become the city it is today. Unquestionably, it has aided materially in making Kent bigger, better, more prosperous and more attractive. Composed of the city's most progressive men and playing no part in politics, it has been able to point the way toward civic progress.

The old Board of Trade came into existence as a direct result of a fire which destroyed the Seneca Chain Company plant and wiped out one of the town's best industries. Officials of the plant declared they would not rebuild in Kent unless \$100,000 was subscribed locally, the subscribers to be given preferred stock in the company. The need for re-establishing the plant was so great that the leading citizens of the town joined in a movement to sell the stock. Out of this concerted movement, the Board of Trade was born. One of the leading advocates of the organization was Martin L. Davey who was chairman of the first meeting, held February 11, 1910.

The purpose of the organization, as expressed in its bylaws, was "to promote, foster, protect and advance the commercial, mercantile, and manufacturing interests of Kent and vicinity." The first officers elected were: John A. Wells, president; John G. Getz, first vice-president; Dr. W. B. Andrews, second vice-president; James B. Miller, third vice-president; W. W. Reed, secretary, and George E. Hinds, treasurer. In addition to these men the board of directors consisted of Elmer E. France, Coe E. Livingston, Martin L. Davey, D. H. Green, and R. T. Armstrong. One of the first accomplishments of the board was to aid in the drive to sell the Seneca stock. Shortly afterwards, the board had a contest to obtain a good slogan for Kent and \$5 was awarded to the winner. Ralph Heighton won with: "Kent, Home of Hump and Hustle."

The name of the Board of Trade was changed to the Chamber of Commerce on December 14, 1920. At about the same time, many improvements were made in the clubrooms of the organization on the second floor of the Kent National Building. These rooms were rented by the organization in 1910 and maintained until 1930.

Inasmuch as many of the major achievements of the Board of Trade and the Chamber of Commerce have been discussed in previous chapters, it is unnecessary here to discuss them again. It should suffice to mention that the organization was instrumental in bringing the State Normal School to Kent; sponsored the Mason Tire and Rubber Company; led the drive to obtain \$8,300 to purchase the lot on which the L. N. Gross Company erected its present plant; sold \$64,000 worth of stock in the Twin Coach Company and thereby secured that industry for the city; helped to bring the Loeblein Company to Kent; assisted in the financing of the Franklin Hotel; led the movement to

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have the Kent State Normal School changed to the Kent State College; raised \$21,500 in subscriptions to bring the Black and Decker Company to Kent; helped to obtain the money necessary for rebuilding the dam; sponsored the establishment of the Kent Welfare Association and the Community Chest; worked for the installation of the white way system; led the movement to widen the Main Street bridge, and was instrumental in getting the city zoned.

The following men have served as presidents of the organization: John A. Wells, E. S. Parsons, Milton Kneifel, Martin L. Davey, D. W. Besaw, J. T. Johnson, G. E. Marker, R. L. Donaghy, W. A. Cluff, Roy H. Smith, W. O. Hollister, C. M. Scherer, Dr. T. H. Schmidt, L. S. Ivans, and W. W. Reed. For seven years after the board was organized, Reed served as its secretary; since 1927, he has been re-elected each year as its president.

Officers of the Chamber of Commerce March 1, 1932, were: W. W. Reed, president; Paul Davey, first vice-president; H. C. Longcoy, second vice-president; N. N. Beal, treasurer, and F. W. Barber, secretary. The board of directors consists of: Paul Davey, E. C. Tatgenhorst, Dr. J. O. Engleman, H. C. Longcoy, H. G. Taylor, B. G. Kneifel, N. N. Beal, W. W. Reed, Roy H. Smith, Robert McKibben, and Hale E. Thompson.



The west side of Water Street—Longcoy's store at the left

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Chapter XV

Public Utilities *Light and Power*

For 14 years following the incorporation of Kent as a village, its streets were unlighted at night. There were two oil lights in the old covered bridge, it is true, but these did not help the lonely wayfarer who had to venture forth upon the streets on dark and stormy nights, or the young lovers who were wont to stroll along the plank sidewalks—and stub their toes against upturned boards. At last, however, the town fathers began to take Kent out of the darkness.

As stated in the general history (See Index), the movement to light the streets bore fruit for the first time in 1881 when a few more oil lamps were purchased and also 50 Belden vapor gas lamps. These served the town until 1887 when the council entered a contract with the Sun Vapor Street Lighting Company of Canton. By the winter of 1887-88, there were 128 oil and gas lamps in use. But people no longer wanted them. Electric lights were coming into vogue throughout the country. So finally, in May, 1889, the council awarded a five-year franchise to the Kent Water Company to light the streets with 39 electric arc lamps. The lamps were to cost the town \$60 a year each—a total of \$2,340. The franchise was renewed for another five-year period in 1894. In the meantime, the company became the Kent Water and Light Company.

The service given by the light company was none too satisfactory and when the time came in 1899 for its franchise to be renewed, comparatively few persons gave the company much support. At the election of April 3, the town voted 722 to 112 in favor of advertising for bids from other companies. This was done three different times, but no satisfactory bids were received. It was not until April 18, 1900, after a year's squabbling, that the council finally came to terms with the company when it agreed to slight reductions in the commercial rates and also in the cost of street lights. A five-year franchise was given which was renewed for 10 years on Tuesday, April 6, 1905. This latter contract called for the installation of 66 new-series enclosed arc lights which were to cost \$73 a year each.

Long before this last contract expired, Kent began to have serious disputes with the Kent Water and Light Company regarding both the water and electric service. The town was growing rapidly and many extensions were needed which the company was unwilling to make. Moreover, its equipment was becoming run down and dilapidated. The company insisted that it could not make the extensions and improvements unless the town gave it a long-term franchise, and this the council was unwilling to do, not only because the company's past record had been unsatisfactory but also because the rates which it demanded were high.

In the election of 1913, Martin L. Davey ran for mayor on a platform of municipal ownership of public utilities. He argued that Kent was paying exorbitant rates for water and electricity—at that time the town had 70 arc lights for which it was paying \$73 each annually. Davey was swept into office by an overwhelming majority, defeating

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N. J. A. Minich 616 to 358. When Davey took office, the question of municipal ownership was thrashed over pro and con, but nothing came of it. At first the town hesitated because of a reluctance to shoulder a big bond issue; then the war came and, for a time, everything else was sidetracked.

In January, 1917, the Kent Water and Light Company was purchased by the Northern Ohio Traction and Light Company. At the onset, it made friendly overtures to the town and many believed that the days of fighting were over. Although the company refused to make a reduction in the rate of \$73 for each arc light, it agreed to “throw in” 45 new 100-candlepower incandescent lights. But soon the council became dissatisfied with the arrangement—everyone agreed that the rates were too high, even considering the “free” lights. Moreover, the old style arc lights were becoming antiquated. The N. O. T. and the council got at loggerheads, the council refusing to give a long term franchise and the company refusing to make improvements without a franchise. During 1918 and 1919, the council would not pay the light bills when they came due. The bills mounted up until April, 1920, when the company agreed to settle for 40 per cent of the 1918 bill and 60 per cent of the 1919 bill, amounting altogether to \$5,548.82.

It is probable that the company and the council would have come to some agreement regarding the lighting franchise during 1920, had it not been for the fact that the company also supplied the town with water. This resulted in a controversy which was not settled until the town decided to buy the water works in 1922. The N. O. T. was then granted a 25-year electricity franchise which provided that the town should pay \$55 a year each for 400 candlepower lights and \$22 a year for 100 candlepower lights. The domestic rates were fixed at 9 cents for the first 15 kilowatt hours, 6 cents for the next 45, and 3 cents for all used thereafter. (See Facts about Kent.)

The business section of Kent became all “lit up” late in 1927 when the white way system was installed at a cost of \$19,550 to the property owners and \$13,016 to the city. The lights were turned on for the first time December 23. In the system there are 89 lamps, all 600 candlepower, for which the current averages about \$1.88 per month each; or about \$2,200 a year.

In 1932, Kent had the following street lights and paid the following rates: 11 100-cp. lights costing \$1.80 a month each; 295 250-cp. lights which cost \$2.65 each for the first 11 and \$2.50 each for the remainder; 10 400-cp. lights costing \$3.75 a month, and 7 600-cp. lights costing \$4.50 each.

Water

Obtaining sufficient water for domestic purposes was not much of a problem for the first few families which settled in Franklin Mills. The Cuyahoga River flowed past their doorsteps and during most of the year, the water was so cold, pure and crystal clear that it could be used even for drinking. During the flood seasons, when the water became muddy, drinking water was obtained at Silver Springs, a never-failing source on the west bank of the river about 1,000 feet south of Standing Rock near what was later called the “sheep’s pen,” a shallow place in the river where the sheep were taken to be bathed before being clipped.

As the years passed, most of the pioneer families dug cisterns or wells, good well

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water being found on the west side of the river at a depth of about 20 feet. These wells and cisterns served the inhabitants of the upper and lower villages for more than a half century. Digging wells on the east side of the river was a much harder task because of the rock encountered; as a result, not many wells were dug there until well drilling machines came into use. Most of the early “east-siders” obtained their drinking water at two excellent springs which flowed during even the driest seasons. One was located a short distance east of the present intersection of DePeyster and Columbus Streets; the other was located in the woods and swamp east of Kent State College. Both of these springs were acquired by Zenas Kent who developed water systems which he used to supply the east-side business section. One of these systems led to the Continental Hotel; the second was extended in the Sixties to the old Atlantic and Great Western depot.

The story of how Kent got its first water works is told in the chapter devoted to the Eighties—there is no need to repeat it here. Mention should be made only of the fact that after a long and bitter controversy a 20-year franchise was awarded to F. W. Loweree who later transferred it to the Kent Water Company, owned by the Holly Manufacturing Company, of Lockport, New York. Plum Creek was chosen as the source of supply, a water works was erected, and mains were extended to various parts of town. A standpipe was built on Summit Hill to provide pressure and serve as a reservoir. A. B. Young was the superintendent in charge of the work. Water was turned into the mains on Saturday, May 14, 1887.

A lawsuit instigated by the water works opponents in an effort to put the Kent Water Company out of business served indirectly to help the town. In November, 1889, the Circuit Court ruled that the company would have to permit a flow of at least 125.7 cubic feet of water per minute from Plum Creek, practically the entire flow of the creek at its ordinary stage. In the hope of obtaining more water, Superintendent Young sank six wells just west of the water works plant, hoping to strike a vein of pure water. All the wells flowed freely at about 15 feet but Young believed he could get better water by going deeper. At 52 feet, another vein of water was struck which was much better than the first. By the early summer of 1890, enough good water was obtained from the wells to supply the normal needs of the town. The Plum Creek reservoir water was used only when excessive demands were made on the system. Six more wells were sunk in 1897 and 1898, and from then on only well water was used.

A new franchise, for only eight years, was given to the company by the council on December 13, 1907. It provided that the town should pay \$40 instead of \$50 a year for the fire hydrants and 20 cents a thousand gallons should be charged to private consumers, plus a charge of \$5.50 a year for privately owned meters or \$6.50 for company owned meters.

It is possible that in 1911 and 1912, Kent lost the opportunity of a lifetime to get a practically unlimited supply of water at a very low cost. This was at the time that Akron was building its new reservoir north of Kent and also endeavoring to get a right-of-way through Kent for its pipeline. The Akron officials tried for months to come to terms regarding the right-of-way with the officials of Kent, and enticing inducements of various kinds were offered. Akron wanted to extend the pipeline down Chestnut Street; Kent insisted that if this were done, Akron should pay the cost of paving the street—about \$35,000. Akron refused but as a compromise offered to obtain permission from the Ohio

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State Legislature to supply Kent with all the water it needed, at a cost of not more than 10 cents per 1,000 cubic feet. Kent hesitated and pondered, and Akron went ahead and acquired a right of way outside the Kent corporation limits. After the right-of-way was secured, Kent was disregarded.

From December, 1915, the Kent Water and Light Company operated without a franchise. Kent officials insisted that the company's rates were excessive—the old figure of \$40 per year for each fire hydrant was still in effect and the commercial rates were considered to be much higher than was justified. The company refused to lower the rates, declaring that if it had to pay for all the improvements and extensions which had become necessary because of the city's growth, its investment would be so increased that high rates would be essential. Mayor Martin L. Davey fought for municipal ownership but the time was not then ripe for the town to undertake such a project. The council refused to pay for the hydrant rentals. The councilmen declared: no extensions or improvements, no money for hydrants. The company said: no hydrant rentals, no improvements, and so it went. The fight continued even after the Kent Water and Light Company was purchased by the N. O. T. in January, 1917.

During this period, Kent tried to buy water from Akron. But Akron would not make a contract which was binding for more than a year and, saddest blow of all, it refused to sell water in quantity for less than was charged to Akron consumers—\$1.20 per 1,000 cubic feet. This price was considered exorbitant, and the negotiations were dropped. The Kent officials then proceeded to determine how much the N.O.T. would charge for its system. The N.O.T. was willing to sell, but demanded \$135,000. Finally, an agreement to buy at this price was reached and a bond issue was voted on April 18, 1922. It was for \$200,000, the extra \$65,000 being needed for improvements and extensions. The bond issue carried, 479 to 118, and the bonds were sold. But because of a legal technicality, the bond issue was declared illegal and another election had to be held on November 8, 1922, when the issue was again carried by a big majority. The purchase of the plant was completed February 27, 1923. Ollie H. Young was appointed superintendent of the plant and the work of rehabilitating it was started. On April 1, 1924, another bond issue, for \$25,000, was sold to provide money for a new pump, new wells, auxiliary power plant, and extensions. For the first time, Kent obtained a water system which could be considered satisfactory.

The only thing about the water which Kent people now objected to was its hardness. Agitation started for the installation of an iron remover and water softener, and this was authorized by the council on March 17, 1930, during the administration of Mayor Roy H. Smith. The issue was for \$35,000 and provided for a few extensions and a cut-in with the Akron mains as well as the softener. A contract for installing the softener was awarded to the International Filter Company, of Chicago, and the first softened water was turned into the mains late in November, 1930.

To meet the increased cost of operation by the water softener, and also to provide revenue for paying off bonds sold for other improvements, the water rates were increased June 1, 1931. A minimum charge of \$3 a quarter was charged, and the rates were advanced to \$3.50 for each 1,000 cubic feet up to 5,000; \$2.50 per 1,000 from 5,000 to 10,000, and \$1.30 per 1,000 thereafter. At the present rate of payment, all outstanding water works bonds will be paid by 1947.

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Telephone Service

The first telephone exchange in Kent was established late in 1882 by the Midland Telephone Company, represented here by M. J. Carney. Fifty subscribers were required to obtain the exchange—56 signed up within two weeks. The rates were \$9 a quarter for residence phones, \$12 for business houses, and \$19.50 for business house and residence on the same line. The exchange was located on South Water Street and was opened Friday, December 8, with Frederick W. Cone as general manager. During the following winter, long distance lines were strung to Ravenna and Stow which connected with other lines extending to a number of near-by towns. Both the local and long distance services were bad and one-by-one the subscribers had their phones taken out. The local exchange was discontinued in the following summer. (See Improvements of the Eighties.)

On April 9, 1896, the village council awarded a 20-year franchise to the American Electric Telephone Company (See The Nineties), which opened an exchange in Mark Davis' block with W. H. Butler as manager and 55 subscribers. Early in the summer of 1900, the system was purchased by the Kent Telephone Company which was incorporated June 24 with a capital stock of \$50,000. The incorporators were: Marvin Kent, John G. Getz, F. A. Allen, George E. Hinds, and W. H. Butler. The officers elected were: Scott T. Williams, president; F. L. Allen, vice-president; and W. H. Butler, manager. In the autumn, long distance telephone service to all surrounding towns was established. In January, 1903, the company combined with home telephone companies of Ravenna, Mantua, and Garrettsville to form the Portage County Telephone Company with a capital stock of \$100,000.

Efforts were made by the Bell Telephone Company in June, 1905, to secure a franchise from the Kent council and establish a service here. Its proposition was rejected when H. L. Beatty, representing the home company, appeared before council and stated that about 50 Portage County men had about \$150,000 invested in the company and that the home investors should be protected.

After 10 years as manager of the company; Butler resigned on May 1, 1906, and was succeeded by Bert Seger. While with the company, Butler had increased the number of subscribers from 55 to 735. A five-year extension of its franchise was granted to the company on February 16, 1916. At that time, announcement was made that the wiring system would be rebuilt and a new switchboard installed. The improvements did not materialize, and complaints regarding the service began to increase. Consequently, there were few regrets when it was learned in March, 1918, that the company had been sold to the Ohio State Telephone Company. A new phone system was installed in April and May, and June 2 was a momentous day for Kent. "At last," chortled the *Courier*, "the people of Kent can now get central without turning the crank."

The local system came under the ownership of the Ohio Bell Telephone Company in September, 1921, when its merger with the Ohio State was authorized by the Ohio State Public Utilities Commission. The capacity of the exchange was doubled in the winter of 1924 and 1925 when the company practically reconstructed its outside equipment, removing 81 miles of open wires and replacing them with cables. At the same time, the exchange was rebuilt. It was reported that \$40,000 was spent locally in a two-

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year period.

Gas

A futile attempt to drill a gas well on a municipally-owned lot on College Street, close to the old village "lock-up," was made during the late fall of 1887, a \$3,000 bond issue for that purpose having been approved 721 to 14 at an election held April 4. The well was drilled by Linamon and Spellacy, of Lima, Ohio, and was sunk to a depth of 2,255 feet where a vein of low-pressure gas was struck. The pressure was insufficient for any practical purposes and inasmuch as the bond money had all been used, the well was not sunk deeper. (See Improvements of the Eighties.)

A 10-year franchise to the East Ohio Gas Company to lay its mains and furnish natural gas for Kent was granted by the town council July 21, 1908. The rate fixed by the franchise was 38 cents per 1,000 cubic feet. The gas was turned on November 18, 1908. Until June 1, 1917, the company charged 32 cents per 1,000 cubic feet—on that date the rate was raised to the maximum allowed by the franchise. On April 18, 1919, the council approved a new five-year franchise which permitted the company to increase its rates materially.

In negotiating for the new franchise, the company insisted that higher rates were justified because of a shortage of natural gas—Kent was politely told that if it would not agree to pay more, the service in the city would be discontinued. Inasmuch as Akron and Cleveland were getting nowhere by fighting East Ohio Gas, Kent could do nothing else but submit to the company's demands.

The rates were increased again on October 28, 1925, and still again on November 15, 1928. Because of a large number of new gas wells which have been drilled during the past three years, the company's talk of a shortage of gas is no longer taken seriously; however, the high rates of the days of Coolidge prosperity are still being charged, in Kent as well as in other municipalities served by the East Ohio. The consumer now pays, in 1932, 83 cents for the first 300 cubic feet, or any part thereof, 58 cents per 1,000 for the next 4,700 cubic feet, and 63 cents per 1,000 for all over 5,000.

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Chapter XVI

Railroads

The Erie (Franklin and Warren, Atlantic and Great Western, and the Nypano)

The Franklin and Warren Railroad, now a part of the Erie, was planned to serve as one of a series of links which would connect the Erie Railroad, near Salamanca, New York, with the Cincinnati, Hamilton and Dayton Railroad, at Dayton, Ohio, and thereby form a grand trunk line with uniform gauge throughout from New York to St. Louis. For a time, the plan to form the trunk line was kept secret, and the charter obtained from the Ohio state legislature provided only for a road from Franklin Mills to Warren. There was a clause in the charter, however, which permitted the road to connect with any other railroad in Ohio and it was this “joker” which was most prized by the promoters of the project.

The charter for the Franklin and Warren Railroad was granted March 10, 1851. About the same time, charters for the Pennsylvania and New York sections of the trunk line were granted by the Pennsylvania and New York legislatures under different names. To all intents and purposes, they were local projects, promoted by local men who had no ulterior motive. In reality, they were all supported to a greater or less degree by men who were large stockholders in the Erie, and expected to profit materially by the trunk line scheme.

The name of the Ohio company—the Franklin and Warren—was legally changed to the Atlantic and Great Western Railroad Company of Ohio on October 14, 1854. Marvin Kent, who had served as president of the Franklin and Warren since its inception, was elected the first president of the road after it was re-named. He was re-elected in 1855 but the following year he dropped the reins to pick them up again in 1859. Thereafter he served as president until 1864.

The Pennsylvania link of the projected trunk line changed its name to the Atlantic and Great Western of Pennsylvania on April 15, 1858, and the New York link to the Atlantic and Great Western of New York, on September 17, 1858. The Ohio, Pennsylvania and New York links operated as separate companies with different officials until August 19, 1865, when they were consolidated as the Atlantic and Great Western Railroad Company. The road went into the hands of a receiver April 1, 1867, and continued to be in and out of receivers’ hands as a result of repeated suits of creditors and stockholders, until January 6, 1880, when it was sold and its name changed to the New York, Pennsylvania and Ohio Railroad. In a few years, more litigation started. Finally, early in the Nineties, the road passed into the hands of the Erie, which had “fathered” it from the beginning.

Having accounted—in part—for the multiplicity of names which the infant Franklin and Warren assumed upon maturity, it might now be well to go back and give a few facts about the construction of the railroad, and the part which the railroad played in the development of Kent. Already, in previous chapters of the history, the railroad has

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been repeatedly mentioned; here, merely a summary of events is required.

Actual construction work on the Atlantic and Great Western of New York—first cousin of the Atlantic and Great Western of Ohio—was started at Jamestown, New York, April 20, 1860. The tracks were laid to Ravenna by December 10, 1862, and to Kent by March 7, 1863. On May 26, 1863, the line was completed to Akron, and on June 21, 1864, to Dayton, thus completing the long sought “missing link.” A trunk line between St. Louis and New York was established. The road was reduced to standard gauge on June 22, 1880. In 1899 and 1900 the section of the road between Kent and Akron was double tracked.

Offices of the Atlantic and Great Western of Ohio were maintained in Kent in the Revere Block from 1861 to 1865 when the Ohio link was merged with the general Atlantic and Great Western chain and Marvin Kent ended his official connection with the road.

Partly because of the geographical location of Kent but principally because of the influence of Marvin Kent, the main shops of the railroad were located in Kent in 1865 on a site donated by Marvin Kent. They were originally built for locomotive repairs but in 1872 the locomotive machinery was transferred to Galion, Ohio. Marvin Kent thereupon tried to regain possession of the land on which the shops were built, claiming that his contract with the railroad stipulated that the land should revert to him if the shops were removed. The case was fought in the courts for years but Marvin Kent did not regain the land—the courts ruled that the contract was not binding inasmuch as it was made between Marvin Kent, donor of the land, and Marvin Kent, president of the railroad. In other words, said the court, Kent had made the contract with himself, and therefore it was invalid.

After the locomotive machinery was removed, the shops were used to make general repairs to passenger and freight cars. New cars also were built there from time to time. A foundry was maintained until April 30, 1888. The number of men employed varied from about 300 in 1870 to approximately 800 in 1918-20. From January 16, 1922, to July 31, 1924, the shops were leased to the Youngstown Equipment Company of Niles, Ohio. A shopmen’s strike was called July 1, 1922. The strike was general throughout the country and was not caused by local disagreement. The men returned to work in September. Early in 1930, three of the larger shops of the Erie were consolidated in Susquehanna, Pennsylvania, and the Kent shops were closed March 30. Superintendents of the shops were: Cook, Burnham, Miller, Marsh, Chamberlain, Wiers, Smith, Dockstetter, Chapin, Tracey, Westcott, McMullen, O’Dea, Trautman, Miller, and Miller. (For further information regarding the shops, see the Index.)

The Brice Railroad

For a time during 1898, Kent people had visions of securing another important railroad. According to reports, the railroad was to extend from Cuyahoga Falls to Newcastle, Pennsylvania, and would link with other roads to form a new trunk line system. John E. McVey was the president of the railroad but it was generally known that the road was being financed by Calvin S. Brice, capitalist and politician. Brice was said to be backing the road in an effort to force the Baltimore and Ohio to purchase the

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Pittsburgh and Wheeling, in which he was heavily interested.

Regardless of whether or not Brice was bluffing, the fact remains that during the spring and early summer of 1898 his representatives spent close to \$100,000 in Portage County alone for a right of way. A large part of this money went to property owners in Kent. It is said that Marvin Kent received \$10,000; he stipulated, however, that if the railroad failed to materialize, the property would revert to him. Many other persons sold their properties outright. According to plans, the railroad was to cross the Wheeling and Lake Erie tracks a short distance north of West Main Street and extend in a northeasterly direction, crossing the Cuyahoga a little south of Standing Rock Cemetery.

Late in the summer, work on the road was started in earnest. The line was graded almost all the way from Cuyahoga Falls to Kent. In October, approximately 200 workmen invaded Kent and began establishing the grade through the city. But on October 25, all work stopped suddenly. It was reported that Brice had made the deal he wanted with the Baltimore and Ohio, and that as a result he was a million dollars richer than he had been before. Whatever the cause, the Brice railroad ceased to be.

The Baltimore and Ohio and the Wheeling and Lake Erie

These railroads are discussed in the general history. See "In the Eighties" and also Index.

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Chapter XVII

The Kent Welfare Association and Community Chest

The people of Kent always have been more than willing to respond generously to solicitations for money for worthy causes. But during the war and the depression of 1921-22, so many drives of various kinds were held that the need of consolidating all such activities within one organization was keenly felt. It was believed that all the drives could be held at one time, thereby eliminating much lost motion; moreover, it was believed that if one organization supervised the disbursal of the money, the relief and charity work could be systematized and made more effective.

In the fall of 1922, the board of directors of the Chamber of Commerce authorized President C. M. Scherer and Secretary P. M. Ott to call a meeting of representatives of various organizations which had been soliciting money. This was done with the result that in October, the establishment of the Kent Welfare Association and Community Chest was effected. The original officers were: L. S. Ivans, president; Reverend E. R. Brown, vice-president; C. K. Anderson, treasurer; P. M. Ott, secretary. Directors were R. G. Woodley, Reverend J. H. Hull, John Green, Reverend J. F. Williams, J. P. Mead, H. R. Leininger, H. E. Birkner, A. B. Babbitt, J. G. Osborn, Margaret Felsing, Mrs. Lena Weisenbach, Mrs. S. C. Bissler, Mrs. Frank Barber, Mrs. H. J. Ackworth, Mrs. A. J. Trory, Mrs. Julia Getz, Mrs. Byron Fessenden, Mrs. L. S. Ivans, Mrs. N. A. Ulrich, Mrs. George Hackett, and Mrs. H. R. Leininger. Members of the executive committee were: Reverend E. R. Brown, P. M. Ott, Mrs. W. S. Kent, Mrs. R. L. Armstrong, and Reverend J. H. Hull. Members of the finance committee were: F. B. Bryant, Will George, S. C. Bissler, R. L. Donaghy, Reverend Harkins, W. A. Walls, John Diehl, J. S. Green, R. W. Harbaugh, William Paulus, E. C. Stopher, and Father Nolan.

The first budget of the Community Chest made provision for the employment of a nurse and a superintendent and also for care of the city's needy. It also included appropriations for the Red Cross Roll Call, Christmas Seals, Y. M. C. A., Americanization work, Child Welfare League. Later, provision was made for playgrounds, the Boy and Girl Scouts, and the County Preventorium. Certain activities were discontinued in later years. These were the Americanization work, playgrounds, Christmas Seals, and the Y. M. C. A.

The Community Chest now makes provision for the Kent Welfare Association, the Portage County Red Cross Roll Call, anti-tuberculosis work (county), Salvation Army (state), Boy Scouts, Girl Scouts, Preventorium (county), and the Child Welfare League (county). The budget for 1932 called for \$12,555, and over \$15,000 was subscribed. During the past ten years the average amount subscribed to the chest was \$12,000.

Officers of the organization in 1932 were: T. E. Gensemer, president; M. B. Spelman, vice-president; C. K. Anderson, treasurer; P. M. Ott, secretary, and Prof. E. C. Stopher, Miss Marion Williams, Robert Pearson, W. O. Hollister, Alf Lovell, Miss Elnora Getz, E. H. Poese, W. A. Walls, John C. Green, S. C. White, Mrs. Edith Olson, David Markovitz, Mrs. Leo Bietz, Jack Bracker, C. E. Fadely, Dr. R. E. Manchester, and

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Reverend Carl Olson, Mayor N. N. Beal and Safety Director Charles O'Connor are members ex-officio. The superintendent of the welfare association is Mrs. Bertha Cook, and the nurse is Winifred Cole. Members of the executive committee are S. C. White, Elnora Getz, Alf Lovell, J. C. Green, C. E. Fadely, and W. A. Walls.

Presidents of the organization since its organization have been: L. S. Ivans, 1922-24; F. W. Barber, 1924-25; J. P. Mead, 1925-27; E. C. Stopher, 1927-29, and T. E. Gensemer, 1929-1932.

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Chapter XVIII

The Kent Free Library

Kent's present public library had its beginning on September 29, 1875, when a number of employees of the Atlantic and Great Western Railroad and other interested citizens met in a room on the second floor of the railroad station and organized the Atlantic and Great Western Railway Reading Room Association. The movement was sponsored by J. H. Devereau, president of the railroad. Officers elected were P. D. Cooper, president; A. L. Dunbar, vice-president, and George E. Hinds, secretary-treasurer. Kent members of the board of directors were: S. V. Smith, C. H. Mead, Dr. A. M. Sherman, John Newham, J. A. Felt, and G. S. Howden. L. B. Allen, T. A. Phillips and M. V. Green represented Galion and M. Clancy, C. Latimer and H. C. Chamberlain represented Meadville. Applications for membership in the association had to be approved by the directors. The annual dues were \$1 and a member was allowed to draw one book at a time, to be kept not longer than three weeks.

The reading room association flourished for some time but interest in it finally waned. From 1884 until 1892 the books were locked up in a room at the station. At that time there was no law which enabled a town with less than 5,000 inhabitants to tax itself for library purposes. However, through the efforts of Scott Williams and George E. Hinds such a law was finally passed by the Ohio State Legislature, and Kent became the first town which obtained a library as a result. The village council passed an ordinance to establish a public library to be known as the Kent Free Library and Reading Room and to maintain the library, a tax of one mill was approved. Mayor O. S. Rockwell appointed the following trustees: Scott Williams, I. L. Herriff, George E. Hinds, C. Frank Harrison, N. B. Rynard, and Milton Kneifel.

The second floor of the north room of the Worthington Block was rented for the library, shelves were put in and tables and chairs were purchased. The 800 books of the railway library were given as a nucleus for the town library. Mrs. J. M. Woodard was employed as librarian at a salary of \$12.50 a month. The library was soon ready for the use of the public and at once became popular with the book lovers and children of the town. In 1895, Mrs. Woodard resigned and Mrs. J. S. Cook was appointed to succeed her. In 1896, the library was moved to the second floor of the then new Williams Block where it remained until 1903 when it was moved into its own library building.

In 1901, through the efforts of George E. Hinds and the members of the library board, Andrew Carnegie became interested in Kent and he agreed to give \$10,000 to erect a library building on condition that the town provide a site and agree to contribute 10 per cent of the gift yearly for the library's maintenance. Marvin Kent donated the lot at the corner of Main and River Streets and the town voted by an overwhelming majority to make the necessary tax levy. Plans for the library were drawn by Charles Hopkinson of Cleveland, and in June, 1902, the contract for the building was awarded to A. C. Stambaugh.

The building was completed in the spring of 1903. At the request of the board,

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Carnegie gave an additional \$1,500 for the furnishings of the library. Fannie and Claribel Barnett also gave to the library \$1,000 in memory of their parents, George and Lucinda Barnett, with the understanding that the interest from the money should be used to purchase reference books. Nellie Dingley, of Painesville, was employed as librarian and Janet M. Green, library organizer for the state of Illinois, was engaged to organize and catalog the new library in a systematic manner.

On September 25, 1903, the doors of the library were opened to the public. From then on, it rapidly grew and prospered, and each year it reached out to new patrons. In 1904, the plans and model of the building were sent to the Louisiana Purchase Exposition in St. Louis, as a perfect model of a \$10,000 building. In 1910, Miss Dingley resigned and Miss Bessie Kent, who had assisted in the library, was appointed to succeed her. On December 29, 1913, Miss Kent died very suddenly and Jennie A. Shuman, who had substituted for Miss Kent, was placed in charge. In January, 1914, she was elected librarian.

During this time the board had changed since the first board had been appointed. In 1914, the members were George Hinds, N. B. Rynard, Robert Reed, N. J. A. Minich, Terrance McMahon, and Elmer Carrier. In 1920, Mayor F. E. Schmeidel appointed an entirely new board after Hinds and Minich signified their desire to retire. The new members appointed were: F. B. Bryant, Mrs. Edith Olson, Amy I. Herrieff, P. M. Ott, Blake Cook, and A. B. Babbitt. At this time an assistant was employed on an hourly basis for from two to three hours daily.

In 1921, the state legislature passed the Bender law which gave to municipal libraries the chance to be placed under the jurisdiction of the City Board of Education which would have the power to appoint the board of trustees and pass on the budget which could be made to the amount of one and five-tenths mills of the tax on the property of the school district. In July, 1922, the board of trustees of the library requested the city council to deed the library to the school board. This the council did at once. The library board and librarian resigned and the board of education appointed the same persons to the board. They immediately organized and made up the budget for 1923—a budget which would be adequate for the growing needs of the library. The Board of Education asked to have the high school library in the new Roosevelt High School be made a branch of the Free Library; also, that its budget be incorporated into the library budget. This the trustees were glad to do. Miss Charlotte Weaver was engaged as branch librarian and Miss Shuman was rehired as librarian of the main library.

Then followed years of sufficient funds to put the library in good repair and to furnish the books and periodicals necessary to meet the needs of the schools and the rapidly increasing number of patrons which were coming to the main library. In 1923, the Coterie planted on the library lawn in the northeast corner a Norway maple tree in memory of Nellie Dingley, former librarian, who went to France in 1918 as a nurse and who died there of pneumonia. In 1928, the rooms in the basement which had been used as family rooms for the janitor were remodeled into one large room. With a fireplace, shelving, many windows and window seats, linoleum on the floor and new comfortable chairs, this made a pleasant assembly room for the various clubs of the town.

Members of the library board in 1932 are: P. M. Ott, Mrs. B. G. Kneifel, Benjamin Neff, Dr. W. B. Andrews, A. W. Jansson, Mrs. D. B. Wolcott, and W. A.

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Walls. These trustees, like previous members of the board, have been untiring in their efforts to build up the library. As a result, the library proves by its circulation, number of patrons, and its various activities that it has come to take a very definite place in the education and development of the people of the city.

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Chapter XIX

The Kent Block

(Also known as the Franklin Exchange Building, Revere Block, Continental Block, Carver Block, Worthington Building, France Block, etc.)

Back in the days of 1836 when officials of the Franklin Silk Company were dreaming their roseate dreams of making Franklin Mills the leading manufacturing center of Ohio, Zenas Kent decided that the rapidly growing community richly deserved a new hotel and business block. So straightway he erected a large brick structure at the northwest corner of Main and Water Street—a building which was then larger than any building in either Akron or Cleveland.

It cannot be said that Kent's building towered over the town because at the time it was erected, there was no town—only two straggling villages which were located on the opposite sides of the river. But Kent was confident that Franklin Mills would grow and thrive for years to come, so he boldly continued with his project. The block was started in 1836 and finished during 1837. Marvin Kent, son of Zenas, supervised the construction work during the last year.

For a brief period it appeared as though the new building, large though it was, would soon pay for itself. Franklin Mills, spurred on by the Franklin Silk Company, grew magically. Stores were opened in the block and Kent opened the hotel—then called the Franklin House. But with the dawn of the Forties, the silk boom burst. Stores in the block were closed; the hotel became almost-deserted, proprietor followed proprietor, but none could make expenses.

A decade passed—profitless years for Zenas Kent. Then there came talk of a new railroad which would pass through Franklin Mills. People began to inquire whether any of the stores in the building could be purchased, and Kent welcomed them with open arms. In 1850 he sold one of the stores to Wellington Isbell and another to Ira Button. For one he received \$1,500; for the other, \$1,010. The purchasers did not buy merely the ground floor rooms—the second and third floor rooms above the ground floor locations were thrown in for good measure. During the same year, Kent also sold the hotel to James H. Stoops for \$7,500.

The long-hoped-for railroad did not reach Franklin Mills until 1863. During the intervening period, the hotel and various sections of the building passed through many hands. A few of the purchasers made profits on their investments; more of them lost. To trace the ownership of all parts of the building would be almost an endless task—it should be mentioned, however, that between 1866 and 1868, Mrs. Betsy K. Carver purchased practically all the building which was used for stores or office rooms. Following are a few more facts regarding the building, which may or may not be worth recording:

During the summer of 1868, the dividing walls between the various sections of

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the building were extended above the roof to provide better fire protection and a slate roof was put on. Portions of the second and third floors which had never been completed were converted into office rooms and apartments. The fourth floor above Shively's Drug Store was made into a hall which was occupied by the Odd Fellows, the G. A. R., and the Independent Order of Good Templars.

On April 16, 1872, the hotel was purchased by W. R. and C. P. Carver, heirs of Mrs. Betsy K. Carver. During the following summer the hotel was remodeled and renamed the Continental Hotel.

In 1880, an additional story was built on the hotel and over the Odd Fellows Hall. It was reported that this extra floor cost \$10,000. In 1889, the hotel was again overhauled. After the work was completed, it was leased to H. S. Shannon and its name changed to the Revere Hotel. Shortly afterwards, the property was purchased by Ralph and George Worthington.

The Revere Hotel, and a brick hotel adjoining on North Water Street which had been built by W. R. Carver, were purchased on May 25, 1898, by E. E. France, Milton Kneifel, and John G. and William Getz. The hotel continued in operation for another year but its proprietors failed to make expenses. On June 17, 1899, the hotel was closed, by Sheriff Long who replevined the furnishings for the owners. The hotel never reopened—Kent did not get another real hotel until the Franklin was constructed.

Shortly after the hotel was closed, its interior was torn out by John and William Getz. The brick walls were found to be as solid as the day they were erected, and they were saved. The building, together with the North Water Street section, was then rebuilt to its present size. The section of the building formerly used as the hotel is now owned by Elmer E. France; the Main Street section is owned by Fred Trory, and the North Water Street section by Coe Livingston.

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Chapter XX

Public Officials and Departments

Mayors of Village and City

John Thompson, a native of Scotland who emigrated to the United States in 1832 and settled in Streetsboro, had the distinction of being the first mayor of Kent. He was elected Tuesday, July 30, 1867, at the first election held after the incorporation of Kent as a village. He won out by two votes, defeating Luther H. Parmalee 145 to 143. Sylvester Huggins, the third candidate, received 116 votes. Thompson was re-elected in 1868. He died in Kent May 12, 1885, at the age of 82.

Since Thompson, 25 men have served as mayors of Kent. They were elected as follows: E. W. Stuart, 1869; S. P. Wolcott, 1870; Isaac Russell, 1872; Charles H. Kent, 1874-76; James Woodard, 1878-80; O. S. Rockwell, 1882; Dr. W. I. Caris, appointed to the office in 1883 to succeed O. S. Rockwell who resigned, elected in 1884; James Wark, 1886; C. B. Newton, 1888-90; O. S. Rockwell, 1892; J. S. Sweeney, 1894; S. W. Burt, 1896; W. W. Patton, 1898; David Ladd Rockwell, Jr., 1900-02; James Armstrong, appointed to succeed Rockwell in 1903; E. S. Parsons, 1903; H. C. Eckert, 1905-07; N. J. A. Minich, 1909-11; Martin L. Davey, 1913-15-17; Britton S. Johnson, appointed November 23, 1918, to succeed Davey; F. E. Schmeidel, 1919; W. O. Hollister, 1921-23; William Harvey, 1925; Norman N. Beal, 1927; Roy H. Smith, 1929; Norman N. Beal, 1931.

Clerks

John P. Catlin, 1867; Luther H. Parmalee, 1868; H. G. Allen, 1869; D. H. Knowlton, 1870; J. P. Hall, 1871; A. C. Hind, 1872; Frank Woodard, 1874; N. B. Rynard, 1876; W. I. Caris, 1878-80-82; James Wark, 1884; Frank Arighi, 1886; J. Otis Smith, 1888; Frank Arighi, 1890-92-94; W. W. Reed, 1896; Fred Bechtle, 1898-1900-02-03; T. A. McMahon, 1905-07-09; Fred Bechtle, 1911-13-15; W. W. Reed, 1917-19-21; Frank Bechtle, 1923-25-27-29; A. J. Lauderbaugh, 1931. (Note: The office was called Village Recorder from 1867 to 1871, clerk from 1872 to 1920, and recorder from 1921 to date.)

Treasurers

William Grinnell, 1867-68; Benjamin F. Keller, 1869; J. S. Cooke, 1870-71-72; Frank Woodard, 1874; N. B. Rynard, 1876; W. I. Caris, 1878; Fred Foote, 1880; H. C. Newberry, 1882-84; Max G. Garrison, 1886; Fred Foote, 1888; Max G. Garrison, 1890; Peter Arighi, 1892; E. D. Davis, 1894-96; W. H. Bushnell, 1898-1900; James Woodard, 1902; George E. Holden, 1903-05-07; F. E. Mosher, 1909-11-13; Henry Stuckard, 1915-17; L. N. Kaw, 1919; C. H. Mead, 1921-23-25-27-29-31.

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City Solicitors

C.H. Curtiss, 1921-23-25; S. P. Harbourt, 1927-29-31.

Councilmen During the Past 40 Years

1891-Fred Foote, S. W. Burt, T. G. Parsons; 1892-W. A. Johnson, Charles Woodard, I. L. Herriff; 1893—Dr. J. A. Morris, C. E. Carlisle, T. G. Parsons; 1894—L. N. Kaw, H. T. Lake, Theodore Campbell; 1895-Edward Sapp, Robert McKeon, James Armstrong; 1896 Theodore Campbell, Henry Green, M. M. Zellars; 1897—James Armstrong, W. G. Hardy, W. R. Jex; 1898—T. A. McMahan, Archie Dykes, Henry Green; 1899—James Armstrong, W. G. Hardy, James B. Miller. 1900—T. A. McMahan, Charles E. Watts, Archie Dykes; 1901—James B. Miller M. G. Garrison, W. W. Patton; 1902—C. L. Howard, John H. Cummings, T. A. McMahan, James Armstrong; 1903—H. C. Eckert, John H. Cummings, S. C. Bissler, W. H. Donaghy, Archie Dykes, I. R. Marsh; 1904—Henry Herwig, C. F. Sawyer, W. A. Bartshe; 1905—I. R. Marsh, M. B. Englehart, C. M. Power; 1907—C. F. Sawyer, E. K. George, H. H. Line, George Beal, John G. Getz, I. R. Marsh; 1909—John G. Getz, George Wise, P. W. Johnson, Peter Mehrle, A. Ravenscroft, J. E. Lansinger.

1911—C. M. Painter, J. A. Wells, D. W. Besaw, John G. Getz, A. Ravenscroft, P. W. Johnson; 1913—A. Ravenscroft, H. J. Wright, I. R. Marsh, James B. Miller, John A. Warth, E. J. Kline; 1915—I. R. Marsh, E. O. Carlin, A. Ravenscroft, E. J. Kline, John A. Warth, James B. Miller; 1917—E. J. Kline, Walter Heisler, R. J. Davis, S. C. Bissler, C. Keener, E. O. Carlin; 1919—G. R. Gear, L. S. Hopkins, R. P. Nichols, H. E. Steele, W. R. Zingler, J. B. Zinn.

1921—F. L. Boosinger, Ed O'Bierne, John McMullen, R. P. Nichols, I. P. Harger, W. S. Rhodes, C. A. Horning; 1923—W. I. Harvey, Mrs. Edith Olson, W. W. Warner, Mrs. Nancy Brown, Henry Herwig, E. C. Burkhardt, John Salter; 1925—Miss Amy I. Herriff, N. N. Beal, R. P. Nichols, J. W. Salter, Willis Lutz, Henry Herwig; 1927—George Moon, H. D. Peck, Peter Reidinger, Robert McKibben, D. L. Parsons, A. L. Leininger, Henry Herwig; 1929—Dick Donaghy, Mrs. Mary Watkins, Frank C. Watrous, D. L. Parsons, Ira S. Bissler, Theodore B. Deubner, John G. Woodward; 1931—Frank Watrous, W. R. Williams, Mrs. Mary Watkins, Alf Lovell, Ira Bissler, Theodore B. Deubner, Fred Haymaker. Presidents of council since incorporation of city— 1921—Frank Bechtel; 1923—Roy H. Smith; 1925—Mrs. Edith Olson; 1927—Ray P. Nichols; 1929—Robert McKibben; 1931—Dick Donaghy.

Police Department

The first marshal elected in Kent was Ed Keller and the first arrest after the incorporation of the village was made by Marshal Keller on the night of August 15, 1867. The victim was an Irishman named Peter Mulcahy, who became disorderly in his conduct, having imbibed too freely of liquor vile, and assaulted a family living in his house, causing screams that were anything but pleasant to the neighbors.” Mulcahy was

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fined \$5 and costs and, lacking the money to pay his fine, he was sent to the county jail to ponder over his fate.

For many years, Kent had no other police protection than that given by the marshal. Usually he went on duty late in the afternoon and guarded the town until daybreak the next morning—at least, he was supposed to. There are persistent reports that many of the marshals found the monotony of night patrolling deadening; consequently, there may be some truth in the statements often made that when the town went to sleep, the marshals did likewise.

The next marshal after Keller was Oliver H. Newberry. Elected for the first time in 1869, he served for many years. He was succeeded by C. P. Rodenbaugh. After Rodenbaugh, the marshals were: W. Henry Palmer, James Logan, Jesse N. Gist, Curtis Nighman, John Newton, G. H. Parkinson, B. C. Newberry, Arthur Carlile, and U. G. Crites. Several of these men served at different periods—Crites, for instance, served during 1907 and 1908 and then later from 1913 to 1922. In 1901, Kent decided that it had become so large that a policeman should be employed to aid the marshal in his duties.

Following the incorporation of the city, George W. Snethcamp was appointed chief of police in 1922. He had two patrolmen under him, George L. Trahern and Karl Suck. Snethcamp resigned after serving less than a year and he was succeeded by Trahern. In April, 1928, Trahern was removed from office by the civil service commission “for having violated civil service regulations by having taken part in politics.” He appealed to the courts for reinstatement and the case was not settled until May, 1930, when the city made a settlement with him. In the meantime, James L. Moors had served as acting chief. Following examinations given by the civil service commission, St. Clair West was appointed chief of police on December 1, 1930.

Patrolmen who have served Kent since the incorporation of the city include: C. W. Montgomery, A. J. McKisson, John Eckelberry, C. H. Pease, Emedio Yacavona, Perry Johnson, James L. Moors, James E. Adams, F. V. Boland, Walter Barr, Fermin R. Grubb, and Charles L. Bonk, Jr. At the present time the force consists of Chief West and Patrolmen Yacavona, Moors, Barr and Grubb. On February 15, 1927, Yacavona suffered five fractures of his left leg in an accident which occurred while he was chasing milk thieves. He has been incapacitated much of the time since.

A fingerprint bureau was established in April, 1925, by C. F. Clark, member of the fire department. The bureau, which has a separate room in the City Hall and a camera for photographing prisoners, is now nationally recognized.

Safety directors since the incorporation of the city have been: A. J. Ravenscroft, W. L. Stevens, J. W. Echelberry, Alex Whyte, and C. A. O'Connor. The original civil service commission, appointed in 1922, consisted of B. S. Johnson, L. D. Colton, and F. C. Watrous. At present, the commission consists of T. G. Graham, president; E. C. Fulmer, secretary, and A. V. Ahern, examiner. Other men who have served on the commission at various times have been: Charles Ackworth, E. O. Carlin, Frank Boosinger, R. P. Nichols, Dr. J. H. C. Hunter, and P. B. Hall.

Since 1923, the police force has been supplemented by a merchant policeman, paid from a fund contributed by the merchants. The merchant policemen have been: A. J. McKisson, James L. Moors, Burt Eckelberry, Emmet Hamilton, Clayton Apple and John Eckelberry. Apple was killed by a gang of men on North River Street Sunday night,

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March 22, 1925. His murderers have never been apprehended.

Service Department

For many years, all public improvements in Kent were supervised by a superintendent of streets who was elected to the office. During that period, public improvements consisted almost entirely of work on streets and sidewalks. Later, when the town began undertaking other improvements, a service director was employed, the position being appointive. Since the incorporation of the city the service directors have been: John Horning, Charles Kistler, Ira Harger, and Sherman Gray. Both Harger and Gray served two terms. In 1927, the position of street commissioner was abolished and the work which he had done was taken over by the service director whose salary at that time was increased from \$500 to \$2,000.

Fire Department

The history of the Volunteer Fire Department of Kent is covered quite fully in the general history where an account is also given of all the major fires which have occurred in the city. (See Index.) Here it is necessary to give only a few statistics. Chiefs of the department have been: D. M. Marshall, 1876 to 1895; John Heslop, January 1, 1895, to December 31, 1906; P. B. Hall, January 1, 1906, to December 31, 1913; B. H. Newton, January 1, 1914, to December 31, 1914; B. C. Stokes, December 1, 1914, to October 20, 1921; J. N. Lansinger, October 21, 1921, to December 31, 1921; J. R. Ferry, January 1, 1922, to December 31, 1926; W. C. Kline, January 1, 1927, to May 1, 1929; H. G. Painter, May 2, 1929, to date.

The personnel of the Volunteer Fire Department, on May 30, 1932, consisted of: H. G. Painter, chief; R. M. Clark, assistant chief, and L. D. Colton, secretary; Hose Co. No. 1—Capt. G. E. Shanley, Lieut. A. M. Moore, E. P. Sawyer, H. G. Strayer, O. F. Rohrer, R. F. Everett, Willis Nighman, E. D. Smith and J. R. Ferry; Hose Co. No. 2—Capt. Leroy Leighton, Lieut. F. B. Watrous, A. J. Peterson, E. A. Knapp, C. F. Jacobs, W. C. Kline, D. W. Barber and J. L. Perry; E. D. Smith, fire-policeman.

Beginning November 1, 1923, the city employed two regular full-time firemen who were on duty 12 hours a day each. They were C. F. Clark and G. H. Marxen. F. G. Hursell was employed at the same time as an extra. Later, the firemen were employed on an 8-hour basis and Hursell became a regular member of the force.

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Roosevelt High School

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Chapter XXI

Newspapers

The pioneer newspaper of Franklin Mills was the *Omnium Gatherum*, a small four-page weekly established late in the summer of 1859 by Alonzo Dewey with W. W. Beach as editor. The first issue appeared on September 5. The paper was poorly supported and Publisher Dewey could not make enough money to pay expenses. Within a period of six months, the name of the paper was changed three times, first to *The Family Visitor*, then to *The Visitor*, and finally to *The Literary Casket*. None of the names brought the paper more revenue, and it was eventually discontinued.

With the coming of the Atlantic and Great Western Railroad in 1863, the town began to prosper. The population swelled rapidly and many new merchants started in business. In 1865, Dewey decided to make another venture into the newspaper business and forthwith launched *The Saturday Review*. The paper proved no more successful than its predecessors and, after a brief period, it passed out of existence. Dewey, however, was persistent and early in the spring of 1867 he made one more attempt, this time publishing a small weekly which was called *The Commercial Bulletin*. The first issue appeared April 13.

The *Bulletin* contained less than a column of local news each week and Dewey found it difficult to build up a circulation. Moreover, the merchants of the town were reluctant about spending money for advertising. Dewey often complained that unless the subscribers “paid up” and the advertisers became more “liberal,” he would soon have to quit publishing. But despite his threats, he kept the paper going for almost ten years. The best thing that can be said for the paper was that it was a little better, but not much, than no paper at all. Sylvester Huggins, a candidate for mayor in 1870, dropped dead in the downtown section on the day of the election—and the *Bulletin* never mentioned his death.

Early in the spring of 1876, the *Bulletin* was suspended for a few months. In the meantime, it was purchased by N. J. A. Minich, a journeyman printer of Columbia, Pennsylvania, who had worked several years for newspapers in Akron. The first issue of Minich’s paper appeared on May 6, 1876, under the name of *The Saturday Bulletin*. Later he changed the name to *The Kent Bulletin*. Minich continued to publish and edit the paper for 27 years, finally selling out in 1903 to Capt. A. D. Braden. In 1912, Capt. Braden sold the *Bulletin* to L. R. Benjamin who continued the paper for another year and then suspended publication.

The Kent News was the second newspaper established in Kent. It was established by L. D. Durban and Co. and first issued on October 26, 1867. The paper did not prosper and after about a year it was abandoned.

On July 8, 1881, another *Kent News* appeared. This paper was established by A. C. Davis and Richard Field who sold out in a short time to the News Publishing Company, backed by David Ladd Rockwell, Sr. Paul B. Conant edited the *News* for about a year and then was succeeded by O. S. Rockwell. Under Rockwell’s editorship,

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the *News* sponsored numerous civic improvements which had been fought by a small group of citizens who objected to higher taxes. The paper was published all through the "stormy Eighties"; in 1890 it was sold to Ed Forker and Jack Rogers who continued it for two years and then sold to Bert Benedict. A short time later it passed out of existence.

The Kent Courier was established in 1886 by Marvin and W. S. Kent to express their opposition to the establishment of a water works in Kent by "outside interests." Charles H. Scott, a capable newspaperman, was placed in charge as editor. The first issue appeared October 28, 1886. Scott edited the paper for seven years and then was forced to retire because of ill health. He was succeeded by John G. Paxton who had served as assistant editor since 1891. Paxton continued to edit the paper until 1915 when he resigned to found *The Kent Tribune*. The *Courier* was then purchased by A. N. Lawson who continued as publisher until June 9, 1921, when he sold to G. E. Marker and U. G. Arthurs. On October 23, 1923, Lawson rejoined the paper, buying Marker's interest.

The Kent Tribune was founded by John G. Paxton and Sam Baker. The first issue appeared on November 18, 1915. In the spring of 1917, Paxton bought out Baker's interest. He continued as sole owner of the paper until 1923 when he sold a half interest to J. B. Holm.²³

In October, 1929, *The Kent Courier* and *The Kent Tribune* were purchased by Martin L. Davey and consolidated on November 1 into one newspaper, *The Courier-Tribune*, and made into a semi-weekly. L. L. Poe became the publisher; John Paxton, editor; Karl H. Grismer, managing editor, and J. B. Holm, business manager. On April 1, 1930, Davey sold the paper to E. C. Dix and Associates. At present, Albert V. Dix is the publisher of the paper. John G. Paxton is editor emeritus; Robert H. Stopher, editor; M. A. Wolcott, business manager, and Ada R. Apple, society editor.

The Kent Stater, weekly publication of Kent State College, is now closing its sixth year. The first issue appeared Thursday, February 25, 1926, with Walter Jantz, Russell Woolman, Irvin Voltz, and Arthur Gaffga as editors. Succeeding editors have been Margaret Hayes, Marion Fisher, Alfred Hill, John Urban, and Harold Jones. Glen Oyster has been elected for 1932-33. Business managers since the first issues have been Earl Weikel, Everett Johnson and David Hinnman. Prof. Buryl F. Engleman is the present faculty adviser.

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Chapter XXII

Post Office

A post office was first established in Franklin Mills on December 28, 1820, the first postmaster being George B. DePeyster, one of the pioneers of the lower village. DePeyster kept all the mail in an empty cigar box and the box was rarely full. At that time, 25 cents was the regular fee charged by the post office department for delivering a letter and often mail was sent postage collect. The result was that the postmasters of the early days often had to hold letters for weeks before the persons to whom they were sent could get money to pay for them.

For nearly three-quarters of a century, the post office was moved by the various postmasters from one part of town to another—rarely was it located more than a few years in one place. After 1837, when the boom of the Franklin Silk Company resulted in the development of a business section east of the river, the office usually was located somewhere close to the intersection of Main and Water Streets. However, when Benjamin F. Anderson was made postmaster in 1856, he moved the office to the old upper village, west of the river, and the people of Franklin Mills objected long and bitterly.

The post office was promoted from fourth class to third class on January 4, 1878, while Albert R. Ikirt was postmaster. On May 5, 1902, a rural delivery system was established. On April 6, 1906, the office was promoted to second class. Thereafter, the rental of office space and the cost of installing post office boxes was borne by the post office department—prior to that, the postmaster had to pay the rent and provide the boxes at his own expense.

Free delivery of mail was started in Kent on June 1, 1908. The first carriers appointed were Frank Bechtle, Harry Smith and Earl Lansinger, with Grant Lutz as substitute. On Tuesday, March 12, 1912, the post office was moved to its present location on South Water Street.²⁴ On July 1, 1921, the office was promoted from second to first class. Elmer E. France, postmaster at the time, thereby won the distinction of having served while the office was third class, second class, and first class. In the spring of 1925, the post office building was enlarged and a new front installed, the opening being held on April 11.

Postmasters of Franklin Mills were: George B. DePeyster, December 28, 1820; Joel B. DePeyster, December 17, 1823; George B. DePeyster, April 1, 1824; Daniel P. Rhodes, July 31, 1838; Ransom Bradley, June 7, 1845; James Holden, June 1, 1849; James W. Cone, July 29, 1853; Theodore D. Griggs, July 24, 1854; Benjamin F. Anderson, March 13, 1856; John Bradshaw, May 23, 1861.

The name of Franklin Mills was changed to Kent so far as the post office department was concerned on August 17, 1864. Since then the postmasters have been: John Bradshaw, until Francis L. Sawyer was appointed, May 24, 1869; Charles C. Ewell, June 29, 1871; Albert R. Ikirt, June 4, 1877; Mrs. Mary J. Ikirt, July 27, 1880; Charles H. Barber, October 23, 1883; O. S. Rockwell, February 16, 1888; Walter W. Patton,

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February 8, 1892; Elmer E. France, March 13, 1896; Walter J. Raley, June 29, 1900; W. W. Reed, January 20, 1905; Elmer E. France, August 28, 1913, and W. W. Reed, July 8, 1922.

The present personnel of the post office are as follows: W. W. Reed, postmaster; L. J. Knisely, assistant postmaster; Garth M. Dietz, superintendent of mails;—clerks F. W. Barber, H. W. Smith, E. D. Powers, R. T. Wiland, M. L. Queen, P. H. Hoffman, Oliver Wolcott; carriers—P. R. Pyle, G. M. Fisher, W. L. Croop, C. M. Johnson, E. C. Zingery, D. O. Cole, W. S. Haley, E. A. Stratton; substitute clerk carriers—Victor P. Hansen, Ivan Burrows; rural carriers—H. M. Blair, L. H. Clapp, Joseph Rhodes, Joseph Myers. Grant Lutz retired March 31, 1932, after 30 years of service, and L. B. Root, retired May 31, 1932, after serving practically 26 years.

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Chapter XXIII

Banks Of Kent

Up to the time when the promoters of the Franklin Silk Company began dreaming their dreams of making Franklin Mills one of the foremost manufacturing centers of Ohio, the small settlement on the banks of the Cuyahoga had little need for a bank. By 1837, however, the silk company was operating in full swing; real estate prices leaped skyward, and the community experienced all the thrills of a real boom. Much money came into circulation and almost everyone had fond hopes of becoming rich overnight.

It was during this period of hectic speculation that Franklin Mills got its first bank. The Franklin Silk Company obtained a “wildcat” charter from the state legislature and, like other wildcat banks throughout the country, began issuing “yellow-dog” currency, or scrip. For a time the silk company prospered amazingly. Finally, however, it was swept under by the depression of the late Thirties and the Franklin silk boom suddenly crashed. Despite the collapse of the silk company, all the scrip which it had issued was redeemed dollar for dollar. This was due to the foresight of Zenas Kent, president of the company’s banking department, who had insisted that he be given the means to redeem all the issues.

As a result of the collapse of the silk boom, Franklin Mills suffered a severe setback. Late in the Forties, however, it began to recover and the recovery was hastened by the establishment of the town’s first real bank—the Franklin Bank of Portage County. The bank was founded in 1849 with Zenas Kent as president and H. M. Grinell as cashier. The board of directors consisted of Zenas Kent, Rufus Paine, David Beardsley, Marvin Kent and Dr. Thomas Earl. Banking rooms were opened in the Kent Block.

The Franklin Bank served the community for 16 years. Throughout this period, Zenas Kent continued in office as its president. The cashiers were: H. M. Grinell, 1849-52; F. P. Brainerd, 1853; Charles Peck, 1854-61; E. L. Day, 1862-64.

Sylvester Huggins served as a member of the board of directors from 1856 to 1865, Elisha Teeters from 1861 to 1863, and B. C. Earl during 1864.

The Kent National Bank

In 1864, the Franklin Bank was succeeded by the Kent National Bank, organized with a capital of \$100,000 by Zenas Kent, Marvin Kent, H. A. Kent, Charles H. Kent, and W. P. Streator. E. L. Day became the bank’s first cashier.

The construction of a new bank building on the northeast corner of Main and Water was started by the bank in 1867. The building was completed in the following year and the new home of the bank was formally opened on Monday, June 22, 1868. Fifty years later, during 1918, the bank was extensively remodeled and a modern safe deposit vault installed.

After the bank was established, Zenas Kent retired as president and he was

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succeeded, in 1865, by Marvin Kent who served until the time of his death on December 10, 1908. W. S. Kent then became president and he served until he died on January 21, 1923. He was succeeded by P. W. Eigner who had served as a member of the board of directors since 1903.

Cashiers of the bank have been: E. L. Day, 1865; J. S. Cook, 1866-77; C. K. Clapp, 1878-90; W. H. C. Parkhill, 1891-1903; G. E. Hinds, 1904-22, and G. J. Stauffer, 1923 to date. Vice-presidents have been: W. S. Kent, 1873-1908; I. D. Tuttle, 1909; John G. Getz, 1910 to date. Directors of the bank have been: Zenas Kent, 1865-66; Marvin Kent, 1865-1908; H. A. Kent, 1865-66; Charles H. Kent, 1865-69; W. P. Streator, 1865-80; E. L. Day, 1867-88; Henry Paine, 1867-70; W. S. Kent, 1870-1923; J. W. Shively, 1871-97; W. H. Parkhill, 1889-1903; H. C. Hopkins, 1894-95; L. U. Smith, 1896; C. F. Peck, 1897-99; E. K. Dennis, 1898-99; Harriet Heifron, 1900-03; L. K. Williams, 1900-02; P. W. Eigner, 1903 to date; G. E. Hinds, 1904-22; Helen Parkhill, 1904-07; I. D. Tuttle, 1908; John G. Getz, 1909 to date; M. B. Spelman, 1909 to date; G. L. Stauffer, 1923 to date; P. B. Hall, 1923 to date. Assistant cashiers have been: G. L. Stauffer, 1909-22, Howard Hall, 1920; C. E. Hinds, 1921 to date.

On March 30, 1932, the resources of the bank were \$2,246,540.48 and the deposits \$1,872,024.88.

The Kent Savings Bank

From 1875 to 1879, the Kent Savings and Loan Company did a general banking business in Kent. Its office was located at the northwest corner of Main and Water Streets in the Continental Hotel building. The bank was organized by Luther H. Parmalee, Henry Bradley, Theodore Bradley, C. H. Kent, and T. W. Peckinpaugh. Parmalee served as the cashier. Due to a lack of business, the bank was closed in 1879 and the fixtures were purchased by David Ladd Rockwell.

The City Bank

On June 14, 1881, Kent got another bank—the City Bank. Its original capital was \$10,000 and the first officers were: David Ladd Rockwell, Sr., president; J. N. Stratton, vice-president, and M. G. Garrison, cashier. The directors were: Rockwell, Stratton, James France, D. M. Marshall, and I. F. Wilcox.

The bank was opened in the Continental Hotel building in the same room which had been occupied by the Kent Savings Bank. These quarters soon proved to be too small and in January, 1885, the bank was moved to the building now used by the post office. Construction of the building now occupied by the bank was started in 1910 and in June, 1911, the bank moved in.

The steady growth of the bank is indicated by the increases which have been made in its capitalization. In February, 1900, the capital stock was increased to \$25,000; in February, 1912, to \$50,000; in January, 1920, to \$100,000, and in January, 1921, to \$125,000.

The presidents of the City Bank have been: David Ladd Rockwell, Sr., 1881-1901; J. H. Williard, 1902-1914; H. H. Line, 1914-18; M. G. Garrison, 1918 to the

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present. Vice-presidents have been: J. N. Stratton, 1881-82; James France, 1882-89; J. H. Williard, 1889-1902; David Ladd Rockwell, Jr., 1902-32. At present, B. J. Williard is the first vice-president and Henry Horning, second vice-president. M. G. Garrison served as cashier from 1881 to 1918 and E. F. Garrison from 1918 to the present.

On March 30, 1932, the resources of the bank amounted to \$1,489,317.41 and the deposits to \$1,219,070.01.

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Chapter XXIV

Cemeteries of Kent

The Stow Street cemetery, a small plot of ground deeded to the township by the Haymakers in 1811, served the twin villages of Franklin Mills for nearly half a century. Many of the early settlers of the community were buried there, and many of the tombstones which were erected over their graves still remain, their inscriptions almost entirely obliterated by the passing years.

A need for another cemetery became apparent late in the Fifties. Almost all the available space in the old cemetery had been used and the township trustees realized that a larger tract of land should be obtained. The land adjoining the Stow Street cemetery was owned by Marvin Kent; why some of it was not purchased and the old cemetery enlarged, no one can say. Perhaps Kent wanted more money for the land than the trustees were willing to pay; perhaps the trustees decided that a more attractive site could be obtained elsewhere. Whatever the reason; the trustees finally decided to buy land on North Mantua Street for a new cemetery.

The first land was acquired on October 25, 1857, five acres being purchased from Roland Dewey for \$400. The land was deeded to Porter B. Hall, John Perkins, and D. P. Hopkins, then trustees of the township. A year later, five more acres were purchased from Benjamin F. Hopkins for \$500. During the following year, the land was surveyed and a number of lots sold. Because of the proximity of Standing Rock, the rugged sentinel of the Cuyahoga River, the cemetery was named the Standing Rock Cemetery.

The Catholic cemetery, on the south side of the township-owned property, was dedicated in 1859. It is not known whether the Catholics bought the land from the township or from a private owner—records covering the transaction are lost. At all events, St. Patrick's Cemetery and the township cemetery began to be used almost simultaneously.

During the early Sixties, a number of the pioneer families who had relatives buried in the old cemetery moved the remains to the family plots at Standing Rock. The tombstones were moved also; as a result, it is impossible to tell from the dates on the tombstones when the first burials were made in the new cemetery. It is definitely known, however, that by 1865, Standing Rock was the leading cemetery of the township.

Before the incorporation of Kent as a village in 1867, the expense of beautifying the cemetery was borne by the township. Thereafter, the village shared in the expense. At the present time, the city has a tax levy of two-tenths of a mill to cover its portion of the expense and the township a levy of six-tenths of a mill. The total amount obtained annually by these two levies amounts to approximately \$5,000. The cemetery is supervised by a board composed of one member of the Kent city council, one township trustee, and one private citizen.

During the Sixties and the Seventies, Kent grew so rapidly that it became evident that a larger cemetery soon would be needed. The cemetery board therefore purchased an adjoining tract of land containing 30 acres from Ann Tracy for \$5,000. The addition was

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platted by John E. Culley, civil engineer. In 1924, a chapel was erected at a cost of \$5,000. The architect who drew the plans for the chapel was Eddie Vance, and the contractor was C. F. Green.

At the present time, Standing Rock is generally conceded to be one of the most beautiful cemeteries in northern Ohio. This is due in no small measure to the work of the sextons. So far as is known, the first sexton was John Davey. Davey resigned on April 1, 1884, and was succeeded by Frank Woodard who served until his death on August 7, 1904. Urias Bushong was then appointed by the trustees. He was succeeded in 1906 by Ed Sapp who served until he died on May 8, 1932. At present, James Clark is acting sexton.

The cost of the upkeep of other cemeteries in Franklin Township also is borne by the township and city. During the winter of 1928-29, the Stow Street Cemetery, which had been neglected for many years, was given the attention it deserved. Weeds and underbrush were removed, the tombstones straightened, and a new fence erected.

The cemetery board in 1932 consists of Ray P. Nichols, J. F. Merkel, and Ira Bissler.

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Chapter XXV

Kent Bands

The earliest Kent band of which there is any record was the Kent Cornet Band, organized during the summer of 1868. A room in the Kent National Bank building was donated by Marvin Kent for the use of the band members and practice sessions were held regularly for several months. It was expected that the band would make its first public appearance in September but the leader was forced to announce when the time came that the members had “not arrived at the degree of excellence” that he desired. Consequently, the first public “concert” was delayed until 11 o’clock Friday night, March 26, 1869. At that time the members sneaked into the Union School building, ascended to the roof, and there “discoursed for nearly an hour.” In reporting the concert, the *Kent Bulletin* stated: “The music was good but the time was poor—that is, the hour of administering the concert was untimely. Almost everyone in town had gone to bed hours before and when the shrill blasts of the cornets rang out, many persons were badly provoked, to say the least.”

The Kent Cornet Band soon disbanded and only half-hearted attempts to establish a new one were made until 1877 when a number of the musicians of the town got together and organized the Kent Helicon Band. For a while the members practiced religiously but interest in the band soon waned; only a few of the members attended meetings and the organization finally broke up.

The Kent Independent Band was organized in May, 1883, by Alva L. Post. C. E. Haines was made president of the organization and Fred H. Merrell, secretary and treasurer. The players included Will Farnam, Charles Hall, Benjamin Lighton, Edward Williams, Scott Tucker, Clayton Brown, James Thomas and E. Talcott. The band made its first public appearance in the Memorial Day parade. During the following summer and also during the summer of 1884, the band gave many concerts. Post then left town and the organization disbanded.

Early in 1894, Post came back to Kent to live. Soon after he arrived he began building up a new band. As a result of his efforts, a band was developed which, within a few years, won a statewide reputation. For many years, Fred H. Merrell was secretary and treasurer of the organization; he was later succeeded by F. E. Mosher.

Some of the musicians who played on the Post Band in the early years were: Ernest Russ, Robert Charley, Charley Beck, Ed. Smith, Clarence McKnight, Frank Brewster, Charles Pike, Joe Fitzpatrick, Jay Barnard, Dan Dykes, Robert Crist, Charles Elliott, Joe Hershel, Ellet Riley, Floyd Barnard, Herbert Dykes, Anson White, Charles Yahrling, Thomas Morgan, H. Fostnight, Clint Collins, John Jackson. Frank Bechtle, Joe Whitmore, F. H. Merrell, Frank Elgin, F. E. Mosher, W. B. Smith, John Morgan, Art Cone, Scott Tucker, George King. For many years Post’s band gave concerts every Thursday evening on the square during the summer months. By 1900, the band had become so favorably known that it was engaged a number of times each year to give concerts in other cities. The 25th anniversary of the founding of the band was celebrated

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Tuesday evening, April 15, 1919, with a concert at the Kent State auditorium. Post retired as leader on July 21, 1921, and he was succeeded by G. Frank Elgin. The band continued under Elgin's leadership until 1927 when the Twin Coach Band was organized. Post died on Friday morning, April 1, 1932.

At present, Kent has three bands—Twin Coach Band, organized in 1927, the Roosevelt high school band, organized in 1923, and the Kent State College band, organized in 1928.



Post's Band as it looked in 1895

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Chapter XXVI

Clubs and Lodges *Odd Fellows*

Brady Lodge, No.183, I. O. O. F., the oldest lodge in Kent, was granted a charter on July 10, 1851, by the Grand Lodge of the State of Ohio. The charter members were: Asa Douglass, J. C. B. Robinson, Charles H. Kent, M. P. Husted, W. I. Knowlton, and David Ladd Rockwell.

Shortly after the organization of the lodge, rooms were secured on the third floor of the west section of the Kent Block on West Main Street, just east of the present Erie tracks. These rooms were maintained until 1868 when extensive improvements were made in the building and the fourth floor above Shively's Drug Store was converted into a large hall and lodge room.

Larger quarters were obtained in the same building in 1880 when an extra floor was added above the old Odd Fellows rooms by W. R. and C. P. Carver, then owners of the building. Many of the outstanding social events of the Eighties were held by the lodge in the enlarged quarters. In 1889, the Odd Fellows Building and Opera House was built by the Odd Fellows Building Company, incorporated for \$20,000. The theatre was opened on November 4 and the lodge rooms, on the third floor, were dedicated with elaborate ceremonies on Friday and Saturday, April 24 and 25, 1890.

Whittier Lodge, No.357, of the Daughters of Rebekah, was awarded a charter on May 20, 1892, with the following charter members: Mesdames J. Boosinger, L. Nichols, Ida S. Tuckard, Harriet Barton, E. McKean; J. Stutzman, A. Ombler, R. Shirliff, L. Shirliff, C. Hams, L. Hams, E. Tracht, A. Carlile, L. Beck, M. Gordan, L. McCracken, L. Yahrling, S. Garrison, M. Kelso, G. Barton, P. Hargreaves, L. Nighman, E. Myers, K. Hausman, A. George, L. Potts, J. Merrill, and B. McMichael, and Messrs. H. Stuckard, E. Kelso, D. Boosinger, M. M. Garrison, and B. Hargreaves.

Brady Encampment No.336 of the Grand Encampment of the I. O. O. F. was granted a charter on July 14, 1920. The following were charter members: William E. Judy, T. A. Hill, F. C. Watrous, Alex Whyte, T. C. McCoy, E. H. Brittan, J. C. Marzen, S. C. Young, W. J. Carson, Harry W. Hodges, George C. Blake, R. B. Merrill, William Smallfield, M. A. Plummer, C. H. Mead, Albert Dormaier, and Frank Isbell.

During the eight decades which have elapsed since Brady Lodge was granted a charter, the local Odd Fellows have always taken an active interest in all phases of community welfare work. Moreover, the lodge has always served as a focal point around which has been centered a large part of the town's social activities.

Masonic Lodge

A. M. Sherman, an ardent Mason and a member of the Garrettsville Lodge, moved to Franklin Mills in 1857. Finding several Masons, he discussed with them the

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subject of organizing a Masonic Lodge in the village. They lacked one of having a constitutional number and David Ladd Rockwell, wishing to become a Mason, went to Garrettsville accompanied by Sherman and received the degree, thereby enabling the local Masons to apply for dispensation. They were opposed for some time by the nearest lodge, whose consent was necessary. Consequently, the dispensation was not granted until April 2, 1859. The charter members were: A. M. Sherman, H. K. Copeland, Isaac Haught, John Acklin, W. L. Holden, David Ladd Rockwell, John Fisk, and John Bentley. The charter was granted October 21, 1859, and the lodge was organized and instituted under the supervision of Past Grand Master Lucius V. Bierce of Akron.

The name of Rockton was adopted for the lodge because of the fact that about that time an effort was being made to change the name of the village from Franklin Mills to Rockton, on account of Standing Rock. It was desired to have the name of the lodge the same as the name of the town; therefore, Rockton was agreed upon.

The lodge first met in the old Odd Fellows Hall on the fourth floor of the Kent Block. After about two years, the lodge rooms were moved to the Earl Block where they were maintained until 1869. The members then moved back to the Odd Fellows Hall and began steps to build a temple of their own. On June 14, 1871, a committee was appointed to arrange for the building which was to occupy the third floor over the J. Bethel and Charles Kent blocks on the north side of East Main Street. This hall was dedicated to Masonry on January 24, 1872.

After the Chapter of Royal Arch Masons was established in Kent, the need for larger and more modern quarters became apparent. Kent's Hall, on the third floor of the Kent National Bank building, was purchased with the idea of remodeling it into lodge rooms. The project was abandoned because many of the members believed it would be unwise to invest heavily in a building which the lodge only partially owned. A committee was appointed to investigate the cost of land and a new building. The committee made its report but no action was taken because the World War was then in progress.

W. S. Kent died on January 21, 1923, and the heirs, desiring to sell the Kent homestead, made a generous offer to the lodge which was accepted. The home was built by Marvin Kent who was one of the first four who petitioned Rockton Lodge for membership after it was organized. The lodge moved into its new home on November 1, 1923. The old temple was sold to the Knights of Malta and the old Kent's Hall was sold to the Kent National Bank. The ballroom on the third floor of the Kent home was converted into a lodge room and the remainder of the house was converted into clubrooms.

In 1932, Rockton Lodge had more than 400 members.

Olive Chapter, No.53, of the Order of Eastern Star, was instituted September 27, 1895, and secured its charter October 29, 1896. The charter members were: Mesdames Ellen Jones, Mary A. Rynard, Mary T. Davis, Martha A. Wolfe, Maggie Simpson, Carrie Bushnell, Mary Hunt, Pearl Beans, Mary Young, Ella Zellars, Alice Swarthout, Ann S. Hinds, Sary B. Cross, Alice Chapin, Hannah Kaw, Lizzie Cackler, Cora Green, Anna E. Thomas, and Messrs. W. H. Bushnell, C. C. Cackler, J. M. Swarthout, Fred Beans, and N. B. Rynard.

Past worthy matrons of the order have been: Mrs. Mary Davis, Mrs. Alice Chapin, Mrs. Frankie Tuttle, Mrs. Jennie Stutzman, Mrs. Mary Young, Mrs. Jessie Hinds,

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Mrs. Carrie Sawyer, Mrs. Maud Costly, Mrs. Jennie Ackworth, Mrs. Maggie Simpson, Mrs. Mary Elgin, Mrs. Ann Hinds, Mrs. Lillia F. Christensen, Mrs. Bessie Curtiss, Mrs. Minnie Coolidge, Miss Grace Keller, Mrs. Helen Flynn, Mrs. Alta Fuller, Mrs. Mary Bechtle, Miss Mabelle Olin, Mrs. Mary M. Parker, Miss Evelyn Bradshaw, Mrs. Hazel Young, Mrs. Dora Ackworth, Miss Ada Hyatt, Mrs. Dorothy Colley, and Miss Jane Cannon. Past worthy patrons have been: N. B. Rynard, Fred Foote, H. J. Ackworth, J. Griffith Evans, J. Frank Elgin, Carl Curtiss, Frank Bechtle, Frank Schmiedel, Russell Colley, and A. O. Cannon.

Knights of Pythias

The Achilles Lodge, No. 378, of the Knights of Pythias received its charter on May 28, 1890. The charter members were: N. E. Olin, L. B. Heighton, M. G. McCaslin, W. H. Case, I. R. Marsh, G. R. King, Curtis Fowler, T. T. Fyfe, F. E. Poister, A. E. Olin, J. E. Hazel, A. E. Russell, W. W. Reed, F. E. Mosher, George H. Allen, G. W. Barber, E. W. Talcot, E. E. Olin, J. C. Shirliff, C. S. Doolittle, Frank Arighi, V. Chapman, J. H. Whitehead, E. E. France, T. C. Stewart, J. W. Lumley, Frank Garrison, Freeman Stratton, M. G. Garrison, and E. J. Scott.

Thetis Temple, No. 131, of the Pythian Sisters, was organized February 9, 1899. The first officers were: Mrs. Ella O. Russell, most excellent chief of the temple; Mrs. Nettie Lutz, manager of the temple; Mrs. Nellie Meeloy, protector of the temple; Mrs. Heuldah Lamb, excellent senior of the temple; Miss Ella Lamb, mistress of records and correspondence; Mrs. Eliza Eckert, guard of the outer temple; Mrs. Emma Marsh, excellent junior of the temple; Mrs. Minnie Norton, mistress of finance, and Mrs. Mevia Kindice, past chancellor of the temple.

Standing Rock Company No. 49 of the Uniform Rank of the Knights of Pythias was organized August 14, 1905, with B. F. Farnum, captain; William A. Osborn, first lieutenant; William B. Cole, second lieutenant; F. W. Bowers, recorder; T. D. Ruggles, treasurer; V. E. Nicholson, guard, and F. A. Herwig, sentinel.

The lodge rooms were located at first in the Earl Block, at the corner of Main and Franklin. After a few years, quarters were obtained in Kent's Hall; later, rooms were obtained on the third floor of the Rockwell Building on East Main Street. In 1926, the lodge was moved to the second floor of the Getz Block on North Water Street. At present, the lodge has 131 members.

Present officers of the lodge are: Earl Henderson, chancellor commander; Willard Wilmoth, vice chancellor commander; A. B. Ahearn, master at arms; C. E. Anderson, keeper of records and seals; H. J. Stratton, treasurer; B. S. Kellogg, master of finance; R. S. Riley, inner guard; William M. Brooks, outer guard, and C. A. Miller, deputy.

Eagles

A charter was granted to Standing Rock Aerie No. 1204, Fraternal Order of Eagles, on October 6, 1905. There were 54 charter members. The first officers elected were: George Hennigan, past worthy president; James Armstrong, worthy president; O.

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L. Thompson, worthy vice-president; H. Williard, worthy chaplain; E. G. Denning, worthy secretary; George Fiedler, worthy inside guard; August Gugolz, worthy outside guard. The trustees were Tony Jordan, James Robinson, and H. Redmond.

Meetings were held in the hall on the third floor of the Johnson Block between Franklin and Water Streets until 1927 when the clubrooms were moved to their present location at Erie and Franklin Avenue.

At present, the club has a membership of 359. The officers are: Allan S. George, past worthy president; James L. Schillings, worthy president; Frank C. Hull, worthy vice-president; Leroy F. Reeves, worthy chaplain; Harry F. Moreland, worthy secretary; Carl McCracken, worthy treasurer; John Jules, worthy inside guard; Leon J. Brumbaugh, worthy outside guard, and Dr. S. A. Brown, Aerie physician.

The order's charitable work locally has been the maintenance of a shoe fund, from which shoes are purchased for needy school children. Money for the fund is obtained from the social activities of the club, and no funds have ever been solicited outside the membership. Shoes are supplied to deserving children regardless of their creed, color, or nationality, and regardless of whether or not the father is a member of the lodge.

Knights of Columbus

Kent Council, No. 1411, of the Knights of Columbus, was instituted April 18, 1909, with the following charter members: Peter A. Burens, Frank Joseph Brewster, Charles Merhle, J. J. Werdeli, H. F. Hammer, John C. Green, James L. Holden, C. F. Jacobs, T. J. Tracy, J. J. Crotty, P. C. Myers, William J. Corley, Francis Corley, J. J. McKinney, C. D. McKinney, Leo Goodman, Art Shaney, Floyd Smiley, B. G. Sawyer, George C. Wise, Herman Adams, Samuel Strayer, William A. Casey, Byron Bailey, C. J. Zimmerman, T. P. Fitzgerald, C. C. Dyer, S. C. Bissler, J. Dworschick, F. D. Trainer, Arthur E. Bissler, J. N. Lansinger, William Kerwin, J. L. Harris, T. J. O'Brein, F. N. McKinney, Reverend George A. Branigan, R. T. Armstrong, J. W. Casey, J. J. Shanley, Sr., E. J. Kline, P. J. Finn, J. B. McDermott, Thomas Divorsky, D. H. Green, George Hennigan, and W. J. Powers.

The first club and lodge rooms were located in the Donaghy Block; later they were moved to the Kline Block on South Water Street. In 1918, the club purchased the old Shively home on the northwest corner of Main and DePeyster which was used as a club house until the property was sold to the Kent Theatre Company in 1926. The club was then moved to rooms on the second floor of the Beal Block on North Water Street which were occupied until the present home at 128 North DePeyster was purchased and remodeled in 1931.

Grand knights of the lodge have been: P. A. Burens, J. C. Green, J. J. Shanley, Jr., R. T. Armstrong, H. M. Schonacker, Blake C. Cook, Harry Lallement, George Goodman, Harry Moreland, Dr. P. A. Eichenlaub, Charles Horning, J. J. McKinney and C. F. Jacobs. At present the lodge has 72 active members.

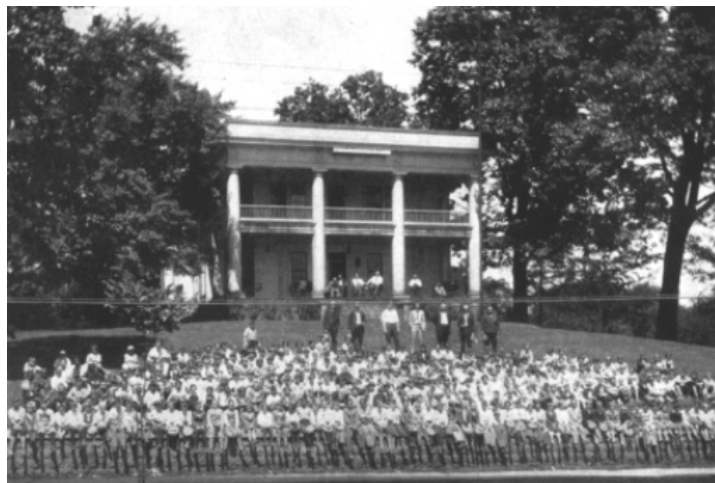
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Elks

A charter was granted to the Kent Lodge of the Benevolent and Protective Order of Elks on July 8, 1920, upon application made October 10, 1919, by A. J. Kunsman, George M. Hackett, Al Lawrence, and others. The first officers were: A. J. Kunsman, exalted ruler; Hale B. Thompson, esteemed leading knight; J. P. Gillespie, esteemed loyal knight; W. A. Moore, esteemed lecturing knight; R. G. Marlow, secretary; E. P. Garrison, Treasurer; J. R. Waring, pilot; C. G. Kistler, esquire; I. R. Marsh, chaplain, and B. W. Fessenden, inner guard. The trustees were H. J. Wright, Roy H. Smith, and D. M. Mason.

The charter members, in addition to the officers, were: Jay Lemon, J. P. Matthews, J. W. Lee, F. L. Dangler, H. E. Steele, P. M. Ott, B. C. Cook, C. F. Hutson, B. S. Johnson, George H. Getz, George H. Dumm, Guy R. Gear, Leo A. Bietz, J. T. Gibson, S. A. Stutzman, J. P. Peiper, R. L. Donaghy, E. E. Holden, R. L. Miller, J. E. Bertram, George M. Hackett, C. A. Huggins, G. W. Meyer, L. R. Bensen, R. H. Reddick, M. L. Trageser, S. W. Huggins, J. G. Evans, Jr., W. L. Eckert, William Gugolz, H. J. Hall, C. F. Gressard, J. S. Green, B. B. Steele, S. C. Bissler, F. W. Trory, W. A. Pearson, A. B. Babbitt, A. V. Pitts, J. J. McKinney, and B. A. Wise.

After organization, meetings of the lodge were held for about two years in the Knights of Pythias hall in the Rockwell Building on East Main Street. In 1922, lodge rooms were established on the second floor of the Getz Building on North Water Street. During the summer of 1925, while W. R. Mitchell was exalted ruler, arrangements were made for purchasing the T. G. Parson home on East Main Street for use as a club house. Dedication exercises were held on October 8-10.



When the Elks held a “kid’s picnic” in 1927, hundreds of Kent children turned out—here are some of them

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During the 12 years that the local lodge has been in existence, it has taken an active part in community welfare work. One of the feature events for a number of years was the annual children's picnic at Brady Lake. All the youngsters of the town were invited and on several occasions more than 500 attended.

Exalted rulers of the lodge have been: A. J. Kunsman, J. P. Gillespie, G. M. Hackett, B. C. Cook, G. R. Gear, W. R. Mitchell, G. H. Moon, H. F. Lallement, H. A. Schmiedel, P. B. Bonsall, J. P. Matthews, A. B. Ahearn, F. F. Hausman, and S. P. Harbourt. Secretaries have been: R. G. Marlow, H. E. Steele, W. H. Van Horn, S. W. Ault, and W. R. Mitchell. The stewards have been: D. J. Beckley, H. A. Schmiedel, and P. H. Bottorff. At present, the club has 208 active members.

Rotary Club

The Rotary Club of Kent, No. 777, was organized in the summer and fall of 1920 by W. A. Walls, Dr. W. B. Andrews, Dr. George H. Dumm, Hale B. Thompson, and James S. Green. The club was instituted and the charter presented on December 2, 1920, by Rotarian T. E. Smith of Akron.

The charter members of the club were Dr. William B. Andrews, Arthur Babbitt, Forrest B. Bryant, Martin L. Davey, Dr. George H. Dumm, C. Frank Elgin, J. G. Evans, Jr., Byron W. Fessenden, C. F. Gressard, John G. Getz, D. H. Green, J. S. Green, W. S. Kent, H. C. Longcoy, A. B. Lawson, D. M. Mason, John E. McGilvrey, John G. Paxton, W. W. Reed, Roy H. Smith, Hale B. Thompson, Dr. N. A. Ulrich, W. A. Walls, D. W. Wolcott, and William Zingler.



*Rotary Club of Kent
Photo by Waldron*

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Presidents of the club have been: W. A. Walls, Arthur Babbitt, Dr. W. B. Andrews, Roy H. Smith, John Diehl, G. Frank Elgin, Dr. N. A. Ulrich, Dick Richards, John W. Salter, Dr. James O. Engleman, and Hale B. Thompson.

Members of the club who were not charter members are: N. N. Beal, S. C. Bissler, Ira Bissler, Leo Bietz, Hugo Birkner, Lawrence Bundy, Leonard Coffeen, C.H. Curtiss, Paul Davey, Peter Eigner, Dr. James O. Engleman, Ernest S. Ferry, Link Garrett, E. F. Garrison, T. E. Gensemer, John Gettrust, George Getz, A. Hoye Godfrey, D. Q. Grove, Porter B. Hall, Fred Haymaker, A. L. Herr, John T. Johnson, Bert Kneifel, Ira Marsh, Fren Musselman, Holly Olin, John Palfi, Ed. Parsons, Walter H. Poesse, Glenn Reed, B. F. Renkert, Dick Richards, John W. Salter, Walter E. Schaeffer, Roy Simpson, John W. Spangler, Bert Spelman, M. H. Spielman, Earl Steiner, Emmet Stopher, Robert Stopher, Earl Tatgenhorst, W. W. Tuttle, H. J. Uhlmann, Stephen C. White, Charles Williams, John Woodward and O. H. Young.

Since its organization, the Kent club has taken a keen interest in the work of caring for crippled children. In fact, the efforts of the club have been so outstanding, and the results have been so gratifying, that the work has been taken up on an extensive scale by the state organization.

Present officers of the club are : Hale B. Thompson, president; L. G. Bundy vice-president; John Gettrust, secretary, and Porter B. Hall, sergeant at arms.

Kiwanis Club

The Kiwanis Club of Kent was organized during the winter of 1925-26 by Dr. T. H. Schmidt and Freem Foote. The charter was granted on February 11, 1926. The original officers were Dr. T. H. Schmidt, president; R. E. Manchester, vice-president; Dick Donaghy, secretary; George Stauffer, treasurer; Bud Sessions, district trustee; and Max Miller, sergeant-at-arms.



*The Kiwanis Club of Kent
Photo by Waldron*

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The charter members of the club were: U. G. Arthurs, Frank Barber, Paul Bonsall, S. A. Brown, H. D. Byrne, B. N. Byrne, Blake Cook, A. O. DeWeese, Dick Donaghy, Howard Fenn, Freem Foote, Ed Forsyth, J. J. Flynn, Don Gensemer, Sam Gotshall, G. T. Heintz, Harold Jacob, D. W. Pearce, Harry Lallement, Al Lauderbaugh, Alf Lovell, R. E. Manchester, Bob McKibben, Max Miller, Walt Pardee, Ned Patterson, Dwight Parsons, Bob Redmond, I. T. Rhodes, Glenn Rouse, Chris Scherer, T. H. Schmidt, Bud Sessions, Sid Snodgrass, George Stauffer, R. B. Strimple, and Ed Vance.

Presidents of the club have been: T. H. Schmidt; R. E. Manchester, Dick Donaghy, Ross Strimple, Donald Gensemer, Robert McKibben, and W. O. Hollister. Secretaries have been: Dick Donaghy, Steve Harbourt, and M. A. Wolcott.

Present members who were not charter members are: Charles R. Bair, Harold Bluestone, F. B. Bryant, Harry Cunningham, Frank Dangler, Bernard Green, S. P. Harbourt, W. O. Hollister, Walter Heisler, E. M. Kauffman, Walter Lansinger, George Lawrance; Smith Line, Ed Loveland, O. H. McArtor, Kenneth McFall, J. J. McKinney, James P. Miller, Ned Miller, Ray Miller, George Moon, Lewis Moorehead, Ray P. Nichols, Charles O'Connor, J. N. Renouf, G. Harold Schlegel, Alfred Stewart, E. T. Stump, M. A. Thompson, Fred Trory, Harold Vanouse, M. W. Wappner, Alex Whyte, Paul Woodward, M. A. Wolcott, and St. Clair West. In 1928, the Kiwanis club was instrumental in founding the Portage County Preventorium for tubercularly-inclined children. The aid of other organizations in the county was solicited and the preventorium was established near East Twin Lake. Thirty children were admitted during the first season; thereafter, the preventorium has had approximately 40 children each summer.

The Wranglers Club

The Wranglers Club was organized in 1919 by Prof. Charles B. Koehler of Kent State College for the purpose of the study and discussion of topics of general interest. The membership was made up of men from all walks of life who were willing to spend time and effort in preparing their papers and who were willing to allow unlimited criticism and discussion of their points of view. Since its inception, the club has always lived up to its name. Meetings are held every two weeks on Saturday night from October to June at the homes of members.

Past presidents of the club have been: Charles B. Koehler (two terms), Roy H. Smith (two terms), David Olson (two terms), Harry de Lapotterie, Frank Bechtle, F. B. Bryant, D. B. Wolcott, Dr. G. M. Stevenson, George E. Marker, and A. L. Herr. The present officers are: O. W. Hollister, president; Hugo E. Birkner, secretary, and Leonard Coffeen, treasurer.

Present members of the club are: A. B. Babbitt, Charles R. Bair, F. W. Barber, Frank Bechtle, H. E. Birkner, F. B. Bryant, A. L. Coffeen, O. B. Crosser, Paul H. Davey, Thomas E. Davey, Jr., George H. Dumm, F. N. Harsh, A. L. Herr, W. O. Hollister, A. W. Jansson, J. T. Johnson, P. J. Kelley, H. de Lapotterie, A. N. Lawson, G. E. Marker, J. P. Mead, Carl Olson, David Olson, P. M. Ott, D. W. Pearce, A. S. Roberts, Ross Schram, Roy H. Smith, C. C. Soper, G. M. Stevenson, A. W. Stewart, Warren W. Tuttle, and W. A. Walls.

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Forensic Club

The Forensic Club was organized with 12 charter members at a meeting held in November, 1921, at the home of Alf Lovell for the purpose of studying and discussing topics of general interest. Meetings are held once every two weeks on Wednesday night from October to June at the homes of members.

Presidents of the club have been: Howard Hull, James G. Osborne, Ross Strimple, Alf Lovell, Theodore Jones, Edward Gorsuch, John S. Gettrust, Glenn Barber, Bernard H. Green, Max R. Peck, J. R. Easton, John W. Spangler, and Carl R. Douglass.

Present members of the club are: Glenn Barber, E. C. Burkhardt, A. O. Cannon, Carl R. Douglass, J. R. Easton, Perry H. Evans, Leo F. Felsted, John S. Gettrust, Bernard H. Green, A. Hoyer Godfrey, Carl L. Harvey, F. M. Kee, A. J. Lauderbaugh, Harry R. Lewis, Alf Lovell, Ed Loveland, Dr. E. M. Kauffman, Lewis S. Moorehead, James G. Osborne, Max R. Peck, B. F. Renkert, John W. Spangler, Al J. Spangler, Ross B. Strimple, E. S. Sill, H. L. Swain, H. Ed Simi, and T. D. Wands.

University Club

The University Club was organized in November, 1923, by Prof. R. E. Manchester of Kent State College who recognized the need for an organization whose membership would be open to anyone in the city who cared to join in the discussion of general topics of interest. The club grew rapidly and now has 142 members. Meetings are held once a month from October to June at the Franklin Hotel.

Members who have served as chairman of the meetings include the following: R. E. Manchester, Judge L. A. Caris, N. A. Ulrich, O. E. Pore, Roy H. Smith, J. W. Dirkson, G. J. Stauffer, E. F. Garrison, E. O. Trescott, G. F. Garman, David Olson, O. E. Pore, E. C. Stopher, A. W. Jansson, Rev. H. H. Hull, D. W. Pearce, B. S. Johnson, J. V. McDowell, Carl Harvey, Ira R. Marsh, Forrest B. Bryant, C. H. Williams, Blake Cook, W. H. Drew, C. S. Van Deusen, A. L. Walker, Paul Bonsall, P. W. Eigner, A. L. Heer, W. W. Tuttle, J. O. Engleman, Howard Clark, O. H. Young, C. R. Shrumway, J. Beck, C. R. Bair, Carl Olson, George Altman, S. A. Harbourt, A. O. DeWeese, George Marker, and Calvin Rausch.

L. W. Miller served as secretary of the club for the first two years and R. E. Manchester thereafter.

A. H. Day Post of the G. A. R.

Although the Kent post of the G. A. R. passed out of existence a number of years ago, brief mention should be made here of the founding of the organization. The post, which was named the A. H. Day Post in honor of A. H. Day of the Seventh Ohio Infantry, was instituted December 11, 1882, and chartered on December 30. At one time, the post had nearly 200 members and was one of the most active organizations in Kent. However, the ranks of the veterans thinned rapidly during the decades which followed, and by 1920, only a few of the original members still lived. The post was finally

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abandoned.

Only three Civil War veterans of Kent are still living. They are: Frank Smith, 92 years old; C. Homer Mead, 89 years old, and Dr. Fenelon F. H. Pope, 88 years old. Smith, who served in the 112th New York Infantry, Company F., came to Kent in 1876. Mead, who served in Co. D, 101st O. V. I., and Co F, 1st U. S. Volunteer Engineers, came to Kent in 1867 to work in the car shops of the Atlantic and Great Western Railroad. Dr. Pope served in Co. C, 169th O. V. I., and came to Kent in 1907.

County records show that 2,070 men from Portage County saw service during the Civil War and that more than 300 were killed in action or died from sickness while in the service. Portage County then had a population of 24,208. The records also show that 161 men enlisted from Franklin Township and that 26 died in the service.

Woman's Relief Corps

The Woman's Relief Corps, auxiliary to the A. H. Day Post, No.130, of the G. A. R., was organized with 28 charter members on March 25, 1886. The first officers were: Malinda Haught, president; Celia Vickers, senior vice-president; Angie T. McGee, junior vice-president; Jennie Stutzman, treasurer; Melissa Irvin, chaplain; Hulda L. Stokes, conductor; Mary Thomas, guard; Nellie L. Showalter, assistant conductor; Hattie Foltz, assistant guard; Clemma P. Barber, secretary, and Mary L. Ewell, assistant secretary.

For many years the corps met regularly for business meetings and also had many social gatherings, many of which were held jointly with the G. A. R. Post. The corps always responded generously to calls for aid and donations to funds which were used for the benefit of old soldiers or their dependents.

In 1910, the corps began raising a fund to erect a monument in Standing Rock Cemetery in memory of the Civil War veterans from the township. All the money needed was not obtained until late in the fall of 1927. The monument was dedicated on May 30, 1928. It bore the names of 303 veterans, 13 of whom were living at that time.

Presidents of the corps have been: Malinda Haught, 1886-87; Celia Vickers, 1888-89; Nellie Showalter, 1890-91.; Amelia McAllen, 1892-93; Myra Hall, 1894; Eliza Shannon, 1895-96; Lucy Johnson Emery, 1897-98; Jane Randall, 1899-1900; Havilla Champney, 1901-02; Cora Smiley, 1903-04-05; Charlotte Weaver, 1906-07; Edith Ruggles, 1908; Hannah Kaw, 1909; Alice Grubb, 1910; Carrie Bean, 1911; Sarah B. Cross, 1912; Maggie Drewette, 1913-14; Emma May Stokes, 1915-16; Kate Wonsetler, 1917-18; Dertha Davey, 1919-20; Dollie White, 1921-22; Neva Frink, 1923; Lilly Beitz, 1924-25; Henrietta Cook, 1926; Frankie Costley, 1927-28; Emma Glass, 1929; Maggie Bean, 1930; Frankie Costley, 1931; Ina Coe, 1932.

The Kent Coterie

The Kent Coterie was organized with 29 charter members in the fall of 1896 by Mrs. Emma S. Jones and Mrs. Nina Powers who were interested in having a club for social, literary and musical purposes. For the first four years, the club met each Saturday afternoon; in 1900, bi-weekly meetings were started; in 1905-06, the custom of meeting at 5:30 P M. for supper was begun and it has been continued with great success.

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The club has ever kept to the idea of its founders to study each year the geography, literature, history, and art of some particular country, or some general topic, as the choice might be. As the years passed, the club reached out to do service where it was needed. Three school playgrounds were equipped with apparatus through the club's efforts. In February, 1922, the club sponsored a charity ball which netted \$600 for the needy of the city. During the war, the club members devoted much of their time to the needs of that period. The club has planted an oak tree on the Central school grounds, a Norway maple on the Free Library lawn in memory of Nellie Dingley, a nurse who died in France, and a privet hedge at the Central School in honor of Rose Green.

The present members of the Coterie are: Mrs. F. L. Allen, Mrs. Kimbrough Anderson, Mrs. William Bartshe, Mrs. William Boosinger, Mrs. Samuel Boyd, Mrs. G. Frank Elgin, Mrs. William Getz, Mrs. John Getz, Mrs. Joseph Gigger, Miss Grace Keller, Mrs. Burt Kneifel, Mrs. George Lodge, Mrs. Harry Longcoy, Mrs. Abner Lawson, Mrs. George E. Marker, Mrs. Edward Parsons, Miss Emma Patton, Mrs. Perry Rhodes, Miss Julia Sawyer, Miss Jennie Shuman, Mrs. Lewis Slusser, Mrs. Roy Smith, Mrs. Burt Spelman, Mrs. Arthur Stanton, Mrs. Duncan Wolcott, and Mrs. Oliver Young. Associate members of the club are: Mrs. Frank Coppard and Mrs. James Yeend; Mrs. Milton Kneifel is an honorary member. Club members who have died are Mrs. Nina Powers, Mrs. W. D. Davis, Mrs. Emma S. Jones, Mrs. Elizabeth Yeend, Mrs. Anne Woodworth, Miss Rose Green, and Mrs. W. S. Kent.

Presidents of the club have been: Mrs., Emma S. Jones, Mrs. L. P. Bethel, Mrs. Grace Stambaugh Slusser, Mrs. Leona Reed Boyd, Miss Rose Green, Mrs. F. L. Allen, Mrs. B. G. Kneifel, Mrs. W. S. Kent, Mrs. Frank Elgin, Mrs. John Getz, Mrs. Anne Woodworth, Mrs. Roy Smith, Mrs. E. S. Parsons, Mrs. William Bartshe, Miss Grace Keller, Mrs. Burt Spelman, and Mrs. Milton Boosinger.

The Travelers' Club

The Travelers' Club was organized in 1882 by Mrs. Anne Carver Metlin, Mrs. Emma Maloney Stouffer, Mrs. Louise Clark Cone, and Mrs. Lucia Price Upson, a quartette of friends who had conceived the idea of forming a reading club, the purpose of which would be to study the history and literature of various countries. Mrs. Cone is the only charter member who is still living.

During 1901 and 1902, Maryette Thompson served as president of the club. In April, 1903, the club's constitution was drafted and adopted. Presidents of the club since then have been: Mrs. A. D. Braden, Anna M. Nutting, Mrs. B. C. Herriff, Mrs. Dolly Longcoy, Mrs. J. E. McGilvrey, Mrs. I. D. Tuttle, Mrs. M. J. Slutz, Mrs. Henry Spelman, Mrs. G. E. Marker, Mrs. George Hopkins, Mrs. S. A. Harbourt, Mrs. F. B. Bryant, Mrs. C. L. Loveland, Mrs. D. W. Pearce, and Mrs. Will Hinds.

The membership at the present time numbers 40. Meetings are held in the Kent Free Library every two weeks from October until May. The club motto is: "The greatest good to the greatest number." Proof that the assignments given members are well prepared and interestingly presented is furnished by the fact that the attendance at meetings never wanes. The club is interested in the betterment of the community and aids financially when the occasion demands.

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Ever since its organization the club has demonstrated its willingness to contribute to all worthy causes. It assisted the Coterie in obtaining playgrounds for Kent school children and later gave regularly to the Travelers' Aid, Kent Welfare Association, Portage County Preventorium, and for world friendship between children of America and foreign countries. During the war the club members were active in Red Cross work.

Active members of the club at present are: Mrs. C. R. Bair, Mrs. Charles Billings, Mrs. F. B. Bryant, Miss Georgia Clark, Mrs. Raymond Clark, Mrs. C. H. Curtiss, Mrs. G. F. Elgin, Mrs. J. O. Engleman, Mrs. J. G. Evans, Mrs. L. F. Felsted, Mrs. H. E. Galloway, Mrs. G. R. Gear, Mrs. J. G. Getz, Mrs. H. N. Hart, Mrs. S. A. Harbourt, Mrs. B. E. Herriff, Mrs. W. J. Hinds, Mrs. G. W. Hopkins, Mrs. J. T. Johnson, Mrs. E. E. Karlskind, Mrs. G. E. Marker, Mrs. J. E. McGilvrey, Mrs. C. H. Mead, Mrs. A. C. Moss, Mrs. Fren Musselman, Miss Bertha L. Nixon, Mrs. Lester Olin, Mrs. D. W. Pearce, Miss May H. Prentice, Mrs. A. S. Roberts, Mrs. C. F. Rumold, Mrs. M. J. Slutz, Mrs. R. H. Smith, Mrs. Gilbert Smith, Mrs. A. W. Stewart, Mrs. I. D. Tuttle, Mrs. W. W. Tuttle, Mrs. N. A. Ulrich, and Mrs. David Watkins.

The Thursday Club

During 1907, a group of ten women gathered at the home of Mrs. Bertha Cooke to form a social club which they decided to call the Query Club²⁵. The members met every two weeks for social talks and sewing, interspersed with varied programs. The women were Mrs. Bertha Cooke, Bessie Curtiss, Mary Meachem, Jennie Ackworth, Lillia Christensen, Harriet Tracht, Katherine Johnson, Anna Vickers, and Mary Garrett. At different times, other women were invited in as members.

At the present time, the club is a dinner club, the dinner being followed by a business meeting, cards, program, or social meeting. The present members, who are all members of Olive Chapter, Order of the Eastern Star, are: Mrs. Reine Williams, Alta Fuller, Mary Meachem, Mary Schmeidel, Minnie Coolidge, Mary Bechtle, Cora Johnson, Jennie Ackworth, Harriet Tracht, Lillie Christensen, and Bertha Cooke, president; Mary Ott, vice-president; Bessie Curtiss, secretary, and Bertha Gibson, treasurer.

Former members of the club who are deceased include: Mary Garrett, Lillie Pearson, Hattie Davis, and Josie Zingler. Anna Vickers now lives in St. Louis, Missouri, and Katherine Johnson in Glendale, California

Tuesday Tourist Club

The Tuesday Tourist Club was organized as a study club February 11, 1911, at the home of Elsie Smith. Officers were elected as follows: Mabelle Olin, president; Cora Pearson, vice-president, and Metta Marsh, secretary and treasurer. Charter members of the club were: Rose Smith, Maye Olin, Mabelle Olin, Mary Longcoy, Cora Pearson, Metta Marsh, Elsie Smith, Ruth Eckert, and Olive Thompson. Each member had the privilege of asking one person to become a member. On December 4, 1911, Mrs. Lucia D. Price was made an honorary member. The club was originally named Edelweiss but later was changed to Tuesday Tourists and became federated in 1919. The club now has 20 active and 4 honorary members. Past presidents have been: Mabelle Olin Baldwin,

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Mary White, Rose Smith, Olive Thompson, Reine Somers, Kathrine Evans, Ruby Bran, Dene Barber, Bessie Hinds, Blanche Barber, Edna Parsons, Bernice Davy, Helen Bonsall, and Carrie Galloway.

Fortnightly Club

The Fortnightly Club was organized in October, 1911, when eight ladies met at the home of Mrs. Eloise Irwin for the first meeting. They were Emma Getz, Mrs. Charles Cunningham, Mrs. Mertle Willard, Mrs. Erwin Hardy, Mrs. T. B. Smith, Mrs. W. A. Bartshe, Mrs. Eloise Irwin, and Mrs. H. C. Longcoy. It was decided that each of these ladies should invite a friend, thereby making a membership of sixteen.

For a few years the purpose of the club was for the members to bring sewing and spend a social afternoon, the hostess furnishing the refreshments. Many parties were held, some of which were in costumes of many types. In 1919, the club joined the Federation of Women's Clubs. Officers were elected and from then on the club took an active part in civic, Americanization, child welfare and public health work. During the World War, the club was particularly busy, raising money, sewing, knitting, and doing other things which were required in the war times. Since 1921, the club has held more literary and instructive meetings and the programs have been printed. In 1928, one o'clock luncheons were started and they have been continued ever since, the afternoons being occupied with the program, business meeting and socializing.

Present members of the club are: Mrs. W. B. Andrews, Mrs. Richard Armstrong, Mrs. W. A. Bartshe, Mrs. William Costley, Mrs. Charles Cunningham, Mrs. John Green, Mrs. Erwin Hardy, Mrs. Hiram Hart, Mrs. Eloise Irwin, Mrs. Joseph Krape, Mrs. Will Lee, Mrs. H. H. Line, Mrs. H. C. Longcoy, Mrs. Thomas B. Smith, Mrs. Forrest Youngman, and Mrs. A. L. Post. Mrs. Ethel Burt is an honorary member and Mrs. Art Trory an associate member. Members who have died are Mrs. Porter Hall, Mrs. John Ewing, and Mrs. John G. Paxton. Present officers of the club are: Mrs. W. B. Andrews, president; Mrs. Forrest Youngman, vice-president; Mrs. H. C. Longcoy, secretary, and Mrs. Charles Cunningham, treasurer.

Fideles Club

The Fideles Club was started in the spring of 1914. It was a sewing and social club until 1919 when it was organized as a literary club with the following members: Mrs. G. R. Beckwith, Mrs. E. F. Garrison, Mrs. J. F. Hausman, Mrs. H. A. Keske, Mrs. J. S. Klinger, Mrs. F. C. McLaughlin, Mrs. W. R. Simpson, Mrs. N. A. Ulrich, Mrs. A. L. Coffeen, Mrs. F. N. Harsh, Mrs. W. N. Heisler, Mrs. C. G. Kistler, Mrs. R. P. Nichols, and Mrs. G. I. Stauffer. The officers elected were: Mrs. Simpson, president; Mrs. Coffeen, vice-president; Mrs. Keske, secretary, and Mrs. Hausman, treasurer.

The purpose of the club is twofold: to develop sociability and to give opportunity to discuss topics of interest in the field of art, politics, literature, religion, science, history and political economy.

The following persons have served as presidents of the club: Mrs. W. R. Simpson, Mrs. A. L. Coffeen, Mrs. N. A. Ulrich, Mrs. G. R. Beckwith, Mrs. F. N. Harsh,

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Mrs. R. P. Nichols, Mrs. A. C. Moss, Mrs. J. F. Hausman, Mrs. P. H. Boucher, Mrs. N. A. Patterson, and Mrs. E. F. Garrison.

Active members of the club in 1932 are: Winifred Beckwith, Josephine Boucher, Daisy Bushong, Gertrude Coffeen, Bertha Garrison, Elizabeth Gensemer, Myrl Harsh, Grace Harbaugh, Viola Harvey, Ruth Heisler, Hazel Hirt, Blanche Lovell, Ruth McLaughlin, Mary Demaris Moss, Bertha Nichols, Ruth Patterson, Lucia Simpson, Maria Spangler, Marguerite Stauffer, and Laura Ulrich. Associate members are Mabel Hausman and Mayme Coffeen.

The Junior Coterie

The Junior Coterie was organized on December 16, 1916, under the sponsorship of the Kent Coterie, with 18 charter members. The following officers were elected: Dorothy Parsons, president; Dene Herriff, first vice-president; Julia Burt, second vice-president, and Margaret Getz, secretary. On December 27, 1917, a social meeting was held at the home of Dene Herriff, and on January 13, 1918, the first regular meeting was held at the home of Carrie Hinds. Since that time the club has met once in two weeks, on Saturday evening, from the first of October to the last of May.

The Junior Coterie seeks to offer its members pleasant social contacts, inspiring and broadening cultural interests, and a vital connection with community enterprise and welfare. Ever since its organization, the club has evinced an eagerness to cooperate in whatever worthy cause is most pressing, whether it be Red Cross work in the time of war or community welfare work in times of depression. The interests of the club have not been limited to this locality; it has also aided various loan scholarship funds, Near East Relief, the Portage County Preventorium, and the Schauffler Training School.

Soon after organization, the membership was increased to 25 active members. At the present time the members are: Dene Herriff Barber, Mary Getz Bluestone, Berenice Boosinger Douglass, Mary Merrill Dumm, Maxine Davey, Esther Getz Donaghy, Marjorie France Fessenden, Mona Fletcher, Olive France, Elnora Getz, Hazel Getz, Margaret Merrill Gressard, Celeste Hall, Carrie Hinds, Blanche George Lovell, Winifred O'Neil Pardee, Dorothy Parsons, Marie Hall Redmond, Harriet Tuttle Reed, Zell Krape Satterfield, Helen Reed Strimple, Elnora Cook Thompson, Katherine Williams, and Marion Williams. Helen Parsons and Margaret Getz are associate members. Former members of the club now on the honorary role include Margaret Lott Cackler, Evadene Dasef, Florence Ferrey, Julia Burt Frank, Kresence Eigner Gillespie, Esther Waldron Hurd, Caroline Keith Llewellyn, and Leah Marsh Petroske.

The club has had nine presidents: Dorothy Parsons, Margaret Gressard, Margaret Getz, Marjorie Fessenden, Harriet Reed, Olive France, Dene Barber, Mona Fletcher, and Katherine Williams. Present officers of the club are: Katherine Williams, president; Elnora Thompson, first vice-president; Esther Donaghy, second vice-president; Mary Bluestone, secretary, and Helen Strimple, treasurer.

The Woman's Club

The Woman's Club was organized March 5, 1921, by Mrs. C. L. Loveland. As

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stated in the constitution, the purpose of the club is advancement in all lines of ethical, mental and social culture. Meetings of the entire club are held on the first Monday of each month from October to June; the executive board meets on the last Monday of each month. A number of meetings also are held each year by various departments.

Presidents of the club have been: Mrs. S. A. Brown, 1921-22; Mrs. D. A. Williams, 1922-23; Mrs. David Olson, 1923-25; Dr. Emily J. Widdecombe, 1925-26; Mrs. G. E. Marker, 1926-28; Mrs. J. S. Gettrust, 1928-29; Mrs. F. H. Mozena, 1929-31; Mrs. David H. Watkins, 1931-33. Members of the executive board during the club year of 1931-32 were: Mrs. David H. Watkins, Mrs. R. S. Colley, Mrs. D. M. Raney, Mrs. G. R. Gear, Mrs. F. E. Fenstermaker, Mrs. F. H. Mozena, Mrs. C. L. Loveland, Mrs. A. W. Stewart, Mrs. L. F. Felsted, Mrs. J. R. Ferry, Mrs. W. J. Hinds, Mrs. Leon Coolidge, Mrs. Charles Billings, Mrs. R. E. Manchester, and Mrs. Julia Getz.

Since its organization, the club has been a vital force in all phases of the city's development. The civics department has taken a keen interest in governmental problems and has sponsored many important civic improvements, just as the garden department has been instrumental in stimulating interest in city beautification. The fine arts department and the home and education department also have been effective in their respective fields, focusing attention on varied matters of importance to the community.

Officers of the departments during 1931-32 were: Fine arts—Mrs. L. F. Felsted, chairman; Mrs. Sam McClary, secretary, and Mrs. A. W. Stewart. Civic department—Mrs. Jay Ferry, chairman; Mrs. Chauncey Myers, secretary, and Mrs. Charles Billings, executive member. Home and education department—Mrs. W. J. Hinds, chairman; Mrs. E. R. Steiner, secretary, and Mrs. R. E. Manchester, executive member. Garden department—Mrs. Leon Coolidge, chairman; Mrs. E. H. MacDonald, secretary-treasurer, and Mrs. Julia Getz, executive member.

A junior department of the Woman's Club was organized March 15, 1932, by President Watkins and the executive board. At present this department has 102 members as compared with 144 members in the senior group.

American Legion Auxiliary

The American Legion Auxiliary was organized on April 4, 1921, for the purpose of participating in and contributing to the accomplishment of the aims and purposes of the American Legion. The first meeting was held in the Army and Navy clubrooms, fifteen wives or daughters of ex-service men attending. When the organization was perfected, the permanent charter was signed by 62 members.

The charter members were: Pearl Allen, Grace Benson, Mary Bissler, Ethel Black, Blanche Burroughs, Elizabeth Carlin, T. S. Clark, Esther Cook, Helen Cook, Henrietta Cook, Gertrude Coffeen, Mayme Curtiss, Ruth Damon, Bertha Davey, Maxine Davey, Ruth Dietz, Fannie Fludine, Elizabeth Frew, Artie George, Gladys M. Gilbert, Henrietta Gorham, Nellie Gray, Esther Harter, Trilby Hawk, Minnie Hull, Julia Joseph, Anna Lakits, Ella Landis, Mildred Lawrence, Blanche Lovell, Mary Lovell, Alma Lutz, Nettie Lutz, Donna Miller, Fannie Miller, Florence Miller, Grace Moore, Elsie O'Brien, Hattie Painter, Mary Ralston, Ellen Ravenscroft, Ida Redmond, Anna Rohrbach, Beth Sapp, Hazel Sessions, Estella Shanafelt, Linnie Shanafelt, Jeannette Smallfield, Laura

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Smith, Jessie Smith, Marion Stevenson, Mildred Straight, Mignon Traegeser, Mary Van Horn, Ethel Waite, Hazel Watts, Betty Westland, Albena White, Dolly White, Elva Wilt, Anna Wise, and Sara Young. On January 1, 1932, the auxiliary had 192 members.

Presidents of the auxiliary have been: Mrs. Max Miller, 1921-22; Mrs. Ella Landis, 1923; Mrs. Beth Sapp and Mrs. K. Dormaier, 1924; Mrs. K. Dormaier, 1925; Mrs. Holly Painter, 1926-27; Mrs. Leo Bietz, 1928; Mrs. Harry Miller, 1929; Mrs. Harry Seifert, 1930; Mrs. Alf Lovell, 1931, and Mrs. Dana Leggett, 1932.

The Daughters of the American Revolution

The local chapter of the Daughters of the American Revolution was organized at a meeting held in the Franklin Hotel in Kent on October 8, 1921. The chapter was named the Aaron Olmstead Chapter in honor of Aaron Olmstead, of Westfield, Massachusetts, who with two others purchased Franklin Township from the Connecticut Land Company in 1798.

The first officers elected by the chapter were: Dene Herriff, regent; Mrs. Martha Getz, vice-regent; Dorothy Parsons, secretary; Carrie Hinds, treasurer; Mrs. Anna Woodworth, registrar; Mona Fletcher, historian, and Anna Nutting, chaplain. The chapter had 25 charter members. Besides the officers they were: Mrs. F. L. Allen, Mrs. H. E. Birkner, Mrs. P. H. Davey, Mrs. G. H. Dumm, Mrs. Byron Fessenden, Mrs. L. S. Fletcher, Mrs. Frank Galloway, Mrs. Fred Gressard, Miss Helen Hall, Mrs. Ann Hinds, Miss Lura Newberry, Mrs. E. S. Parsons, Mrs. Glenn Reed, Miss Martha Stillson, Mrs. Fred Williams, Mrs. O. H. Young, Mrs. Henrietta Lott, Miss Helen Parsons, Mrs. Stuart Stevenson.

In addition to participating in all national activities of the D. A. R., the local chapter has been active in Americanization work in Kent and in Cleveland and has launched a reforestation program. In May, 1928, 2,500 trees were planted through the chapter's efforts in the school grounds of the Franklin Township school. The chapter also has had many enjoyable social events, the outstanding ones each year being the Washington's birthday party and the annual summer picnic. In 1928, the chapter assisted in the formation of a local chapter of the Children of the American Revolution. This chapter now has 13 members.

Members of the Aaron Olmstead Chapter in 1932 are: Mrs. F. L. Allen, Mrs. Glen Barber, Mrs. H. R. Bemis, Mrs. H. E. Birkner, Mrs. Peter T. Boettler, Mrs. L. G. Bosworth, Mrs. E. O. Carlin, Mrs. W. L. Copley, Mrs. P. H. Davey, Mrs. Dick Donaghy, Mrs. A. O. DeWeese, Mrs. E. S. Ferry, Anna Shedd Fletcher, Miss Mona Fletcher, Mrs. Edwin Fuller, Jennie Longcoy Galloway, Mrs. Frank Galloway, Mrs. J. G. Getz, Miss Louise Getz, Mrs. J. C. Gigger, Miss Helen Hall, Mrs. D. H. Harrington, Mrs. Hiram Hart, Miss Carrie Hinds, Miss Beatrice Hoffman, Mrs. J. T. Johnson, Mrs. P. H. Kelly, Mrs. H. C. Longcoy, Mrs. O. S. Lukens, Mrs. F. C. McLaughlin, Mrs. M. M. Miller, Miss Lura Newberry, Mrs. J. G. Osborne, Mrs. E. S. Parsons, Miss Dorothy Parsons, Mary Pratt Parker, Miss Ethel Rhodes, Mrs. Perry Rhodes, Mrs. E. S. Russ; Mrs. W. R. Simpson, Mrs. E. C. Stopher, Mrs. N. A. Ulrich, Salome Spaulding Verder, Miss Blanche A. Verder, Mrs. James G. Wilson, Mrs. S. C. White, Mrs. Fred Williams, and Mrs. O. H. Young.

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Boy and Girl Scouts

The first Boy Scout troop in Kent of which there is any record was organized in January, 1915, by Reverend John H. Hull, then pastor of the Congregational Church. The application for troop enrollment was sent to the national headquarters February 19, 1915, and authorization to establish the troop was received shortly after. It was learned, however, that the troop would have to be called Troop Number Three, inasmuch as two troops had been authorized before but had ceased to exist. There is no record of these troops.

The first enrollment of Troop Three included the following boys: Dick Donaghy, Robert McGilvrey, Carl French, Howard Slutz, Glen Marxen, Lawrence Bentley, Everett Foote, Arthur Pittinger, Theodore Couch, Walter Ebie, Robert Bossinger, Wayne Luff, L. D. Hibbard, Byron Merritt, Richard Renouf, Clarence Simpson, Smith Line, Harold Harvey, Spencer Simpson, Ralph Carl, Floyd Lamb, Kent Straight, James Curtiss, Edward W. Parsons, Ralph Johnston, George Whyte, Dayton Smith, Ivan French, and Lewis Kaw.

Under the supervision of Reverend Hull, the Boy Scout movement had a healthy growth in Kent. The boys were regularly trained and Reverend Hull went camping with them every summer. At present, Kent is a part of the Akron Area Council. M. B. Spelman is the district chairman, E. B. Loveland, commissioner, and J. O. Harris, deputy commissioner. There are now six active troops, containing 141 boys. They are: No.251, Lutheran Church, Reverend M. W. Wappner; No.252, Methodist Church, Ollie Stribley; No.253, Congregational Church, C. G. Evans; No.254, Disciple Church, Reverend J. K. Falls; No.255, Brady Lake, George Towner; No.257, Colored Troop²⁶, Herston Jackson, and No.258, Aurora Troop, Bentley Hurd.

There were five Eagle Scouts in Kent in 1932: Karl Falls, J. Henry Willett, John Hastings, Bill Bullock, and Harold Hardy.



The original Girl Scouts of Kent (for names, see text).

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Camp Manatoc, one of the finest Boy Scout camps in the country, is now available for the Kent Boy Scouts. This camp, which was made possible by the generosity of the late H. Karl Butler, has been developed rapidly during the past two years. In May, 1931, a campaign to raise \$250,000 was launched by the Akron Area to finance the project. M. B. Spelman was chairman of the drive in Kent. The city's quota of \$2,000 was oversubscribed before the drive started.

The first troop of Girl Scouts in Kent was organized at the Congregational Church in June, 1926, under the leadership of Miss Katherine R. McArthur, with an enrollment of 18. Many more members were soon enrolled and at present there are three troops in the city. The only Golden Eaglet Scout in the city is Comfort Spelman.

Members of the Girl Scout troop in 1928 are shown in the accompanying photograph. They are, left to right, back row: Betty Manchester, Neva Watkins, Comfort Spelman, Mrs. Chester Evans, Miss Katherine R. McArthur, Gertrude McMellon, Jean Dirkson, Elizabeth Bumfrey, Harriet DeWeese, Mary Catherine Knepper. Middle row: Virginia Salter, Andra Moore, Midge Myers, Louainie Schram, Miss Katherine Peacock, Winifred Schram, Alice Louise Birkner, Grace Whyte, Martha George, Helen Hastings, Nancy Hollister. Front row: Eleanor Greene, Betty Donaghy, Mabel Longcoy, Elizabeth Truscott, Flora Stevens, Marian Spelman, Jean Davis, Bonnie Carr, Sydil Parker, Margaret Stopher, Jean Smith.

The Twin Lakes Country Club

The Twin Lakes Golf Club was organized in 1922 by a group of Kent, Ravenna and Garrettsville men who recognized the need for a recreational and social center. One hundred and fifty acres of land were purchased from Mrs. F. H. Merrill, the Pennsylvania Railroad, and the Akron City Water Works. Grange Alves, professional of the Acacia Club of Cleveland, was engaged to lay out a nine-hole golf course. Six holes were completed in July, 1923, and the club was opened on July 24 with a banquet and dance held in a large tent on the site of the present clubhouse. None of those who attended soon forgot the terrific downpour of rain which occurred or the heroic efforts of John Hull, then head of the Boy Scouts, to minimize the disaster and to contribute to the comfort of those present.

The clubhouse was erected late in 1926 by Harry Stein, the architects being Albrecht and Wilhelm. The clubhouse was formally opened with a dance and banquet on May 28, 1927.

The club was reorganized in the spring of 1932 and the name was changed to the Twin Lakes Country Club. Present officers are: Judge Albert Caris, president; J. S. Green, vice-president, and Hugo Birkner, secretary and treasurer. The board of directors consists of the above officers and Roy H. Smith, F. H. Carnahan, Paul H. Brehm, Paul Collette, Porter B. Hall, H. R. Loomis, T. G. Graham, H. G. Taylor, and Paul Davey. At present the club has 103 members.

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Chapter XXVII

Industries of Kent

The Fageol Motors Company of Ohio

Frank R. and William B. Fageol were born on an Iowa farm, as were two other brothers, Rollie B. and Claude H., all of whom have been more or less associated with various automotive developments. They spent their boyhood in Des Moines and at a very early age were among the pioneers in the development of the automobile. One of their creations was a steam-driven automobile which would really run.

In 1902 the family moved to California and settled in San Francisco. After several years spent in "getting ahead," Frank and Will started a garage and automobile sales agency in Oakland and in 1916 emerged as pleasure car and motor truck manufacturers on a small scale. The war interfered with the development of the pleasure car business, but truck activities prospered, and by 1920 this business had grown in to the well-known Fageol Motors Company, its products being distributed up and down the Pacific Coast.

By 1921, the transporting of passengers over the highways had started to become a real business. The development of hard-surfaced highways had transformed motoring from an arduous ordeal to a commonplace and most convenient method of traveling. The steam and electric railroads were not quick to sense the effect of this change upon the travel habits of people in either city or country and were very slow to increase the attractiveness of their service. Buses of that day usually consisted of makeshift bodies, built on high truck chassis frames or lengthened-out touring cars—hard-riding, backbreaking, uneconomical vehicles which, in spite of their many defects, continued to draw patronage.

The Fageol brothers were among the first to see the possibilities in this new mode of transportation. They knew that, if it were to become a permanent factor in the travel habits of the nation, a vehicle must be developed which would combine speed with safety and comfort. They then designed and developed the first low-hung or "Safety Coach" type of vehicle which later became the pattern for practically all passenger-carrying vehicles of that period. The sale of the Fageol "Safety Coach," as it was known, spread rapidly up and down the Pacific Coast.

The restricted Pacific Coast market, however, did not satisfy the ambitions of Frank Fageol. He tried in vain to get his associates to invade sections of the country east of the Rocky Mountains. In 1923 he loaded a sample coach on a freight car and brought it east, showing it from point-to-point and exhibiting it for the first time at the annual convention of electric railway operators at Atlantic City where it aroused an unusual amount of interest.

Upon receiving this favorable reaction, Fageol established an independent sales office in Cleveland, from which he supervised the distribution of Fageol Safety Coaches in the eastern part of the country. The first important sales were in Minnesota where individual bus operations, independent of existing transportation facilities, sprang up almost overnight and linked city-to-city with a comprehensive network of bus lines.

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Many of these original small-time operators from Minnesota later became important executives in the far-flung, nation-wide bus systems as the industry grew and expanded.

With increasing sales throughout the eastern sections of the country and the development of motor coach design, as motor truck manufacturers and others leaped into the field, competition grew keener and keener and the Fageols felt the handicap of the long freight haul from the California plant to the East. Chassis could be shipped rather economically, when properly nested into freight cars, but bulky bodies resulted in an excessive freight cost, hard to overcome in a competitive market.

Fageol determined to meet this condition through the establishment of a body-building plant in the East, and in searching for a suitable location his attention was called to the then vacant Kent plant which had previously been occupied by the Thomart Motor Company. A deal was made, through the efforts of progressive Kent citizens, and in June, 1924, the plant was occupied by the Fageol Motors Company of Ohio, as the company was known. The production of bus bodies, mounted on chassis shipped from the California plant, was begun immediately.

Active officers of the company at the time it began operations in Kent included, besides Frank R. Fageol, who became president, Gordon Lee, vice-president and general manager, and L. H. Schultz, secretary and treasurer. Later Charles B. Rose entered the organization as vice-president and general manager, Lee confining his efforts to sales management.

From August, 1924, when the first coach was completed, production increased in a very satisfactory manner, and by the middle of the next year from thirty to forty vehicles were being produced every month. At that time approximately 300 persons were employed in the factory and office, the majority of them drawn from the residents of Kent and vicinity.

Later in 1924 the Fageol organization in California, which was furnishing chassis to the Kent company, decided to effect further economy by the establishment of a chassis assembly plant, which was erected across the Wheeling and Lake Erie tracks from the body plant, near Stow Street. This assisted materially in speeding up production. The two plants were, however, entirely separate in organization and control.

In the autumn of 1925, the American Car and Foundry Company, for many years one of the country's largest builders of steam railway cars and equipment, decided to diversify its products and in surveying the fast-growing motor coach industry, selected the Fageol Company as most worthy of investment. A deal was made and the Ohio Fageol organization passed to the control of A. C. F., as the railway equipment company was known.

A. C. F. owned several over-expanded, wartime plants and early in 1926 began to transfer motor coach activities to one of these, in Detroit. By September of that year, this transfer was completed, except for a small group of men left to supervise delivery of stock bodies previously built. The California Fageol Company had not participated in the sale but the company did sell the chassis plant which later became the Gougler Machine Company.

Many Kent office and factory employees were taken to Detroit and some to New York City, where the company's main office was located. Others remained in Kent and found employment locally.

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THIRTY-TWO YEARS OF FAGEOL PROGRESS

1) The Fageols' first automotive venture, built in 1900. 2) The bus that took the Fageols into the transportation field. 3) The Fageol Safety Coach, developed in 1922. 4) The Twin coach, 40-passenger capacity, twin engine, brought out in 1927. 5) The Twin Coach trolley bus, electrically propelled on rubber tires.

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The Twin Coach Company

Frank Fageol continued his efforts for a time with the new company, as vice-president, but realizing the non-progressive methods of old, large organizations, and being the energetic type, he, began to conceive a new and advanced theory of motor coach design, a daring, radical departure from orthodox construction, wherein light weight, economy of operations and greater passenger comfort would be possible. He took a trip to Europe for the purpose of reviewing the transportation field and, on his return to the Pacific Coast, with his brother, Will, developed the first "Twin Coach."

The new vehicle closely resembled a streetcar on rubber tires, yet its graceful, curved and well-balanced lines eliminated any "box-car" or ungainly appearance. Its advantages over conventional construction were quickly apparent. A distinct saving in weight was obtained by all-steel construction, wherein body and chassis were combined, two small engines replaced the single giant power plant which had gradually become the rule, and balanced weight on the springs and wheels was obtained by making front and rear end overhang the same, resulting in easy riding qualities never before obtained in a motor coach.

In showing the first Twin Coach to the large transportation companies, so much interest was created that it became necessary to organize the company immediately and prepare for manufacturing the vehicle. After careful observation of possible locations and plants available throughout this section, it was first decided to locate in Cleveland but owing to the possibilities of making suitable arrangements, the officials decided to come to Kent again and with the enthusiastic co-operation of the Chamber of Commerce, negotiations were completed for the purchase of the old Fageol Motors Company of Ohio property which had just been vacated by A. C. F. The company was incorporated in the name of the Twin Coach Company under the laws of Delaware on April, 4, 1927, with F. R. Fageol as president; W. B. Fageol as vice-president, and Paul H. Brehm as secretary and treasurer. These officials immediately set to work selecting an organization of experienced employees, many of whom previously worked for the Fageol Motors Company of Ohio and were at that time either with A.C.F. or had remained in Kent after A.C.F. had ceased operations here.

With H. E. Simi as chief draftsman, engineering details were completed and a crew of men was put to work in the plant preparing it for the building of the first jobs. On May 2, 1927, H. G. Taylor, who was previously with the Graham Brothers' interests in Evansville, Indiana, joined the organization and was elected treasurer of the company. Ross Schram, formerly general manager of the Detroit Street Railways, was made vice-president in charge of sales and advertising. E. B. Loveland came with the company soon after the organization was formed in charge of the sales order department and assistant to Schram. J. P. Matthews was employed temporarily as purchasing agent and was later made traffic manager. B. V. Bassett was obtained from A.C.F. as service manager. R. D. Addison, previously with Fageol Motors Company of Ohio, was made factory superintendent, and Charles A. Blair, also formerly with the Fageol Motors Company of Ohio, was made assistant superintendent. Changes were made in the organization as time went on and employees were placed in their respective positions. Lewis M. Taylor was



RECENT FAGEOL DEVELOPMENTS

1) *A rail street car with cushioned wheels, following automotive design.* 2) *A device to carry highway vehicles on rails.* 3) *A large double truck street car.* 4) *A single engine, medium capacity coach.* 5) *A small capacity de luxe coach.* 6) *The Twin Coach milk delivery unit.* 7) *The same vehicle designed for bakery delivery, house-to-house.*

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elected assistant secretary; V. L. Raasch, assistant treasurer, and D. N. Musson was appointed purchasing agent, with E. E. Leonard as his assistant. A temporary board of directors was formed which was later increased to the following members: F. R. Fageol, W. B. Fageol, Paul H. Brehm, H. G. Taylor, Ross Schram, Alfred G. Wilson, J. Allan Smith, Allan F. Ayers, and Earl W. Bradley.



Airplane view of the Twin Coach Company plant.

Rapid progress was made and the first Twin Coach was completed July 31, 1927. The confidence that the motor bus buyers had in the Fageols and their associates was shown by the fact that orders for twenty-five coaches were taken before the plant at Kent was acquired for manufacturing. This enabled the company to proceed on a definite production schedule without delay. Orders were received steadily and the company operated on a profitable basis almost from the beginning.

With production and development well under way it became necessary to broaden the company's activities and assure its position in the transportation field. As a result, during the year 1928, sample automotive type electric street cars were built which later proved that electric cars on rails were not what the riding public wanted and that the street car field was rapidly losing ground, mainly due to the advancement in the automobile end and the demand for economy in the operation of transportation equipment.

Numerous developments in transportation vehicles followed including the design of a combination rail and road coach, which at that time appeared to have a market but soon was proven to be of insufficient importance to warrant its adoption.

In 1929 it was found there was a demand for various sized units and as a result smaller models of similar construction to the 40-passenger were developed. The company

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now had a complete line of motor coaches ranging from 17 to 40 people in passenger capacity, thereby assuring steady production owing to the enlarged field and market.

In 1930 the Twin Coach principle of construction was applied to a small house-to-house motor delivery unit, for sale to milk dealers and bakers and department stores, and Twin Coach shortly became one of the leading producers in this line in the country. Twin Coach likewise was responsible for the revival of interest in trolley buses in 1928, to which this design was particularly adapted. These vehicles were powered by electric motors instead of gasoline motors; obtaining their power through a dual trolley pole arrangement from overhead electric wires.

From a position far down on the list of manufacturers, Twin Coach rose steadily to a point of volume of sales to the electric railway field of second in the industry and in 1931 sold two coaches in that market to every one built by all other manufacturers combined.

The Davey Tree Expert Company

Only once, perhaps, in the history of the United States has a book laid the foundation of a great business success. This book, "The Tree Doctor," was published in 1901 by the late John Davey, the father of tree surgery. His son, Martin L. Davey, became the builder of the business.

Thirty years of thought, effort and painstaking experiments on the part of John Davey preceded his announcement of the principles of tree surgery. There was no one to help him. He worked all alone, inspired by a profound belief that trees could be saved. For forty centuries, or more, men had known how to destroy trees, but no one knew how to care for them if they were injured or ill—no one knew until John Davey gave his revolutionary idea to the world.

Everything in John Davey's book was based upon the principle that the tree is a living thing, that it is amenable to curative processes as human beings are, with this great difference, that the life of a tree can be prolonged almost indefinitely, or at least for a span that far outruns human life. From this book, and this idea, grew the Davey Tree Expert Company, a national institution which normally does a business approximating \$3,000,000 a year. This company is not only the first of its kind in the world, but it is also the only one organized on a nation-wide basis and with a serious purpose to build up an ethical and professional standard in its field.

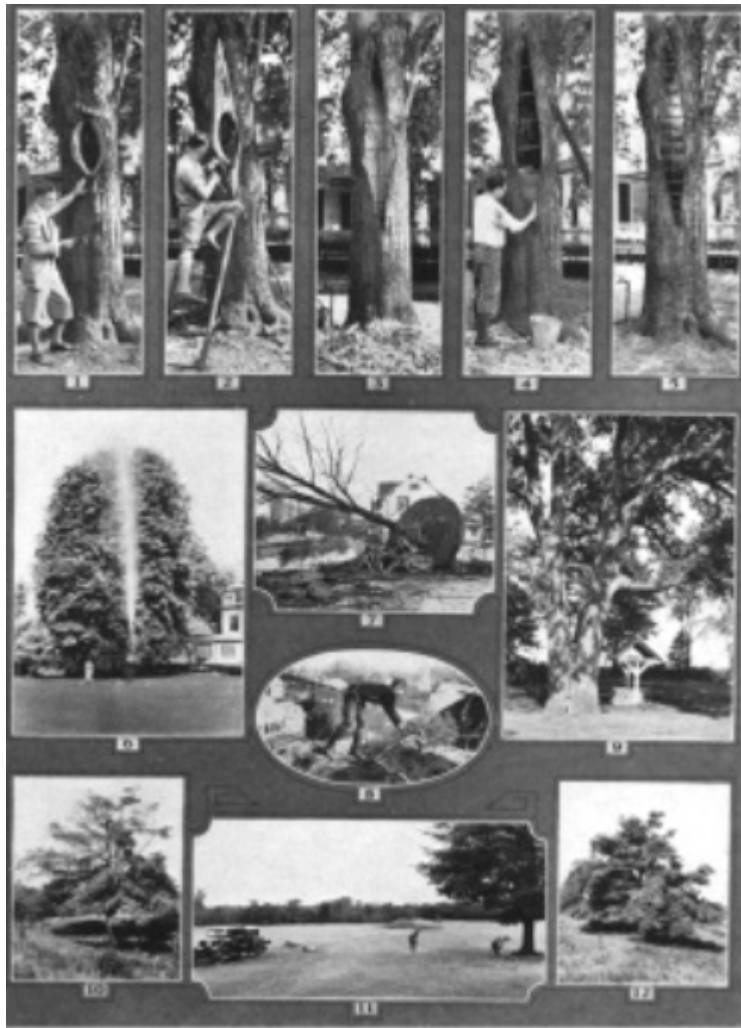
The Davey Tree Expert Company came into being very slowly and very laboriously. At the beginning, there was only a book which carried the message into limited territory. Many of these books were sold by Martin L. Davey in Cleveland and other northern Ohio cities during vacations while attending Oberlin College. Some of these books got into the hands of tree lovers and the doctrine of tree surgery began to spread. A few venturesome persons began writing in to ask the author if he could save their trees for them and John Davey began training men to care for trees according to the methods he had so carefully evolved.

The possibility of developing a large business from the science of tree surgery was sensed by Martin L. Davey before he had finished his course at Oberlin. Taking a few of his father's trained workers with him, he began to sell the service to prominent

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estate owners in the vicinity of New York, his father meanwhile continuing to operate in the section from Cleveland to Pittsburgh.

Martin L. Davey quickly learned that there were many persons who were willing



Interesting Phases of Davey Tree Surgery

Photos 1 to 5 show steps in making a cavity filling in a tree to stop decay and restore the tree's strength. 6) the spraying of trees often is essential. 7) A giant tree is moved to a new home. 8) High in the tree tops, tree surgeons work in safety. 9) A beautiful tree saved by tree surgery. 10 and 12) Before and after fertilization views. 11) Fertilizing a golf course with machinery.

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to pay for tree surgery when they were convinced that trees really could be saved. Accordingly, he entered into a partnership with his father to develop the business. More tree surgeons were trained and Martin L. Davey took general charge of the growing business. The financial returns were not large but enough business was obtained to convince him that the idea was sound.

In the fall of 1908, John Davey and his son made two important decisions. One was to establish a school in which men would be scientifically trained to do the new work of tree surgery; the other was to organize a company to put the business on a permanent basis. The business was going ahead and money was badly needed for working capital. But selling stock in the infant concern was not easy—most persons looked upon tree surgery merely as a passing fad. Two years were required for Martin L. Davey to sell \$10,000 worth of stock, but sell it he did. In the meantime the company was incorporated with John Davey as president and Martin L. Davey as general manager. Moreover, the school was established in January, 1909, and the first class of students, twelve men all told, was obtained by offering field workers a dollar-a-day raise if they would take the course (See Schools.)

Despite innumerable difficulties, the new company began to grow. By 1915 it had begun to forge ahead in a large way. Earnings had been plowed back into the business until there was money enough on hand to effect real economies. In the period of 1915 to 1920, the company grew five times as fast as in its previous life and prospered consistently. Like all other companies, it suffered during the depression of 1921 but as soon as the depression was over it began going ahead faster than ever before. In 1926, the company's volume of business passed the \$2,000,000 mark; in 1929, it exceeded \$3,500,000. To handle this volume of work, a field force of 1,000 trained tree surgeons was required.

Despite the depression of 1930 to 1932, the company has maintained its position and increased its prestige, although the business has been smaller in volume. Its secure position is due in no small degree to the series of radio broadcasting programs which were inaugurated in January, 1930, to celebrate the fiftieth anniversary of the conception of tree surgery by John Davey. The programs were broadcast from 21 stations of the National Broadcasting Company and were continued during the following two winters.

Martin L. Davey has been president of the company, as well as its general manager, since the death of his father, November 8, 1923. Other officers of the company are: Paul Davey, James A. G. Davey, and Hugo E. Birkner, vice-presidents; and H. L. Carson, secretary. These officers, together with Dr. W. B. Andrews, D. Q. Grove, C. M. Scherer, and C. L. May, comprise the board of directors. The executive personnel consists of: Hugo E. Birkner, assistant general manager; D. Q. Grove, chief expert; H. L. Swain, comptroller; L. L. Poe, director of public relations; W. O. Hollister, purchasing agent; W. R. Williams, chief of automotive equipment; O. B. Crosser, service director; C. E. Fadely, field director, and Don H. Fowler, assistant to the president.

The Lamson-Sessions Company

Back in 1891, the people of Kent thought that new industries could be attracted to the town if modern plants for them would be provided. So they proceeded to pass an

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\$80,000 bond issue to obtain the necessary money. From the bond issue, \$45,000 was taken to build a plant on Mogadore Road for the Dithridge and Smith Cut Glass Company. The concern operated for about six months and then closed down. On July 9, 1897, the plant was purchased by Kearny and Foot Company, of Paterson, New Jersey, manufacturers of saws and rasps. Four years later Kearny and Foot sold out to the Nicholson File Company which soon afterward closed the Kent plant.

In May, 1906, the Falls Rivet and Machine Company of Cuyahoga Falls purchased the plant, erected an addition to the buildings and also built furnaces and ovens. The company operated successfully for a time but in 1913 it got into financial difficulties and on Friday, March 13, 1914, the plant was sold at sheriff's sale to T. King, of Boston, the chief creditor, for \$55,000. Immediately thereafter, the plant was taken over by the Falls Rivet Company of which King was president; M. G. Garrison, vice-president, and Roy H. Smith, general manager.

The position of the Falls Rivet Company was strengthened in 1920 when it purchased the machinery, business and good will of the Ohio Wire Goods Company, of Akron, manufacturers of cotter pins. The machinery was moved to Kent. On June 8, 1921, the directors of the company voted to merge with the Lamson-Sessions Company of Cleveland; three months later, Roy H. Smith was elected vice-president of the company.

On May 16, 1926, the Lamson-Sessions Company purchased the Kirk Lotty Company, of Cleveland, pioneer nut and bolt factory. In November, 1929, it purchased the Lake Erie Bolt and Nut Company and a month later it purchased the Foster Bolt and Nut Company, both concerns being of Cleveland.

At present the Lamson-Sessions Company operates five plants—two in Cleveland, one in Kent, one in Chicago, and one in Birmingham, Alabama. These plants give the company a wide geographical distribution of business. Normally the concern employs about 1,500 men. Officers of the company are: John G. Jennings, chairman of the board; George S. Case, president; Roy H. Smith, first vice-president; I. L. Jennings, vice-president; C. H. Longfield, vice-president; J. F. Donahue, treasurer; H. H. Winterberg, secretary; W. H. George, assistant treasurer, and John W. Salter, factory manager of the Kent plant.

Black and Decker Electric Company

The Black and Decker Electric Company is an Ohio corporation and a subsidiary of the Black and Decker Manufacturing Company of Towson, Maryland. The company manufactures fractional horsepower electric motors which, for the most part, are specially designed and built for the devices which they are intended to power. These devices are used by industry, in the office, on the farm, and in the home. A few of the most common are vacuum cleaners, sewing machines, washing machines, ironing machines, fruit juice extractors, electric drills, grinders, buffers, saws, tapping machines, floor polishers, floor scrubbers, fans, cream separators, dish washers, paint sprayers, and auto servicing equipment.

The company was originally incorporated as the Domestic Electrical Manufacturing Company in October, 1915, with an authorized capital of \$25,000 by C.

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A. Duffner, R. J. Lamb, M. H. Spielman, W. H. Poesse, and A. N. Kellogg. It rented manufacturing space in the Advance Building, in Cleveland, Ohio, and commenced manufacturing fractional horsepower electric motors. During the next few years, the company grew rapidly. Larger quarters had to be obtained several times and the authorized capital was increased to \$250,000 and then to \$500,000, all of which was paid in.

Business was still in the expanding stage when the depression of 1921 arrived. Orders for motors, for which materials had been ordered, were cancelled overnight. For a time the company was hard hit but within two years it had paid off all its commitments and obligations.

The control of the company passed to the Black and Decker Manufacturing Company, January 1, 1929. The management continued as before. Manufacturing facilities became inadequate and larger quarters became necessary. After a thorough investigation of various localities, the officials decided that Kent had the most desirable one. Accordingly, the company purchased what was known as the Mason Tire and Rubber Company Fabric Plant from J. L. Harris and after very extensive alterations were made, the company moved to its new home in December, 1929, and has continued here since. When general conditions return to normal, the company will employ an average of 600 people.

Present officers of the company are: R. J. Lamb, president; M. H. Spielman, vice-president; W. H. Poesse, vice-president; A. E. Nash, secretary and treasurer, and P. M. Kuederle, assistant secretary. All of the officers have been with the company practically since its inception. Spielman and Poesse are in active charge of the sales and manufacturing operations in Kent.

Loeblein, Inc.

Loeblein, Inc., was incorporated October 28, 1928, for \$100,000 by True T. Loeblein, William D. Gorton, and Ralph C. Goeckler, all of Cleveland, for the purpose of upholstering high-grade, custom-built living room furniture. Later, E. L. Miller became associated with the concern. Both Loeblein and Miller had been formerly connected with the Loeblein-Dietzel Company, of Cleveland, furniture manufacturers.

Shortly after incorporation, the company leased the old Alpaca Mill for five years from Jack L. Harris. During the winter the officials moved machinery and equipment into the building and engaged a force of skilled upholsterers. A public reception was held in the plant Tuesday night, March 26, and during the same month, production was started.

At the present time the company has a normal output of approximately \$500,000 worth of furniture, and shipments are made to all parts of the country. A permanent exhibit is maintained at the Grand Rapids Furniture Market, at Grand Rapids, Michigan. The superintendent of the plant is Dave Markowitz. Normally the company employs about 85 men and women.

The L. N. Gross Company

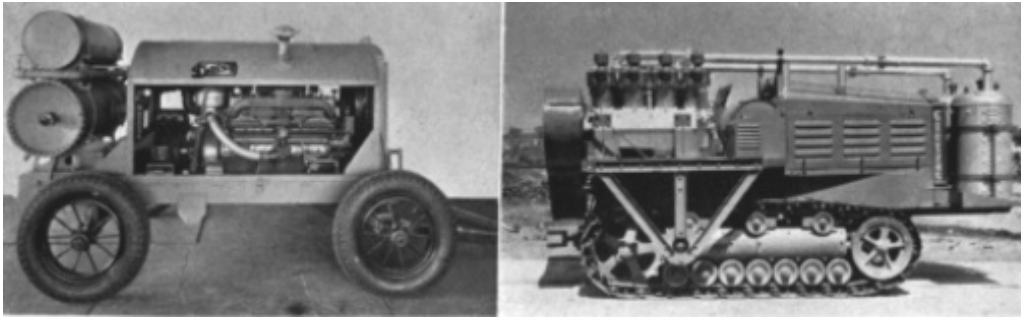
In 1902, Silber and Gross, wash dress manufacturers of Cleveland, opened a

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small branch factory in Kent. The branch operated for a few years and was discontinued; later, Silber and Gross was succeeded by the L. N. Gross Company and again Kent was selected as the logical place for a branch. For a number of years, it was located in the old Alpaca Mill on South River Street. In 1928, officials of the concern decided that a more modern plant was necessary. Through the efforts of the Chamber of Commerce, \$8,300 was subscribed locally to purchase a lot on North River Street where the company could erect the kind of a building it needed. The building was completed in October, 1928. A large amount of new equipment was installed and capacity operation was started within a short time. At present, the branch employs approximately 150 persons, the large majority of whom are girls and women. Officers of the company are: L. N. Gross, president; W. V. Gross, vice-president; M. E. Reed, treasurer, and J. S. Gross, secretary. Joseph Mathews is manager of the Kent plant.

Davey Air Compressor Company

A need for an air compressor which could be used to supply power for the handling of the larger and more time-consuming operations of the Davey Tree Expert Company led to the development in Kent of an industry which at present has promise of becoming one of the largest and most important industries of the city—the Davey Compressor Company.



Two types of mountings for Davey air-cooled air compressors. Left—Trailer mounting, 320 cubic feet-per-minute capacity. Right—Mounted on Cletrac tractor, 640 cubic feet capacity.

The first experiments to make a suitable air compressor were started in 1922 by Paul and James Davey and Charles Gougler. At that time, portable air compressors were

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still in a crude stage of development—none was sufficiently mobile, powerful or simple enough in design to be useful in the field of tree surgery. The Daveys therefore set about the difficult problem of creating something entirely new to serve their purposes.

The first solution which occurred was the possibility of building a compressor of moderate capacity which should be suspended by projecting brackets from the forward end of a light Ford car, and which should take its power from an extension of the Ford engine shaft. After months of discouragement and repeated failures, a unit was produced which was thoroughly successful in operation. Twenty similar units were later manufactured and used for two or three years by the Davey Tree Expert Company.

During this period the most important improvements in air compressor construction were developed. The problems of suspending and operating a compressor at the forward end of a light car drove the Daveys to a construction which should be at once light, simple and self-cooled. Therefore, in the face of an old-established conviction that it was mechanically impossible, an air-cooled design was produced which was an answer to the difficult problems.

After the air-cooled design was perfected, the Davey interests used it for several years only for their own activities in the care of trees, preferring not to place it on the market until they were fully satisfied that it would perform without serious mechanical failures under a wide variety of conditions. Having convinced themselves that the compressor was mechanically right, they incorporated the Davey Compressor Company in August, 1929, for its commercial development. Officers elected were Martin L. Davey, president and treasurer; Paul H. Davey, first vice-president and secretary; James A. G. Davey second vice-president, and W. W. Warner, chief engineer. The company was incorporated for \$250,000. Manufacture of the compressors was started at once in a new plant on North Water Street.

Due to their lightness and simplicity, and also because they do not require cooling pipes and radiators, the Davey compressors are perfectly adapted for being mounted on tractors. The tractor mountings have opened up a broad, new field because they are self-propelled and are able to go into places which are largely inaccessible to the standard types of trailer mountings. They have, therefore, developed widespread interest in mountainous country and on work which is not on or near improved roads. They are of particular importance on such work as railroad construction and maintenance, pipe line construction, lumbering and general contracting.

While Davey compressors are relatively new on the market, they are now being operated in almost every section of the United States and Canada. They have been used on a wide variety of work and under almost every conceivable operating condition, and with almost a total absence of mechanical troubles. More than a hundred dealerships have been established in the United States and Canada and great interest has been indicated by dealers all over the world.

The Williams Brothers Company

The Peerless Roller Mills, which have been in continuous operation for more than 50 years, were established in 1879 by C. A. and S. T. Williams. Ground for the first building was broken on Monday, March 9, 1880. The mill started operations in June,

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1881, equipped for the manufacture of 125 barrels of flour daily by the "new process," as it was then known. The mill and equipment represented an investment of \$40,000.

At the end of two years, the business outgrew the building and the capacity of the machinery. A wing nearly as large as the original building was erected and the system of grinding was changed to "full roller." The daily capacity was increased from 125 to 200 barrels. At that time the mills had a capacity of from 250,000 to 300,000 bushels of wheat annually and 150,000 bushels of corn. During the summer of 1899, the plant was rebuilt and new machinery installed throughout.

The rapid growth of the Peerless Mills during the last two decades of the century practically sounded the death knell for the old Kent Mill on the west bank of the Cuyahoga. This old mill, once the pride of Franklin Township, operated by water power and ground flour by the old process, between millstones. The Kent Mill could not compete with the modern methods used by the Williams mill and its business decreased rapidly. By the close of the century it was running only spasmodically. It stopped altogether when the dam was partially destroyed by the flood of 1913. The roar of the water rushing over the millwheel and the whir of the machinery were stilled forever. In 1931, the mill was torn down.

In January, 1900, the firm of Williams Brothers dissolved partnership, C. A. Williams buying the interest of his brother. In October of the same year, the Williams Brothers Company was incorporated by C. A. Williams, W. DeP. Knowlton, and J. A. Wells. Improvements were made which increased the mill's capacity at 800 barrels a day. In 1922 the plant was again remodeled, increasing its capacity to 1,200 barrels daily

At present the officials of the company are: C. A. Williams, president D. A. Williams, vice-president, and J. S. Green, secretary-treasurer. These officers, with W. DeP. Knowlton and A. L. Johnson, comprise the board of directors. The head miller is Robert S. Pearson.

For a number of years the company has specialized in the manufacture of cake and pastry flours, using soft red wheat grown mainly in Ohio. Various brands of flour manufactured are "Perfection," "Victor," "Perfection Cake," "Celestial Meal," and "Kent Special Cake." A large part of the company's business is in the East, from Maine to Florida. Flour is shipped only in carload lots to bakers and wholesale distributors. The company's grain elevator in Kent has a capacity of 140,000 bushels; it also operates 14 elevators in near-by counties which have a capacity of 260,000 bushels additional.

C. L. Gougler Machine Company

In 1921, Charles L. Gougler fitted up a little machine shop in the rear of his home on Rockwell Street. The equipment consisted of three or four used machine tools, and in the beginning, Gougler handled all the work, sold his own services, and kept his own books. From that small beginning, there was developed the C. L. Gougler Machine Company of today, a concern which does a \$200,000 annual business and employs 40, persons. However, the growth of the business was gradual.

Early in 1922, the Davey Tree Expert Company entrusted Gougler with the machine work in connection with the development of an important line of mechanical equipment for use in its field work of tree surgery. With this impetus, the business began

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to grow steadily, and by 1924 larger quarters were needed. The business was then incorporated as the C. L. Gougler Machine Company and additional working capital was provided by the purchase of a stock interest by Martin L. Davey, Paul Davey, and James A. G. Davey. A building was constructed on North River Street, additional equipment was purchased, and a working force of eight to ten men employed.

During the next two years the company continued to expand its activities. More and more equipment was purchased and the number of employees was steadily increased. By 1926, the company had again outgrown its quarters. To obtain the room needed, the company acquired the Stow Street plant which had been formerly occupied by the Fageol Motors Corporation for the building of chassis. This plant, which has 10,000 feet of floor space, is still occupied by the company. Despite the depression of the past few years, the company has been operating at almost its full capacity.

Present officers of the company are: Charles L. Gougler, president and general manager; James A. G. Davey, vice-president, and Paul H. Davey, secretary-treasurer. George A. Wiseman is the shop superintendent; James Nesbit, shop foreman, and George R. Beckwith, purchasing agent.

Ferry Machine Company

The Ferry Machine Company was started in June, 1927, by Ernest S. Ferry as sole owner in one small corner of the old Alpaca Mill on South Water Street after Ferry had purchased the bankrupt Nelson Special Machine Company at sheriff's sale. The Ferry Machine Shop, as it was first known, had an original capital of \$1,500 and employed two men to handle local miscellaneous repair work.

Six months later, with four men employed, Robert A. Cherry was taken in as a partner. Sales were increased by handling work for some of the larger near-by manufacturers. One year later, with eight men employed steadily, John D. Ferry, brother of E. S. Ferry, was taken in as a third partner.

Most of the original equipment was replaced with modern machinery and in November, 1928, when the Loeblein Company leased the entire building, the business was moved to a new and modern building erected for the machine shop on Summit Street. More equipment was added until a force of twelve men was regularly employed. In 1930 the business was reorganized and a new partnership formed with E. S. Ferry as president, general manager and treasurer; Robert A. Cherry, superintendent, and John D. Ferry, general foreman. A new partnership agreement was made with E. S. Ferry owning controlling interest in the business.

The shop output gradually changed into manufacturing the finer class of special machinery and equipment. The firm also completed orders, as a contracting job shop, for nationally-known firms and shipped the finished product direct to required destinations which included nearly every state of the Union as well as points in Canada, Europe, South America, Japan and Australia. In 1932 the firm's total investment is \$34,000 and 14 persons are employed to handle a yearly sales of \$60,000.

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The Perfection Dairy Company

In the days when Kent was young, and for many years thereafter, milk was delivered in bulk to the homes of the village and ladled out from big cans into pots, or tins, or any other receptacles which the housewives had handy. There are still old-timers living who can remember when James Woodard, Kent's first milkman, blew a bugle when he left his farm northwest of town to let his customers know that he was coming and if they were not ready when he came around, they got no milk that day.

During the decades which have passed since Woodard served the town, the methods of handling milk have been revolutionized. Today, milk is delivered to Kent homes in bottles which have been carefully sterilized, and every precaution possible is taken to make sure that the milk itself is pure and clean.

The largest dairy company which serves Kent is the Perfection Dairy Company, organized in 1920 at a capitalization of \$100,000. In the beginning, the company employed eight men; now it employs 27. Milk used by the company is produced by inspected cattle within a radius of 20 miles of Kent. The barns in which the cows are kept are inspected regularly and must be kept free of dust, cobwebs, and dirt. After the milk is properly cooled, it is picked up by fast motor trucks and carried to the dairy where it is tested for sediment and butterfat and given a blue-menthol test to determine its purity. The milk then passes through a strainer and into large vats, or pasteurizers, where it is heated to a temperature of 145 degrees and held for 30 minutes. The milk is then cooled and bottled by machinery in sterilized bottles. It is then kept in refrigerated rooms until loaded for delivery.

Officers of the company in 1932 are E. C. Tatgenhorst, president and manager, and F. F. Fludine, secretary, who with C. R. Stoner and C. L. Hartt comprise the board of directors. In recent years, the company has greatly enlarged its capacity and now serves a territory within a 30-mile radius of Kent. Its milk is inspected and bottled under the supervision of the boards of health of Kent, Akron, Summit County, and the state of Ohio. The company also makes Perfection Ice Cream, churned buttermilk, and cottage cheese.

Sanitary Ice Company

The Kent Sanitary Ice Company was organized March 1, 1915, by H. D. Kelso, C. E. Kelso and C. E. Garrison on a partnership basis. Immediately thereafter the partners erected the first ice plant in Portage County. It had a daily capacity of seven tons and deliveries were made in the beginning with one wagon and two Ford trucks. In 1918, the plant was enlarged to ten-ton capacity and a 500-ton storage room was added.

The growth of the company is indicated by the fact that in 1921, the capacity of the plant was increased to 20 tons, in 1922 to 30 tons, and in 1932 to 50 tons. At the present time, the company serves Kent, Ravenna, Stow, Hudson, Brady Lake, and other nearby communities. The present owners are H. D. Kelso and C. E. Kelso, Garrison's interest having been bought out some years ago.

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Imperial Dry Cleaning Company

The Imperial Dry Cleaning Company was organized August 3, 1910, by Leo A. Bietz and his father, C. L. Bietz. In the beginning, the firm had its office at 149 South Water Street and for a year leased a cleaning plant in Ravenna. In 1911, the firm established a cleaning plant of its own at 1022 North Mantua Street. At the start, only hand equipment was used; later, the plant was equipped with the most modern, improved devices for cleaning and pressing. The firm at present has its office at 113 North Water Street and normally employs ten persons.

Kent Packing Plant

The Kent Packing Plant, formerly the H. C. Longcoy Packing Plant, was built in 1919 by Harry C. Longcoy, owner of Longcoy's Grocery, on the Tallmadge Road at the Wheeling and Lake Erie Railroad. Modern packing plant equipment was installed throughout and for a number of years the concern was the most important outlet for Portage County livestock in this vicinity, as many as 300 hogs and 30 head of cattle, as well as many lambs and calves, being purchased weekly. Practically all the products of the plant were sold in Kent, Ravenna, Akron, and other nearby cities. In 1930, Longcoy sold the plant to Charles J. Kish who still operates it. At present, the plant employs approximately 15 persons.

The Smith Brothers Greenhouses

The Smith Brothers' Greenhouses had their inception in the spring of 1897 when John and James Smith commenced raising tomato plants in half a dozen small hotbeds in their back yard on South Lincoln Street. The brothers continued with these beds until 1900 when they built their first glass greenhouses. Since then the business has grown steadily and, at present, the brothers have five acres of land under glass, a garage for storage of trucks, and a \$25,000 wood-working plant where trays are manufactured.

The propagation of celery plants has constituted the major work of the Smith brothers but, in addition, approximately 40 varieties of vegetable plants and 44 varieties of flower plants are raised for market. The principal vegetable plants raised are tomato, cabbage, peppers, beets, and eggplant. During the spring, approximately 50 persons are normally employed in the greenhouses. Deliveries are made by truck within a radius of 60 miles of Kent.

The Davey Investment Company

The Davey Investment Company was organized in May, 1930, by Martin L. Davey, Paul Davey, Roy H. Smith and others for the purpose of buying and selling real estate. At the present time, the company has holdings valued at approximately \$800,000. Among its properties are included the Twin Lakes development, the Mason Apartments, the Rockwell Block, ten homes, seven business blocks, and the East Main Street Allotment. Officers of the company are Martin L. Davey, president and treasurer; Paul

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Davey and Roy Smith, vice-presidents, and W. O. Hollister, secretary. These officers, with B. J. Beckley, H. E. Birkner, J. H. Dussell, H. C. Longcoy, and W. R. Williams, comprise the board of directors.

The Miller Lock Company

The Miller Lock Company was incorporated in 1888 for the purpose of manufacturing a combination lock which had been invented by B. J. Douds. The original directors of the company were James B. Miller, B. J. Douds, V. Underwood, T. G. Parsons, C. H. Barber, J. W. Hawkins, and J. C. O'Neil. In 1890, a new plant was erected by the company on Lock Street. Many improvements in the lock were made by Miller in the years which followed and, due to Miller's sales efforts, the lock became popular in all parts of the country. Following Miller's death on September 22, 1927, the company was operated by his sons, J. P. Miller and Ned Miller.

United Milk Products Company

The condensed milk factory on Mogadore Road which is now owned by the United Milk Products Company was organized originally as a branch of the National Condensed Company. Part of the money needed for building a plant was raised through popular subscription in Kent. The plant started in operation April 10, 1900. W. A. Bartshe became manager of the plant shortly afterward. The plant has a capacity of 10,000 pounds of milk daily. A large part of the output is sold to bakers in the east. At present, the company has five employees in the local plant.

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Chapter XXVIII

Kent State College

The general assembly of Ohio on May 10, 1910, passed a measure authorizing the establishment of two normal schools in northern Ohio, one to be located in the northeastern part of the state and one in the northwestern. A commission was appointed by Governor Judson Harmon in June to visit various cities, consider applications, and recommend suitable sites for the location of the two schools authorized.

In July, 1910, Kent filed an application with the commission for a school to be located here. In September, the commission heard a delegation from Kent consisting of David Ladd Rockwell, Jr., D. B. Wolcott, W. A. Walls, W. S. Kent, and Martin L. Davey. Later the same month the state commission visited Kent and inspected the site proposed for the school. In December, Kent was visited a second time by the commission. Still later in the month, on December, 20, Kent was officially notified that a normal school would be located in the town. On December 25, the commission filed its report with the governor.

The factor which more than any other, perhaps, influenced the commission to give the school to Kent was the offer of W. S. Kent to give fifty acres of land for the school site. Later, on July 17, 1911, the board of trustees voted, in recognition of Kent's generosity, to name the school the Kent State Normal School.

In January, 1911, Governor Harmon approved the commission's report in his message to the general assembly. Later in the month, on January 13, Attorney General Denman filed his report on titles with the governor. On March 30, the general assembly made an initial appropriation of \$50,000 and, on May 31, a second appropriation of \$100,000 for the erection of a classroom building and a dormitory. During the same month, Governor Harmon appointed the first board of trustees for the school. The members appointed were: E. F. Moulton, Warren; James P. Seward, Mansfield; John A. McDowell, Ashland; Frank A. Merrill, Kent, and Peter W. Doyle, Hudson.

A few days later the board held its first meeting in Columbus and organized by electing Moulton president and McDowell secretary. At the next meeting, Merrill was elected the first treasurer of the board and Seward the first vice-president.

Following is a complete list of all who have served on the board since the founding of the school, with the home address and years of service indicated for each one. It should be noted that the statute creating the school provides that a board of trustees consisting of five members shall be appointed by the governor with the consent of the senate, every member, after those belonging to the first board, to serve for a term of five years: E. L. Bowsher, Ashland, 1929 to date; Herbert B. Briggs, Cleveland, 1914-15; Russell Y. Burt, Canton, 1927-29; Starr Cadwallader, Cleveland, 1913-14; William A. Cluff, Kent, 1921-31; William A. Coursen, Campbell, 1922-27; Peter W. Doyle, Hudson, 1911-16; Munson Havens, Cleveland, 1915; Henry H. Helter, Mansfield, 1927-29; Hugo C. Koehler, Alliance, 1915-19; John A. McDowell, Ashland, 1911-22; W. Kee Maxwell, Akron, 1925; Frank A. Merrill, Kent, 1911-15; Edwin F. Moulton, Warren,

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1911-19; C. E. Oliver, East Palestine, 1930 to date; John D. Overholt, Wooster, 1926-27; David Ladd Rockwell, Ravenna, 1919-29, 1931 to date; Charles W. Seiberling, Northfield, 1929 to date; Norman W. Senhauser, New Philadelphia, 1926-30; James P. Seward, Mansfield, 1911-13; Sherwood D. Shankland, Willoughby, 1915-25; Peter Small, Chesterland, 1916-21; David C. Wills, Cleveland, 1919-25, and Alma Zinninger, Canton, 1929 to date.

On July 17, 1911, the board elected John Edward McGilvrey, then of Macomb, Illinois, as the first president of the school and three days later, on July 20, fixed his salary to begin June 1, 1912. Arrangements were made with the president-elect to devote a few months early in 1912 "to the interests of the Kent State Normal School," and especially in advising the board and its architects concerning the buildings for which appropriations had been made.

President McGilvrey served the school for fourteen years, from 1912 to 1926. He was succeeded by T. Howard Winters, designated as acting president, who filled the office approximately six months, when he was succeeded by Dr. David Allen Anderson, whose term covered a span of two years, 1926-28. Dr. Anderson's resignation was followed by the election of the present incumbent, Dr. James O. Engleman, who was elected in April, 1928, and first assumed the duties of the office on June 8, 1928.

The Campus and Buildings

To the fifty acres donated by W. S. Kent as a substantial nucleus for the school site, additions were made by the purchase of the Christian F. Meyers farm consisting of 33.8 acres, the Will Sawyer tract, adjoining the college campus on the south, and the Huggins tract, consisting of 15 acres. The Meyers farm and the Sawyer tract were purchased in 1913 with money subscribed by the citizens of Kent; the Huggins tract was purchased on March 20, 1929.

Merrill Hall, the first classroom building on the campus, and Lowry Hall, the first dormitory, to which was later added a dining hall annex, were the first buildings completed. Later, buildings have been added in the following order: Science Hall, Moulton Hall, Administration Building, the power plant, Wills Gymnasium, William A. Cluff Training School, and David Ladd Rockwell Library. The estimated value of these buildings and grounds today is \$2,340,125. The value of their equipment, furniture, laboratories, etc., is estimated at \$408,677.

Though established as a normal school, and thus officially designated for many years, the school actually developed early in its history into a teachers college, with the same entrance requirements and graduation requirements usually found in such a college. In 1929 the general assembly of Ohio took note of this development and changed the title of the school from Kent State Normal School to Kent State College. The same act authorized the establishment of courses in the liberal arts and sciences and, by so doing, enabled the board of trustees to establish a college of liberal arts and sciences to coordinate with the teachers college already on the campus. The act further authorized the board to confer the bachelor of arts and the bachelor of science degrees in the College of Arts and Sciences and the bachelor of science in education degree in the Teachers College. Authority was further given to the board of trustees to confer honorary degrees

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such as are conferred by other reputable colleges and universities.

Growth in Enrollment

Kent State College began its first regular year's work as a normal school in September, 1913, with an enrollment of 271. Its fall term enrollments since that date have been as follows: 1914—538; 1915—629; 1916—591; 1917—628; 1918—610; 1919—380; 1920—293; 1921—482; 1922—552; 1923—540; 1924—613; 1925—692; 1926—685; 1927—600; 1928—680; 1929—825; 1930—1,065; 1931—1,325.

As will be noted, the growth since 1927 has been particularly rapid. In fact, the student enrollment has increased just 120 per cent during the four years of President Engleman's administration—a record that has not been equaled in the history of the college, nor has it been equaled in many others.

A total of more than 5,000 students have completed two-year courses and more than 700 students have completed some one of the four-year courses in the college and have received the degree of bachelor of science in education. The exact number of degrees conferred and diplomas awarded up to and including the class of August, 1931, is as follows: elementary diplomas, 4,888; special diplomas, 208, and degrees, 716, making a total of 5,812 diplomas and degrees.

Though Kent State College is still a youth, its graduates have already made places for themselves, not only throughout the country, but beyond its borders. College records show that there are now living in Ohio, 5,042; living in states other than Ohio, 318; living in foreign countries, 6; deceased, 88; whereabouts unknown, 60, making a total of 5,523.

Of the more than 5,000 Kent graduates living in Ohio; some are to be found in 78 of the 88 counties of the state, and of the 318 living in other parts of the United States, some Kent graduates are found in all but eight states of the Union.

Support of the College

Kent State College is one of six institutions of higher education in Ohio supported by the state. Specific legislative appropriations have been made from time to time for the erection of the buildings on the campus, and the purchase of their equipment. Biennial appropriations also are made by the general assembly for the operation and maintenance of the college, including the items of personal service, of which the salaries of the members of the faculty and the administrative staff are the greater factor. The total appropriation made by the 89th General Assembly for the years 1931 and 1932 was \$722,570. Of this amount, \$548,243 was appropriated for salaries and wages. The college is further supported by the payment of student fees which the board of trustees is authorized to fix, and which, at present, are paid by each student every quarter as follows: registration, \$20; student activity fee, \$4.50; publication fee, \$.50; health fee, \$2.50 in residence halls, \$2 off campus.

The Faculty

The faculty of Kent State College is, as might be expected, an important factor in

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the social, religious, civic, and cultural life of Kent. Members of the administrative staff include the following: James Ozro Engleman, A. M., LL. D., president; John L. Blair, Ph. D., registrar; Blanche A. Verder, A. M., dean of women and house mother of Lowry Hall; Raymond E. Manchester, A. M., dean of men; Emmet C. Stopher, A. M., director of placement and extramural activities; Amos L. Herr, Ph. D., director of the training school; A. O. DeWeese, M. D., director of health; Mittie Smith, R. N., college nurse; Helen F. Bonsall, secretary to the president; B. F. Renkert, B. A., business manager, and Margaret Irene Dunbar, B. L. S., librarian.

Heads of various departments of the college are as follows: Agriculture—John Thomas Johnson, A. B., A. M.; Art—Nina S. Humphrey, A. M.; Biology—Harry A. Cunningham, B. S., A. M.; Commerce—J. E. Magee, B. L., A. M., D. C. L.; Education, Philosophy, and Psychology—D. W. Pearce, B. S., A. B., A. M.; English—Edgar Packard, A. B., A. M.; French—Edith B. Rowlen, A. B., A. M.; Geography—David Olson, A. B., M. Sc., Ph. D.; Health and Physical education—A. O. DeWeese, B. S., M. D.; History and Social Science—A. Sellev Roberts, A. B., A. M., Ph.D.; Home Economics—Bertha L. Nixon, B. S., A. M.; Kindergarten Primary Department—G. Hazel Swan, B. S.; Manual Training—C. S. Van Deusen, M. E.; Mathematics—R. E. Manchester, A. B., A. M.; Music—Florence M. Sublette, B. S., A. M.; Physical Science—C. F. Rumold, LL. B., A. B., Ph.D.; Training School—A. L. Herr, A. B., A. M., principal of the high school, and Susanne M. Koehler, A. B., B. S., director of elementary training.



A glimpse of the campus and buildings of Kent State College

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Kent State Training School

The Kent State Training School, which is entirely financed by the state and which is directed by the Board of Trustees of the College, was started in the fall of 1913, classes being held in Merrill Hall. For the first few years, only elementary pupils were taught; beginning in 1915-16, the school was extended to include pupils in the first year of high school. From then on, another grade was added each year until a full high school course was provided.

The William A. Cluff Training School, containing all the classrooms of the school, was erected during 1927 and 1928 at a cost of approximately \$350,000. During the school year of 1931-32 there were 265 pupils in the kindergarten and six elementary grades and 330 pupils in the junior and senior high schools. All the elementary pupils were from Kent; approximately 105 of the high school pupils were from Brimfield and Franklin Townships, outside the Kent city limits. There were 23 teachers in the school.

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Chapter XXIX

Public Schools Of Kent

During the long decades since the Haymakers felled the first trees on the banks of the Cuyahoga to make their homes, proper education of the children has ever been one of the dominant aims of the community. At times, the progress seemed to be exceedingly slow, and slow it was, but at no times were the needs of the children forgotten.

More than ten years elapsed after the arrival of the Haymakers before the first school was built. It must be remembered, however, that during this period not more than a dozen families settled within what are now the corporation limits of Kent. For a dozen families to build a school, and pay for a teacher, was not an easy task. In the winter of 1815-16, a young man named Alphonso Lamphier taught some of the children for a few months in their homes, teaching first at one house and then at another.

Then came the first school—a rude wooden building of one room erected in 1817 on Crain Avenue, east of the bridge. It was also used as a meeting house for sects of all denominations. The settlers banded together to build it, and it was paid for by donations. The teacher who was employed the following winter also was paid by donations—\$3 from this settler, two sheep from another, and a few bushels of wheat and a gallon of whiskey from another. That was the way teachers were paid in those days—by donations of either money or produce that could be used or sold.

After a few years, the Crain Avenue school had to be abandoned because the chief donator disliked the sermons of a wandering preacher, became disgruntled, and locked the doors. A new school-meeting house was then erected on North Mantua Street, about two blocks north of Crain Avenue. Here, also, the teacher was paid by donations. The textbooks were few in number and decidedly dog-eared, but they served their purpose. The school term lasted only three months but the children are said to have complained just as they do now about the long, long weeks of school.

No money for the schools was received from taxation until after the first general school law was passed by the Ohio State Legislature in February, 1825. A school district was then formed which embraced the entire township and, as the population of the township continued to increase, more and more money was raised which could be used for educational purposes. Even so, the revenue was much less than needed, and it was not until the state school lands were sold, and the money distributed among the counties of Ohio, that the township began to catch up with its requirements.

During the period which elapsed between the time the township school district was formed and the incorporation of the village of Kent, four small schools were built. One was located on Lake Street, about a quarter mile east of North Water Street; the second on what is now College Avenue, a little east of South Water Street; the third on Stow Street, opposite the old cemetery, and the fourth on Hudson Street near Fairchild Avenue. The first three were one-story frame buildings; the fourth was of brick and two stories high.

About 1851, a private school was started on the third floor of the Earl Block, at

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Franklin and Main. It was taught for several years by Frank Ponds who later became attorney general of Ohio. In the fall of 1856, a select school was opened in the Town Hall on North River Street with J. H. Pickett as principal. The only other teacher was his sister. The rate for a twelve-week term was \$3. In 1857, the school had about 35 pupils. Common branches of education were taught with special emphasis being laid on mathematics. The school was followed by one taught by H. S. Freeborn and another taught by William Wing.

The private schools—or “select schools,” as they were called—were made necessary by the fact that, until the late Fifties, the district school committee had such limited powers, and its revenues were so small, that it was impossible to make ample provision for the pupils of all grades. However, late in the Fifties the Ohio school laws were liberalized in many ways and for the first time the district school authorities were able to make changes which they considered necessary.

The Union school system was established in Franklin Mills about 1860—the records of that period are lost—and U. L. Marvin, who later became one of Ohio’s most distinguished judges, was appointed superintendent. Under his direction, the schools were graded for the first time. Superintendents followed one another in quick succession during the next few years—H. S. Freeborn, a Mr. Phillips, W. W. Patton and Chester W. Haywood.

The growth of Kent during the Sixties, caused by the coming of the Atlantic and Great Western Railroad, necessitated the construction of a school which, at that time, was considered one of the finest in Northern Ohio—the Union School, now called the Central School. The building was started in 1867 and was opened March 14, 1869, with J. F. Lukens as superintendent and Prof. T. E. Sulist as principal. The school cost \$69,500.

The high school came into existence in the fall of 1868. Up to that time there had been no distinction between primary and high school grades, but when the new school building was authorized, it was decided to separate the more advanced pupils from those of the grammar schools. The Union School was not completed in time for the opening of the fall term so the High School was established in the Town Hall. It remained there until the Union School was completed. The high school pupils then moved to the southwest corner on the second floor. The other rooms on the first and second floors were used by grammar school pupils. The first graduate of the high school was Anna Nutting who received her diploma in June, 1869. Miss Nutting later taught at Central School for a number of years and also served as principal.

When the Union School was completed, Kent thought it would serve the community for many years. Before a year elapsed, however, the need for a school in the south part of town became apparent. The railroad shops had brought hundreds of new families into the town and many of them built their homes on the south side, close to the shops. The younger children found it difficult to walk back and forth to the Union School. To accommodate them, the school board erected a small one-room frame building on Franklin Avenue in the summer of 1869. This small school served the “flats” until 1880 when South School was built. One of the first teachers of the one-room school was Miss Mattie J. Rogers, a teacher who is still remembered by many of the men and women who once were her pupils.

The need for other schools in Kent and their establishment during the years

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which followed the erection of the South School are discussed in the general history. Following is a summary of facts regarding the schools in use in 1932:

Central School—opened March 14, 1869; 16 rooms; grades taught: 1-8. South School—built in 1880, enlarged in 1901; 8 rooms; grades taught: 1-6. DePeyster School—opened in April, 1888, enlarged in 1920; 8 rooms; grades taught: kindergarten and 1-6. Roosevelt High School—opened September 6, 1922; 27 rooms, including gymnasium and auditorium; grades taught: 9-12; courses taught: college preparatory, general, commercial, home economics, vocational, general industrial for boys; seating capacity of auditorium: 833. Kent State Training School—see Kent State College.

During the school year of 1931-32, 1,454 pupils were enrolled in the public schools controlled by the Kent Board of Education and 51 teachers were employed. In the State Training School, which is financed and directed by the state, there were 595 pupils and 25 teachers. The estimated value of the school buildings, exclusive of the State Training school, was \$664,900 and the outstanding bond issues, as of May 1, 1932, amounted to \$400,000. The principals of the schools were: Central—Merle B. Murphy; South—Mrs. Mary Lyons; DePeyster—Mary Donaha; Roosevelt—J. W. Spangler.

Superintendents who have served the Kent schools since 1868 have been: J. F. Lukens, 1868-72; W. W. Patton, 1872-78; A. B. Stutzman, 1878-1907; R. P. Clark, 1907-10; W. A. Walls, 1910-15; F. B. Bryant, 1915-20; W. A. Walls, 1920 to the present. Members of the board of education in 1932 were: George S. Getz, president; F. H. Merrell, vice-president; F. W. Bowers, clerk-treasurer; Ira R. Marsh, and Ross B. Strimple.

The Davey Institute of Tree Surgery

The resident school of the Davey Tree Expert Company has the distinction of being the first and only comprehensive school of tree surgery in the world. The school, which is called the Davey Institute of Tree Surgery, was first established in 1909 with a handful of students who met regularly in a small hall over a store. Although the school was small, its success was immediately apparent and, along with the Davey company, it grew steadily.

Every student attending the school is a Davey employee and the privilege to attend is won by the industry, loyalty and integrity which the employee has demonstrated in his regular fieldwork. The school term starts about the first of December and runs through to the early part of March. The complete course covers three terms of work. Recitations, lectures, laboratory work, field trips, and practical work are included in the school schedule. Subjects taught are: botany, plant pathology and mycology, entomology, spraying, tree surgery, business English, business ethics, diagnoses of tree troubles, care of tools, disease and insect control, and fertilization of soil.

Normally, the attendance in the school ranges from 300 to 450 students and the faculty consists of from 25 to 40 men, carefully selected for their special training and demonstrated ability in the subjects they are to handle.

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Chapter XXX

Churches Of Kent

The First Congregational Church

The First Congregational Church was organized on June 18, 1819, with eight charter members. The first confession of faith and covenant were those of the Portage County Presbytery and the infant church was, from the first, under the care of that body as a missionary church. This was in accordance with an arrangement between the Presbyterian and Congregational denominations called the "Plan of Union" adopted in 1801, by which the two churches worked together as one body in the Western Reserve for more than a generation.²⁷

On September 30, 1834, the church changed its policy from Congregational to Presbyterian and entered full connection with the Presbytery. On September 17, 1839, the church returned to the Congregational polity and joined the Portage and Summit Consociation in May, 1841, and the Puritan Conference on August 30, 1857. The confession and covenant have been revised several times, the tendency in each case being to strike out philosophy and theology and to make it a bond of union for all believers in Christ Jesus and not a boundary between.

The first services of the congregation were held in a small frame building which was built about 1817 a little east of the upper bridge to serve as a schoolhouse and a meeting house for all religious sects. In about 1835, the church built a meeting house of its own. It was made of brick and was located a few rods southeast of the Crain Avenue bridge. The last service was held there on April 27, 1857. The building was then razed and the material was used for rebuilding. The new meeting house was dedicated on November 30, 1858. In the interim the congregation, by invitation, worshipped in the Methodist Episcopal Church. The bell was purchased in 1864. In 1872, an organ was installed which was first used on Sunday, July 28. In 1886, the Sunday School addition was erected. Originally the church was seated facing the west. In 1890, the present seating was adopted, the chancel built, and the organ rebuilt and moved to its present location. In 1915, the gymnasium was added to the church.

From the beginning, the church has held to the tradition of a well-trained ministry. The first three ministers were graduates respectively of Andover, Auburn, and Princeton seminaries. The first minister was called in 1825. In the years preceding, services had been conducted in part by laymen and in part by neighboring pastors, most of whom were aided by the Connecticut Missionary Society. This organization helped the church in the support of its pastors from the first, continuing its aid for approximately forty years.

The church has had twenty-four pastors. The longest pastorate in recent years was that of Reverend John H. Hull who began his service in 1914, served as pastor eleven years, and as pastor emeritus from 1925 until his death in 1929. His pastorate coincided with a rapid growth of the community and was marked by a steady growth in

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membership and by the development of social and recreational life around the gymnasium which was built under his leadership. His pulpit ministry was strongly marked by his modern outlook and his strong emphasis on the responsibility of the Christian as a citizen.

The present pastor is Reverend Warren W. Tuttle who began his ministry in 1927. He is a graduate of Grinnell College in Iowa, and holds his divinity and his master's degree from Yale University.

First Methodist Episcopal Church

So far as can be learned, Methodism in Franklin Township dates back to 1815 when a Methodist class was formed in the twin villages of Franklin Mills. In the beginning, meetings were held in the homes of members; in 1817, the Methodists began holding services in the church-schoolhouse which was erected a little east of the Crain Avenue bridge. This building served as a place of worship until 1828 when a small church was built on North Mantua Street near Stinaff. This building was used by the Methodists, as well as by other sects, until 1840 when the Methodists erected a church of their own on North Mantua Street a little north of Park Avenue. This church served the congregation until December, 1893, when the present church was completed.

In the early days, the Methodists of Franklin Mills were served only by circuit riders who visited the settlement at irregular intervals. However, in 1822, Franklin Mills was made a part of the Deerfield circuit and was visited regularly thereafter by one of the circuit preachers. In 1840, the Franklin Mills circuit was established under the Ravenna District, Erie Conference. In 1876, the East Ohio Conference was formed from the Erie and Pittsburgh Conferences, taking the parts that were on the Ohio side, and at the same time Kent was placed in the Akron District. At present, Kent is a part of the Northeastern Ohio Conference.

Following are a few facts regarding the church's activities which should be recorded: Sunday school work was started in 1839 or a little earlier. During the Sixties, Miss Harriet Whitcomb banded together a number of children and taught them to sing temperance songs, thereby starting the temperance movement in the church. The first choir was organized in 1867 with A. D. Power as chorister. In April, 1873, the Woman's Foreign Missionary Society was formed; it was followed in 1881 by the Woman's Home Missionary Society. The Young People's Aid Society, which purchased an organ for the church, was organized in March, 1887. In November, 1889, the young people formed the Epworth League with J. E. Wilkin as president. The Busy Bees were organized about the same time by Virginia Minor; this children's organization was made the Junior League in 1891.

Reverend J. R. Keyes, who served from 1885 to 1888, was the first preacher who brought up the question of building a new church. His successor, Dr. S. F. Minor, took up the work and began an organized effort to collect subscriptions. The work was carried on by Dr. O. W. Holmes who appointed a building committee consisting of George L. Stauffer, A. B. Stutzman, J. L. Long, R. S. Mitchell, and O. A. Haymaker. Ground was broken July 31, 1890, by Mrs. O. W. Holmes; the cornerstone was laid in 1891, and the church was completed at a cost of \$21,500 in December, 1893. The indebtedness on the

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church building was paid off in 1901 and on August 21 a mortgage-burning party was held. The pipe organ was installed in 1908 and dedicated January 1, 1909. The gymnasium annex was completed and dedicated in 1916.

Since 1900, the church has had nine preachers, as follows: Reverend W. D. Starkey, 1898-1902; Reverend W. H. Dickerson, 1903-6; Reverend E. T. Mohn, 1907; Reverend M. J. Slutz, 1908-11; Reverend W. W. Dietrich, 1912-15; Reverend Herbert Whiting, 1916-17; Reverend E. R. Brown, 1918-22; Reverend B. J. Black, 1923-29; Reverend E. R. Bair, 1929 to date.

Christ Church Episcopal

The first Episcopal Church in this section in the early days was St. John's Church at Cuyahoga Falls. Six members of the congregation were from Franklin Mills. On October 11, 1835, the local parish was organized by Reverend Alvah Sanford in a meeting held in the old red schoolhouse in the lower village. The charter members were: Edward Parsons, Levi Stoddard, Francis Furber, Thomas Cartwright, L. A. Latimer, George B. DePeyster, S. McBride, Asa Stanley, Chancey Newberry, Sand Frazier, Filman Wagoner, C. M. Stuart, James Holden, William Gridley, Thomas Melville, H. G. Allen, O. C. Holden, David Ladd Rockwell, G. W. Wells, D. W. Gillett, H. M. Hummall, Dr. E. Whit, J. Van Dusen, Dr. E. W. Clark, and Joseph Bethel.

Soon after the parish was organized a lot on South Mantua Street was purchased as a site for a church, and in the following year, construction of the building was started. On June 12, 1838, the church was consecrated by Bishop McIlwaine. Reverend Orrin Miller was the first rector of the Kent parish and served from August, 1838, to May, 1841.

During the past 50 years the rectors have been: Reverend J. E. Hammond, 1883-84; Reverend J. W. Craft, 1884-91; Reverend Robert Kell, 1895-1906; Reverend William M. Washington, 1906-10; Reverend Francis McIlwaine, 1910-15; Reverend W. O. Leslie, 1915-18; Reverend F. A. Zimmerman, 1919-21; Reverend R. J. Harkins, 1921-24; Reverend H. I. Buxton, 1924-29, and Reverend E. H. MacDonald, 1929 to date.

The old church was so staunchly built of hard wood timbers that none of the original structure was discarded when the church was enlarged in 1900. In 1927, the church was entirely remodeled. The structure was raised and a basement added. A tower was built, a pipe organ and other equipment was installed, and much needed parish rooms were provided. The reconstruction was made possible largely through a bequest of \$5,000 which was left to the church by the late W. S. Kent, member of the church for many years. Reverend H. J. Buxton was rector during the rebuilding period. The church was reopened on Easter Sunday, 1927.

The present vestry of the church consists of F. W. Barber, senior warden, M. G. Garrison, junior warden, Dr. T. H. Schmidt, clerk, L. E. Gatts, treasurer, L. G. Coolidge, I. B. Moffatt, B. G. Kneifel, Lloyd Redmond, John Wolcott, and George White.

Reverend MacDonald, the present rector, received a bachelor of arts degree from King's College, Halifax, Nova Scotia, in 1921; studied law in his home town, Fredericton, New Brunswick, in 1921-22; attended classes in scientific teaching at the Fredericton Normal School; taught for three years; attended Theological Seminary at

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Cambridge, Massachusetts, 1926-29, and in June, 1929, advanced to priesthood from diaconate which was taken in June, 1928.

Church of Christ

Although the early records of the Church of Christ have been lost, it is believed that the members of the faith first organized in Franklin Mills in about 1827. For a number of years they met in the homes of members; in about 1840, they began holding services in the old brick schoolhouse on Hudson Road.

On December 17, 1848, the congregation reorganized with 52 charter members and adopted the name of the First Church of the Disciples of Christ. During 1852, a series of evangelistic meetings were held which resulted in a discussion of plans for erecting a new church. Donations ranging in amount from fifty cents to \$400 were pledged by the members. A lot on River Street, near Park, was purchased and construction of the "Stone Church" was started in 1854. Marvin Kent subscribed \$100 payable in stone quarried in his quarry and delivered to the building site.

Great difficulty was encountered by the members in raising enough money to complete the building. However, the walls were erected and the roof put on by 1855. The construction work stopped there, but the church members could truthfully say that they "had a roof over their heads," and they began holding services in the church even though the building was incomplete. In 1867, the congregation became sufficiently prosperous to proceed with the work and on Sunday, August 9, 1868, the church was dedicated by Reverend Isaac Errett of Cleveland.

Hiram College aided the Kent church for many years and furnished many of its pastors. James A. Garfield is said to have preached in the church on several occasions. Since 1897, the following pastors have served the church: Reverend George Patterson, Reverend Frank Green, Reverend Frank B. Hoffman, Reverend C. A. McDonald, Reverend A. A. Doak, Reverend Bates, Reverend D. W. Besaw, Reverend B. F. Hagobacher, Reverend Wallace V. Mallory, Reverend J. F. Williams, and Reverend J. K. Falls.

The Ladies' Circle was organized in 1907 and the Woman's Missionary Society in 1911. The Men's Bible Class and the Loyal Women's Class have been active for many years. The parsonage was erected in 1903 through the efforts of Mrs. Emogene Case who gave liberally for its construction. In 1905, the church was redecorated and the interior remodeled. In 1922, the park at West Main and North Mantua Streets was purchased for a new church site.

In February, 1926, Martin L. Davey announced that he had taken out a \$50,000 five-year endowment policy as a building fund for a new church in memory of his father, John Davey, who was an active member of the church for many years. Martin L. Davey stipulated that the money would be turned over to the church, after the policy matured, when the other church members had raised a like sum. Due to the financial depression of the past few years, plans for the new building have been delayed.

Reverend J. K. Falls, who came to the church July 1, 1925, was educated at Oberlin College and the University of Akron. He was ordained by the congregation of the Wooster Avenue Church of Christ in Akron. During his pastorate, the membership has

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increased from 225 to approximately 335.

St. Patrick's Catholic Church

Catholics of Franklin Mills attended their first mass about 1850 in the home of John Fiedler on South Water Street. Meetings were held in the homes of various members of the faith until about 1862 when arrangements were made to use the Town Hall as a place of worship. During the next few years, many Catholics came to the town to work in the shops of the Atlantic and Great Western Railroad and the need for an organized church became apparent.

Plans for erecting a church were started in 1864 by Father Brown, who was at that time pastor of Hudson, Franklin Mills being one of the out-missions under his charge. A site on Columbus Street was donated by Marvin Kent who stipulated in the deed that the title to the land should revert to him if the time ever came when it was no longer used for church purposes. Construction of the church was started in the summer of 1867, the money being raised by donations, advance pew rentals, and through fairs and socials. The cornerstone was laid on Sunday, July 14, 1867, and the church was completed in 1868.

For a number of years after the church was dedicated, the pastors of St. Patrick's Church lived in Ravenna and also served that community. It was not until the pastorate of Father O'Neil that the membership of the Kent church became large enough to support a pastor of its own.

In the early Seventies, Father Brown founded the St. Vincent de Paul Society, a charitable organization which served members of the parish and others who were deserving. In 1875, during Father Bowles' pastorate, the Total Abstinence Society was organized. During the pastorate of Father Graham, the Knights of St. John, a benevolent organization, was formed. In 1904, during Father Mooney's pastorate, the church was enlarged by the building of a new sanctuary.

The Knights of Columbus was organized in 1908 during Father Brannigan's pastorate by P. A. Burens. John W. Casey was the first to sign the charter. The local chapter of the Catholic Daughters of America was organized with Mrs. Armstrong as grand regent several years later.

In 1924, St. Patrick's School was built under Father Nolan's direction at a cost of approximately \$90,000. Prior to the construction of this building, the parochial school had been in session in the church. The number of pupils attending the school has increased steadily and during the school year of 1931-32, the attendance averaged approximately 300.

The priest in charge of St. Patrick's Church at present is Reverend P. A. Logan who came here July 6, 1928.

Universalist Church

The history of the Universalist Church dates back to 1865 when Reverend Davis Bascom of Pittsburgh came to Brimfield to preach. On Sunday afternoons he came to

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Franklin Mills and held services for the Universalists of the village in the Town Hall. On February 26, 1866, a meeting was called to consider the question of organization. As a result of this meeting, and others which followed, the church was organized on May 28 with the following charter members: Arvin Olin, J. B. Stratton, J. D. Haymaker, Philip Boosinger, Nelson Olin, Ransom Olin, A. M. Sherman, I. G. Whitcomb, Thomas J. Marshall, Mary J. Parsons, Mary A. Boosinger, Mary R. Haymaker, Sybal Bradley, Almira Russell, Mary A. Furry, A. Merrill, Effie Parsons, and Rhoda Boosinger.

On September 1, 1866, Reverend Andrew Willson was formally installed as pastor of the Kent and Brimfield church. The need for a permanent place of worship soon became apparent and on March 7, 1867, a committee was appointed to draw plans and begin the building. Marvin Kent donated the land on River Street and members of the church gave liberally to the building fund. The new building was dedicated on August 23, 1868.

Reverend Willson served the church for ten years and was then called to Buchtel College, in Akron. Since that time the following pastors have served: Reverend J. S. Gledhill, Reverend Abbie E. Danford, Reverend Edward Morris, Reverend R. B. Marsh, Reverend O. G. Colegrove, Reverend H. K. Reigel, Reverend Dr. Ira Priest, Reverend F. M. Hayes, Reverend A. J. Spanton, Reverend Charlotta D. Crosley, Reverend Martin Fereshetian, Reverend John M. Lewis, Reverend H. M. Wright, Reverend James Houghton, and Reverend Carl H. Olson.

Extensive alterations in the church building were made during the fall of 1929, plans having been laid under the leadership of Reverend Houghton. In October, 1929, the present pastorate of Reverend Olson began. Reverend Olson, who was educated at the Massachusetts Institute of Technology, Tufts College, and Crane Theological Seminary, was ordained at a special service on December 1, 1929. The renovated church was dedicated on the following Sunday.

Trinity Lutheran Church

On June 18, 1877, Reverend Nathan Paltzgroff of Ravenna gathered together a small group of Lutherans in Kent and held a church service in the Kent Baptist Church. Plans for forming a church were discussed and, at the next meeting, held July 22 in the Town Hall, the First Evangelical Lutheran Church was organized with 12 charter members.

The congregation had no building of its own and for seven years worshipped Sunday afternoons in the Town Hall and in the Episcopal and Baptist churches. During this period, money for building a church was being raised slowly by the women of the church who organized what was known as the Dime Society. The women spared neither time nor energy in soliciting funds, and, by February, 1884, had obtained enough money to buy a lot at South Water and Williams Streets and start construction work. The church was dedicated on September 7, 1884.

On January 25, 1906, the congregation was reorganized under Reverend Abram Miller who came to the church when the small society was threatened by disintegration. As a result of his efforts, the problems were worked out and the church entered one of the most prosperous periods of its history. The old frame building was moved to the rear of

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the lot and a new edifice of stone was erected in front. The cornerstone was laid on August 15, 1908, and the new church was dedicated on February 28, 1909. Dr. Miller, who had labored so successfully, died while in his pastorate in 1911.

In August, 1920, the name Trinity English Evangelical Lutheran Church was adopted. A further period of growth followed and the auditorium had to be enlarged in 1923. At the same time, a pipe organ was installed and a parsonage built. The 40th anniversary of the original church building was celebrated in the autumn of 1924.

The following pastors have served the church: Reverend Nathan Paltzgroff, 1877-90; Reverend J. E. Lerch, 1890-92; Reverend T. S. Smedley, 1893-1903; Reverend P. A. Hartman, 1903-05; Reverend Abram Miller, 1905-11; Reverend J. H. Hedges, 1911-13; Reverend G. H. Rapps, 1913-14; Reverend Ralph G. White, 1914-15; Reverend M. H. Pershing, 1915-17; Reverend R. A. Halverstadt, 1918-19; Reverend J. H. Dobbyn, 1920-24; Reverend G. T. Heintz, 1924-28; Reverend M. W. Wappner, 1928 to date. The church has sent two men into the ministry—Reverend Ralph J. White and Reverend F. R. White.

Reverend Wappner, the present pastor, is a graduate of Wittenberg College and the Hamma Divinity School. He was ordained in Springfield in 1922. Before coming to Kent he served for six years as pastor of the Lutheran Church in Coshocton.

The First Free Methodist Church

The Ohio Conference of the Free Methodist Church in 1902 assigned Reverend D. W. Wesley to the Akron pastorate. Not being able to find a home in Akron, Reverend Wesley located in Kent. While living here he was impressed by Kent's need of a Free Methodist Church. He then secured the church, in which the members now worship, and began his efforts under the anointing of God.

Soon a sufficient number of converts was made so that a society could be formed. This society was organized by Reverend Wesley. The only charter members now living in Kent are Mrs. Demora Bachtle, of 132 Franklin Avenue, and Mrs. Chloe Schutte, of 620 Vine Street.

Reverend C. W. Grant was the first officially appointed pastor of the church. His labors began in 1904 and lasted one year. In 1914, the Annual Conference appointed Reverend F. Lincocome to the pastorate. During his administration, which lasted three years, the church made rapid progress. The Sunday School soon outgrew the church. The living rooms in the back of the church were converted into Sunday School rooms and, under the guidance of Reverend Lincocome, a parsonage was purchased at 214 East Elm Street.

During the same pastorate a district parsonage was purchased at 201 East Elm Street which has been the home of the district elders since that time. Reverend R. B. Niles has occupied the house since 1929. Reverend O. M. Shaw was appointed to the pastorate in 1928 and remained three years. While he served, the church was remodeled and made more modern.

The present minister, Reverend Walter Martin, assumed the pastorate in 1931. Under his ministry the Sunday School and church are growing and prospering.

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Church of the Brethren

The Kent Church of the Brethren began under the fostering care of the Springfield church as a part of that congregation. At first the services were held in a building on School Street with ministers from the Springfield church in charge. In 1904, the ground on which the church now stands was purchased and immediately thereafter a church was erected which was used for nearly twenty years.

The Springfield congregation discontinued its supervision about 1920 and the District Mission Board of Northeastern Ohio accepted the responsibility. The first regular pastor was Reverend G. W. Kiefaber, of Canton, Ohio, who continued until 1926 when Reverend J. I. Byler became the pastor. He was succeeded in 1928 by Reverend A. H. Miller who has served until the present time.

When Reverend Miller began his pastorate, the church had 33 members. Since then the membership has grown steadily and now numbers nearly 100. The church has an active young people's organization, organized adult classes, and a Ladies' Aid Society.

Christian Science

A few persons interested in Christian Science met in their homes in the early months of 1911. The Christian Science Society of Kent was organized June 28, 1911. The first place of public worship was Henlett's Hall, on North Water Street. The next year the members moved to the Rockwell building on East Main Street. In 1917, they were incorporated as the First Church of Christ Scientist, Kent, Ohio. For a time the members met in the Universalist Church on River Street and also in the Kent National Bank building.

In the fall of 1919, the church bought the property on West Main Street nearly opposite the Methodist Church. The first service was held there June 13, 1920. In 1931, the church building was remodeled and it now seats 50 persons.

Union Baptist Church (Colored)

The Union Baptist Church is an outgrowth of the Second Baptist Church which was organized April 2, 1922, in a box car on the Erie Railroad by Reverend W. M. McWilliams with four members, Mrs. Cary Smith, Robert Smith, James McCurtis, Mrs. Ida McCurtis, and Mrs. Henriette Smith. Following the organization, more meetings were held and the membership was increased to 25. A hall on Elm Street was then leased and a campaign was launched to raise a fund to build a church. The amount needed was obtained during the summer, a lot on Dodge Street was purchased, and the cornerstone of the church was laid on January 13, 1923. Reverend McWilliams was then called to Fostoria, Ohio. Seven years later he was recalled to the Second Baptist and within a short time consolidated the First Baptist and the Second Baptist into what is now known as the Union Baptist. The church now has 188 active members and a Sunday School enrollment of 65. Reverend McWilliams is a native of Kansas City, Missouri, and was educated in Lincoln University, Jefferson, Missouri.

The History of Kent

Chapter XXXI

Facts about Kent

Kent is located in the heart of the northeast section of Ohio in Portage County, latitude 41°30', longitude 81° 40'. The city is ten miles northeast of Akron, seven miles east of Cuyahoga Falls, and thirty miles southwest of Cleveland. The Cuyahoga River, a non-navigable stream, flows through the city. The altitude of the city varies from 1,010 feet to 1,090 feet, the U. S. Geological Survey benchmark, on the Main Street bridge, being 1,053 feet above sea level. The area of the city is 3.5 square miles.

Census Figures

The U. S. Census figures for Kent since its incorporation as a village in 1867 are as follows: 1870—2,301; 1880—3,309; 1890—3,501; 1900—4,541; 1910—4,488; 1920—7,070, and 1930—8,377. Within a radius of eight miles of Kent there are eleven towns and villages, in addition to Cuyahoga Falls, which have a combined population of 23,096. The rural population of Franklin Township is 2,223.

City Government

Kent operates under the Federal form of government, the elected officers being the mayor, solicitor, treasurer, auditor, president of the council, and seven councilmen, one from each of the four wards and three at large. All the officials are elected for two years. The safety director and service director are appointed by the mayor with the approval of council. The city engineer is employed on an hourly basis by the service director.

Taxation

The assessed valuation of property within the corporate limits of Kent for 1931-32 was \$12,157,240. The tax rate for the year was 23.20 mills, divided as follows: 7.15 mills for the corporation proper, 11 mills for the public schools, 4.40 mills for state and county, and .65 mills for Franklin Township. The revenue from all sources for 1932, partly estimated, was \$248,205.47.

Bonded Indebtedness

The total bonded indebtedness of the city, on January 1, 1932, was \$508,382.28, divided as follows: general bonds, \$177,297.35; water works bonds, \$180,500; special assessment bonds, \$150,584.93. (Included in the item of general bonds is \$83,910 worth of refunding bonds.) By December 31, 1932, the bonded indebtedness will be reduced to \$465,346.34

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Railroads

Kent is served by the Erie, Baltimore and Ohio, and the Wheeling and Lake Erie Railroads (See chapter on Railroads, also Index.) The city also is served by the Penn-Ohio Coach Lines Company which on April 1, 1932, succeeded the electric interurban service. Twin Coaches, manufactured in Kent, are operated by the bus company. The fare from Kent to Akron was fixed at 30 cents, from Kent to Ravenna at 15 cents, and from Kent to Cuyahoga Falls at 15 cents.

Water

The water works is municipally owned. The water is obtained from 15 deep-water wells which have a daily capacity of 800,000 gallons. The water is softened and the iron removed. On January 1, 1932, the water works had outstanding bond issues amounting to \$193,000, all of which will be retired by 1948. On July 15, 1932, there were 2,362 water connections; also 178 fire hydrants. The water rates are: \$3.50 per 1,000 cubic feet up to 5,000 cubic feet, \$2.50 per 1,000 cubic feet for the next 5,000, and \$1.30 per 1,000 cubic feet thereafter.

Gas

Kent is supplied with natural gas by the East Ohio Gas Company. The rates in 1932 are: 83 cents for the first 300 cubic feet, or any part thereof, 58 cents per 1,000 cubic feet for the next 4,700 cubic feet, and 63 cents per 1,000 cubic feet for all over 5,000. On July 10, 1932, there were 2,346 gas connections in the city.

Light and Power

Electric light and power is supplied to Kent by the Ohio Edison Company. The domestic rates fixed by the five-year rate ordinance approved by the city council on August 6, 1928, were: 8 cents per kW. hour for the first 20, 6 cents per Kw. for the next 40, and 3 cents per Kw. for all over 60. Substantially lower rates, varying greatly with the type of service required, were charged by the company for industrial purposes. On July 1, 1932, there was pending before council a proposed new rate ordinance, volunteered by the company, which fixed the domestic rates at: 7 cents per Kw. for the first 20, 6 cents for the next 40, 3 cents for the next 40, and 2 ½ cents for the balance.

Building and Loan Companies

The Home Building and Loan Company was organized in April, 1898, with a capital stock of \$300,000. The first officers of the company were: Charles Randall, president; John G. Getz, vice president, and W. W. Reed, secretary. On June 30, 1932, the total resources of the company were \$236,302.43 with \$22,000 in reserve and undivided profits. The present officers are: John G. Getz, president; B. G. Kneifel, vice

The History of Kent

president, and G. S. Getz, secretary.

The Kent office of the County Savings and Loan Company, organized in 1916, was opened on December 7, 1929. The main offices of the company are in Ravenna. On December 31, 1931, the company had first mortgage loans totaling \$1,319,525.08 and deposits (savings) amounting to \$1,243,725.61. Officers of the company are: H. R. Loomis, president; H. L. Spelman, vice-president; W. J. Dodge, secretary; P. M. Ott, assistant secretary.

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Chapter XXXII

Portage Post No.496, American Legion

During the winter of 1920-21, William H. Van Horn obtained the required 13 number of signers to apply for a temporary charter for a Kent post of the American Legion. The temporary charter was approved on February 14, 1921, and by the National Headquarters on February 15. The first meeting of the Post was held in Kent's Hall in the Kent National Bank building on February 19. The name of "Portage Post" was adopted and the following officers were elected: Edwin F. Fuller, commander; Frank C. Watrous, first vice-commander; George H. Moon, second vice-commander; Maxwell M. Miller, adjutant; Frank C. Coe, finance officer; Carl Douglass, chaplain; Thomas H. Landis, sergeant-at-arms, and George White, historian. W. A. Walls later was appointed chaplain.

The veterans who signed the temporary charter were: William H. Van Horn, Edwin F. Fuller, Stuart P. Stevenson, Clarence C. Straight, Leo A. Bietz, Paul H. Davey, Nick Lakits, Willis B. Lutz, George H. Moon, Don Carlile, Maxwell M. Miller, William G. Van Trump, James G. Apple, Alf C. Lovell, Leon A. McCumber, Roy H. Smith, and J. H. Piper.

An intensive membership drive was waged during the late winter months and by May 1, 1921, nearly 200 veterans had joined the Post. Meetings were held regularly in Kent's Hall and the Post operated a clubroom in conjunction with the Army and Navy Union in the Kent National Bank building annex.

The first noteworthy achievement of the Post was the Memorial Day parade of 1921. Fully 200 ex-soldiers paraded in uniform. Another big parade was held on Armistice Day the same year and, in addition, the Post staged a football game in the afternoon, held a supper in the evening, and had a display of fireworks at night. Since then, the Post has taken a leading part in Kent's observance of Memorial and Armistice days.

A permanent charter for the Post was received on August 16, 1921. It contained the names of 121 men and one woman, Gertrude Falkenhagen. During the following year and a half, plans were made by the Post for acquiring a home of its own and finally, in June, 1923, the old Kent homestead on South River Street was purchased from the heirs of W. S. Kent for \$5,000. Plans for remodeling the home were drawn by Architect C. G. Kistler and he was awarded the contract for the work. The building was opened to the public for one day on Saturday, October 23, 1923. In order to pay for the remodeling and furnishings, the club had to go heavily in debt. The last mortgage on the property was paid in 1926.

Portage Post has many achievements to its credit. Its service department, of which Frank C. Watrous has been in charge for seven years, has rendered invaluable free assistance to scores of ex-service men. The veterans have been helped in filing claims for compensation, bonus, and pensions, and also in making applications for insurance.

In the summer of 1924, the Post succeeded in securing without cost a large lot in the Standing Rock Cemetery for use as a burial place for indigent ex-service men. The universal flag system used by the city was sponsored by the Legion. Every fall, the Post

The History of Kent

has taken an active part in the campaign for subscriptions to the Community Chest, soliciting all the residents of the northwest section of the city. Through the Post's efforts, signal lights were obtained at the Crain Avenue and Summit Street crossings of the Erie Railroad. Moreover, it can be accurately said that the Post has given its support to every important civic project which has been launched in Kent during the past decade.

Commanders of the Post have been: Edwin F. Fuller, 1921; Frank C. Watrous, 1922; William H. Van Horn, 1923; Leo A. Bietz, 1924; Glenn Rouse, 1925; Phil Eichenlaub, 1926; Alf Lovell, 1927; Clarence Burt, 1928; Harold Bluestone, 1929; Maxwell M. Miller, 1930; George Moon, 1931, and Major Roy H. Smith, 1932. Present officers of the Post are: Roy H. Smith, commander; Roy Middleton, first vice-commander; Ed Carey, second vice-commander; Carl Douglass, adjutant; Reverend E. H. MacDonald, chaplain; Howard Babb, sergeant-at-arms, and Frank C. Watrous, historian. Members of the executive committee are Maxwell M. Miller, Harvey Redmond, Harold Bluestone, and George Beal. Custodians of the Post have been: Frank Gressard, George Hynton, and Frank Fitzgerald.

Drum and Bugle Corps

The Drum and Bugle Corps of Portage Post was organized in the early summer of 1929 by a small group of members who believed that, from the talent available in the Post, a corps could be developed which would compare favorably with the best in the country. The first official meeting was held in the clubhouse in July. The following officers were elected: Frank C. Hull, commander; Harry E. Seifert, vice-commander; J. T. Escott, secretary-treasurer; Douglas Sessions, bugle sergeant; R. E. Hawk, drum sergeant, and H. A. Miller, R. E. Hawk, and William Van Trump, executive committee.

Within a month the membership of the corps was built to 28, including 12 snare drummers, 2 bass drummers, and 14 buglers. Its first public appearance was made at the Ravenna fair early in August, 1929. Later in the month it attended the State Convention in Akron. During 1930, the corps membership was built up to 40, its present strength. During the summers of 1930 and 1931, the corps was extremely active. It paraded and entered competition in more than 25 cities, traveled 6,000 miles, and appeared before more than 6,000,000 people. At the State Convention in Cincinnati in 1930, it was awarded the Class B championship. In 1930, it appeared at the National Convention in Boston and in 1931 at the National Convention in Detroit.

The corps is now composed of 10 field drums, 2 tenor drums, 2 Scotch drums, 21 bugles, 4 color guards, and the drum major. It has uniforms and equipment valued at more than \$52,500. The present officers are: Leo Bietz, commander; Frank C. Hull, business manager; Harold Bluestone, finance officer; Harry E. Seifert, secretary; W. H. Cook, treasurer; Douglas Sessions, bugle sergeant; J. Lemon, drum sergeant, and Max Miller, drum major. Members of the board of directors are: George Beal, Tom Bosworth, Max Miller, Harold Jones, Carl Douglass, Alf Lovell, and Douglas Sessions.

Following are the service records of ex-soldiers whose records are on file at Portage Post No.496 of the American Legion.

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The home of Portage Post No. 496, of the American Legion



The Drum and Bugle Corps of Portage Post, American Legion

Died in Service

Fred Arighi, entered service May 25, 1918, at Camp Gordon. Private, Co. M, 47th Inf. Died October 4, 1918.

Claude Davis, entered service April 28, 1917; private, Co. C, 136th Machine Gun Bn. Service: Alsace-Lorraine Sector, Argonne Forest. Killed October 19, 1918, Argonne.

Clarence Douglass, entered service October 8, 1917; Camp Johnston, Florida; sailed July 10, 1918; died of pneumonia March 3, 1919, at Coblenz, Germany.

Don Elwell, entered service May 12, 1917; private, Co. A, 1st Eng. 1st Div. Killed in October, 1918, Argonne Forest.

Fred F. Fisher, entered service September 20, 1917; private, Co. M 331st Inf. Camp Sheridan. Service: France and Belgium. Killed October 4, 1918.

Robert Heighton, entered service May 26, 1918: corporal, Co. C, 47th Inf.: sailed July 15, 1918. Killed in Argonne Forest about October 14, 1918.

George Mace, entered service September, 1917, Camp Sherman. Died at camp April 8, 1918, of pneumonia.

Ivan William Shanafelt, entered service April 29, 1917, corporal, Co. M, 10th inf., O. N. G. Transferred to Co. C, 136th Machine Gun Bn., 37th Div. Sailed June 21,

1918. Service: Baccarat Sector on Lorraine Front, Argonne Offensive, St. Mihiel Sector, Flanders Front in Belgium. Killed in action October 31, 1918.

Fred C. Young, entered service July 21, 1917, private U. S. Marines, 47th Co., 5th Reg. Severely wounded in battle, June 25, 1918. Died a few days later.

Service Records

Frank Eugene Ackerman, enlisted July 9, 1918, age 19, U. S. Navy, discharged September 30, 1921.

Herman Adams, enlisted October 1, 1918, Akron University, discharged December 12, 1918.

Arthur Bradstreet Ahearn, enlisted October 18, 1918, private S.A.T.C., Westerville, Ohio, discharged December 11, 1918.

Clinton E. Allen, enlisted September 19, 1918, private 2nd Div. Eng. Corps. Camp Sherman, sailed February 28, 1918, service: Verdun Front and Chateau Thierry. Wounded June 4, 1918, Chateau Thierry, discharged November 24, 1918.

Emmett Elmer Allen, enlisted October 15, 1918, age 20, private S.A.T.C., Otterbein College, Westerville, Ohio, discharged 12/23/18.

Dudley Parker Allen, enlisted May 17, 1918, age 25, sergeant, Ordnance Department, discharged December 30, 1918.

William Ross Allen, enlisted April 19, 1918, age 19, private, Headquarters Co., 50th Infantry, discharged July 24, 1919.

Milo Andrews, enlisted

September 19, 1917, private, Co. H, 107th Inf. Service: Marne, Aisne, Oise, Argonne, and Meuse, discharged May 25, 1919.

James Gordon Apple, enlisted May 25, 1918, age 29, corporal, 7th Co., Camp Gordon; sailed July 22, 1918. Co. F, 59th Inf., 4th Div., engagements St. Mihiel, Meuse, Argonne, wounded September 29, 1919, discharged January 25, 1919.

Howard Ernest Babb, enlisted September 6, 1918, age 21, private, 27th Co., 7th Tr. Bat., 158th Depot Brigade. Camp Sherman, 20th and 2nd Cos. Coast Artillery Corps, Sandy Hook, New Jersey, discharged December 11, 1918.

Frank Henry Bauer, enlisted May 26, 1918, age 26, private, sailed July 22, 1918: Military Spec. Co., 1st Depot Div. June 14-August 15, 1918; Army Signal School, August 15, 1918-February 13, 1919; 113th F.S.B.S.C., February 13, 1919 to date of discharged May 22, 1919.

Giananni Bavone, enlisted July 24, 1918, age 30, private, 5th Co Tr. Bn., 156th Depot Brigade, Co. 1, 2nd Prov. Reg., discharged March 3, 1919.

Lewis Bechtel, enlisted August 23, 1918, private, 15th Bat., 159th Depot Brigade, Camp Taylor, discharged December 20, 1918.

George Beal, service: Mech. Dept., Motor Transportation Dept., St. Nazaire, France.

Leo A. Bietz, enlisted April 30, 1918, age 27, private, 154th Depot Brigade, Co. H, 315th Inf., Field Hospital, 315-304th Sanitary Tr., St. Agnin Cas. Co., 4411. Engagements defensive, Troyon Sector, St. Mihiel Salient, Verdun, Meuse-Argonne, offensive, Meuse-Argonne, discharged May 18, 1919, Mitchel Field, Long

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Island, New York.

Ira Bissler, enlisted August 29, 1918, private, Medical Dept., Camp Taylor, Ft. Moultrie, Charleston, South Carolina, discharged February 6, 1919.

Oliver R. Bissler, enlisted May 26, 1918, age 26, private, 7th Co., 2nd Bn., 1st Inf., Repl. Regt., Camp Gordon, Georgia, 1st Inf., Training Regt., A.E.F., August 12, 1918, 9th Co., 1st Inf., Training A.E.F. to August 25, 1918, Co. M 102 to discharged April 29, 1919. Served in A.E.F. June 26, 1918 to April 18, 1919. Died May 12, 1932.

Harold Bluestone, enlisted June 10, 1918, U.S.N.R.F. as L.Q.M. (A) at New York City, sent to Gulfport, Mississippi, July 3, 1918, transferred September 1, 1918 to N.A.S., North Island, San Diego, California. Rate changed to Q. M. (2-CA). Discharged January 15, 1919.

Clair Gilbert Bishop, enlisted October 14, 1918, age 16, private, U.S. Marine Corps, 15th Reg., discharged September 10, 1919.

Everett Blair, enlisted June 10, 1916, age 21, Sergeant, Co. D, 146th U. S. Inf., 37th Div., engagements: Baccarat Sector, Anecourt Sector, Paines Sector, Meuse-Argonne, discharged April 13, 1919.

Isidoro Boido, enlisted May 1, 1918, age 31, private, Co. G, Div. Bn., Camp Fremont, California, discharged December 9, 1918.

Paul B. Bonsall, enlisted June 5, 1917, age 26, chief printer, U.S. Navy, discharged March 17, 1919.

Thomas E. Bosworth, enlisted July 30, 1917, age 21, sgt., Co. C, 136th Machine Gun Bn., engagements: Baccarat Sector, Avocourt Sector, Meuse-Argonne Offensive, Pannes Sector, Ypres-Lys offensive.

Decorations: General Orders No.86, disc. April 10, 1919.

Carl Brown, enlisted March 31, 1918, age 21, private, 331st Inf., 51st Inf., discharged June 5, 1919.

John W. Burke, enlisted 9/20/17, at Cleveland, O., age 28, sergeant 1st-class, Util. Br., Const. Div., 2 M Corps, discharged 5/16/19.

William Burrige, enlisted 9/19/17, sergeant, 91st Div., 364th Inf., sailed in July, 1918, service: Belgium, Argonne, and St. Mihiel. Discharged April 16, 1919.

Don Carlisle, enlisted September 20, 1917, private, Co. K, 332nd Inf., 83rd Div., in one battle in Italy, discharged May 3, 1919.

Jay Carlisle, enlisted June, 1918, private, Co. F, 6th Inf., 5th Div., service: Meuse-Argonne, Army of Occupation. Wounded October 14, 1918. Discharged July 30, 1919.

Edward F. Carey, enlisted March 12, 1918, at Akron, age 23, private 1st-class, Kelley Field Con. Brigade, David Rankin Ground School, Brooks Field, 134th and 118th Aero Squadrons. Primary Flying School, Air Service, U.S.A., discharged April 5, 1919.

Hugh Carter, enlisted May 21, 1918, age 32, private, Co. H, 33rd Inf., discharged October 1, 1919.

Arthur Christensen, enlisted December 4, 1914, age 18, Quartermaster, 1st class. U.S.S. St. Louis, U.S.S. Maryland, U.S.S. Yacona, U.S.S. Saratoga, U.S.S. Cheyenne, U.S.S. Philadelphia, U.S.S. Mohave, U.S. S. Savannah, U.S.S. Tallahassee, discharged February 1, 1921.

Andrew Milton Clark, enlisted

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May 14, 1917, 1st-class pharmacist mate, U.S. Navy. Assigned to U.S.S. Texan, a supply ship. Left for Brest April 31, 1918, discharged August 29, 1919.

Frank C. Coe, enlisted June 15, 1918, age 20, seaman, 2nd class, U. S. Navy, Great Lakes, Illinois Discharged March 28, 1919.

Roy Collier, enlisted October 5, 1917, age 22, private, 136th Co. 158th Brigade, Co. H, 348th Inf., 87th Div., 14th Co. 1st motor mechanics stationed at Epinal, France, S.O.S. 165th Aero squadron, discharged June 24, 1919.

Wilford Henry Cook, enlisted June 20, 1918, instruction, Motor Transport Coast Artillery School, Ft. Monroe, Va., discharged January 21, 1919.

Paul Davey, enlisted May 26, 1918. sergeant, 116th Engineers, 41st Div., sailed July 23, 1918, service; Angers, discharged February 26, 1919.

Estus W. Dean, enlisted June 30, 1919²⁸, age 22, sergeant, Bat. B, 3rd T. M. Bn., Coast Artillery Corps, 2nd Co., served in France. Discharged February 5, 1919.

Cecil Dennison, enlisted April 19, 1918, private, Co. L, 315th Inf., Camp Meade, sailed August 28, 1918. Service: Hospital Corps, Verdun, Souilly, France; Coblenz, Germany, Evacuation Hospital No.22. Discharged July 5, 1919.

Thomas G. De Palo, enlisted May 27, 1918, age 22, private, Inf., 11th Repl. Reg., Camp Gordon and Q.M.C. at Ft. Oglethorpe, Ga. Discharged June 10, 1919.

Daniel Desko, enlisted July 23, 1918, age 24, private, 5th Co., 153rd Dept. Brigade, discharged December 28, 1918.

William T. Dibben, enlisted April 17, 1917; age 22, Reg. Sgt. Major, Troop A, 1st Ohio Cav. Bat. A. 2nd Ohio F.A., Bat. A., 135th F. A., 37th Div. Hdqrs., 62nd F.A. Brigade. 37th Div. Hdqrs., 9th Army Corps., A.E.F. Engagements: Defensive Sectors Marbache, Thiancourt and Troyon Sectors. Discharged June 14, 1919.

Paul C. Dickert, enlisted June 18, 1918, age 30, Ph. M. 2nd class, U. S. Navy Hospital, Unit No. 4, U.S.N.R.F. Served on board the following ships and stations: Headquarters Second Naval District, Second Naval District Receiving Barracks, U.S.N. Hospital, Newport, R.I., Receiving Ship at Philadelphia, U. S. N. Base Hospital No.4, U.S.N.T. Barracks, Base 6, U.S. Receiving Ship at Liverpool, England, U.S.S. Cape Finistiere; Naval Training Station, Newport, R.I. Decorations: Victory Medal with Overseas clasp. Released from duty September 2, 1919. Discharged September 30, 1921.

Westell T. Doe, enlisted April 2, 1918, Fort Oglethorpe, transferred to Ft. Kearney, Calif., in the Medical Officers' Examining Corps, transferred to San Francisco in the Physiological Testing Corps. Discharged January, 1919.

Carl Raymond Douglass, enlisted September 6, 1918, age 22, private, 1st-class, Base Hospital No. 13, Sovanay, France. Discharged April 16, 1919.

Phillip A. Eichenlaub, enlisted April 30, 1918; age 25, Corporal, 2nd Div. Reg. Army. Engagements: St. Mihiel, San Blanc Champanee, October 4, 1918, Argonne. Discharged may 15, 1919.

Carl Haymaker Elgin, enlisted

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July 30, 1917, age 18, cook July 30, 1917 to January 11, 1918; private to discharged Co. M. O. N. G. Inf. September 25, 1917, Co. C, 136th M. G. Bn. to discharged Engagements: Ypres-Lys, Meuse-Argonne, Defensive Sector, A. E.F. June 23, 1918 to March 23, 1919. Discharged April 10, 1919.

Frank Whitcomb Elgin, enlisted April 26, 1917, age 20, sergeant-cook, December 1, 1918 to discharged Co. M, 10th Inf., O.N.G. to September 15, 1917; Co. C. 136th M. G. Bn. to discharged Engagements. Meuse-Argonne, Ypres-Lys, Defensive Sector. A.E.F. June 23, 1918 to March 23, 1919. Discharged April 10, 1919.

Fred Dennis Englehard, enlisted May 25, 1918, Camp Gordon, served in Headquarters Battalion, Paris.

Joseph Theodore Escott, enlisted October 4, 1917; age 20, electrician, 2nd class, U.S.N.R.F. Discharged August 4, 1919.

William M. Felton, enlisted July 23, 1916, New Hampshire N.G., age 19, private. 4th Coast Artillery Corps, N.H.N.G. to March 1, 1918; Battery A, 66th Coast Artillery Corps to discharged April 5, 1919. Enlisted during the trouble on the Mexican border. Served in A.E.F July 5, 1918 to March 27, 1919. Discharged April 5, 1919.

Frank Ferry, enlisted April 29, 1917, Corporal, Rainbow Div., Co. M, 166th Inf. Sailed November 19, 1917. Service: Meuse-Argonne, Rhine, Lune Ville, Chateau Thierry, Baccarat, St. Mihiel, and Sedan Battles. Discharged May 17, 1919.

G. M. Fisher, enlisted January 15, 1918, private, Balloon Corps, U.S. Marines, Camp Quantico, Virginia. Discharged April 8, 1919.

Frank Emmett Fitzgerald,

enlisted May 26, 1918, age 23, Battalion Sergeant Major, 157th Depot Brigade, July Aut. Repl.; Military Specialist 1 Dep. Div.; Adj. Gen. Office, Gen Hdqrs., Chaumont, France. Discharged July 2, 1919.

Ralph Edward Fitzpatrick, enlisted September 19, 1917, age 22, corporal, 331st Inf., Co. M, March 18, 1918, Hdqrs. Co. Band. Discharged May 6, 1919.

Foster F. Fludine, enlisted June 2, 1918, age 26, Sergeant, 48th Co. 12th Bn., Hdqrs. Co., Camp Lee. Disc. May, 1919.

Edwin M. Fuller, enlisted December 10, 1917, Electrician, Radio 3-C.U.S.N.R.F. Service: Great Lakes Naval Training Station, Dunwoody Naval Institute, Minneapolis. Naval Radio School, Harvard University, Radio Telephone School, New London, Conn., Receiving Ships in Boston and New York. Put on inactive duty February 15, 1919.

Elmer C. Fulmer, enlisted May 15, 1917, Boatswain-mate, 1st-class. U.S.N. Service: U.S. Steamship Balch Sailed March 28, 1918.

Lawrence Rusling Fulmer, enlisted October 10, 1917, age 23, private, 1st-class, Co. E, 112th Engineers, 37th Div., O.N.G. Engagements: Baccarat Sector, Meuse-Argonne, Ypres-Lys, Ypres-Escout. Discharged April 19, 1919.

Frank Gannon, enlisted May 25, 1918, private. Co. B, 4th Battalion, Inf. Repl. Discharged January 6, 1919.

Wade Gauger, enlisted in March, 1918, private, 332nd Div., Battle of Mestie. Discharged May 3, 1919.

Donald Lettell Gensemer, enlisted May 3, 1917, age 22, private, 1st class, Base Hospital No. 4 (Lakeside

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Unit) attached to B.E.F., British B.H. No. 9, at Rouen. Engagements: Advanced service with R.A.M.C. in Flanders and northern France. Discharged April 19, 1919.

Allan S. George, enlisted September 17, 1917; age 23, sergeant, 332nd Inf., Co; L. Engagements: Tagliamento and Fiave Rivers, Austria. Discharged May 10, 1919.

Kennerdell George, enlisted April 28, 1917, age 19, sergeant, in National Guard, Co. M, 10th Inf. O.N.G. to Co. C, 136th M.G. Bn. to discharged Engagements: Meuse-Argonne, Ypres-Lys, Defensive Sector, A.E.F. June 23, 1918 to March 23, 1919. Discharged April 30, 1919. Died December 27, 1925.

Ira Lee Gilbert, enlisted October 7, 1917, age 22. Mechanic, Co. H, 331st, Inf., 83rd Div. Discharged February 18, 1919.

Howard H. Gillespie, enlisted November 30, 1917, age 27, private, 1st class, M.T.C. No. 302 R.U. Sailed January 11, 1918. Served in France until June, 1919. Discharged June 20, 1919.

Mel Gillespie, enlisted June, 1918, Camp Sherman, discharged August, 1918. Died July 5, 1929.

Edward J. Gilson, enlisted May 28, 1917, age 23, private, 1st class, September 1, 1917, Corporal, December 21, 1917, Sergeant, May 10, 1918, Co. M. 10th Ohio, Co. C, 136th M. G. Bn., Co. D, 136th M. G. Bn. Engagements: Ypres-Lys, Meuse-Argonne, Defensive Sector, A.E.F. June 23, 1918 to March 23, 1919. Discharged April 10, 1919.

Thomas Dean Godfrey, enlisted November 7, 1917, age 23; corporal on October 30, 1918. Co. K 11th Inf. 5th Div. Engagements: St. Mihiel, Offensive, Meuse-Argonne Offensive.

Decorations: Verdun Medal from French Government. Disch July 29, 1919.

Louis F. Gombert, enlisted October 7, 1917, age 23, bugler, 1st class, Co. H 331st Inf. A.E.F., France. Discharged February 8, 1919.

Albert Goodyear, enlisted July 24, 1918, private, 105th Field Artillery, Battery F. Service Battle of Verdun. Discharged April 4, 1919.

Dr. B.E. Gorham, 1st Lieut. Med. Corps., enlisted May 1, 1918. Service: Base Hospital Annex, Camp Humphrey, Va. Discharged December 9, 1918. Died March 26, 1919.

Russell Ernest Green, enlisted September 23, 1917, Camp Devans. First Sergeant, 25th Engineers Co. C. Sailed January 1, 1918. A.E.F., France. Discharged October 6, 1919.

F. S. Gressard, enlisted in regular army in November, 1898. Served during the World War as First Sergeant Inf., 14th Co. Replacement Unit. Discharged August 13, 1919. Served as first custodian of American Legion Post No. 496, and was first member of Post to die. His death occurred July 17, 1926.

William Gugolz, enlisted June 26, 1918, Camp Sherman, private, 309th Ammunition Train. Service: Nova Scotia, Quebec, London, France. Discharged February 15, 1919.

H. G. Hall, enlisted June 1, 1918, 2nd-class seaman, U.S.N.R.F. Service: Great Lakes, Illinois. Placed on inactive duty January 22, 1919.

C. A. Hamilton, enlisted in June, 1916, at Screvens, Georgia., private, 832nd Motor Transport Co. Sailed in January, 1917. Gassed May, 1917. Discharged June 4, 1920.

Harold R. Hass, enlisted July

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20, 1917, age 21, Bn. Sgt. Maj. Co. M 10th Inf. O.N.G. to September 25, 1917, Hdqrs. Co. 136th M.G. Bn. To May 16, 1918, Hdqrs. Det. 74th Inf. to discharged Engagements: Ypres-Lys, Meuse-Argonne, Defensive Sector A.E.F. June 21, 1918 to March 23, 1919. Decorations: Belgian Croix de Guerre, French Medaille d' Honneur des Affaires Etrangères bronze avec glaives. Discharged April 12, 1919.

Kenneth M. Hass, enlisted April 28, 1917, age 19, sergeant, Co. M 10th Inf., O.N.G. to September 24, 1917, C.O.C. 136th M. G.Bn., to October 8, 1918, Army Candidate School, Langres, France, to January 1, 1919, Classification Camp, 1st Repl. Dep. to February 24, 1919, Co. B 135th M.G.Bn. to discharge Engagements at Meuse-Argonne, Defensive Sector A.E.F., June 24, 1918 to March 25, 1919. Discharged April 10, 1919.

Ralph E. Hawk, enlisted May 30, 1917, age 22, bugler Inf., Co. M 166th Inf., 42nd Div. Engagements: Alsace-Lorraine, Champagne, Chateau Thierry. Wounded by machine gun bullet in left chest at Chateau Thierry July 29, 1918. Discharged March 7, 1919.

Irl Hibbard, enlisted April 21, 1918, served as private Motor Transport Corps. Discharged July 22, 1919.

Paul R. Hoffman, enlisted June 25, 1917, age 20, private, B Battery, 134th F. A., 37th Div., 156th Dep. Brigade; Co. F, 324th Inf. Hdqrs. Co., 324th Inf., 81st Div. Engagements at Meuse-Argonne, Defensive Sector. Discharged June 6, 1919.

Frank C. Hull, enlisted April 11, 1917, age 19, sergeant, Co. A, 112th Inf. Engagements at Marne-Aisne Offensive July 14 to July 27,

1918, Advance on Ourcq and Vesle July 28 to August 7, 1918, Meuse-Argonne Offensive September 26 to November 7, 1918, Thiancourt Sector October 15 to November 11, 1918. Discharged May 6, 1919.

A. R. Hynton, enlisted May 26, 1918, Camp Gordon, private, Co. F, 47th Inf. 4th Div. Sailed July 22, 1918. Service: Argonne Offensive, Army of Occupation. Discharged August 4, 1919.

George Hynton, enlisted May 31, 1918, private, Co. E, 2 C. A. Pk. to discharged

Joe Jarowski, enlisted April 30, 1918, age 26, private, 154th Dep. Brigade to May 24, 1918, 35th Engineers (98th Co. T C) to discharged Private A. E. F. November 1, 1918 to April 27, 1919. Discharged May 13, 1919.

C. M. Johnson, enlisted September 27, 1917, corporal, Co. C. 332nd Reg., 83rd Div. Service: Battle of Vitorio Veneto October 28 to November 4, 1918. Discharged may 2, 1919.

Lowell L. Judy, enlisted November 30, 1917, age 23, private, Mec. Rep. Shop, Q.M.C.C.P., Meigs D.C. to December 12, 1917, Rep. U. 302 M.T.C. to discharged Engagements: A.E.F. January 11, 1918 to July 27, 1919. Discharged August 1, 1919.

Rodger Vernon Judy, enlisted May 25, 1918, age 26, private, 1st class, Co. E, 109th Am. Tn. Engagements: Service in France, A.E.F. Discharged July 20, 1919.

Philip J. Kelly, enlisted September 18, 1917, age 21, 2nd Lieutenant, Airplane Pilot, Military Aviator, 122nd Aero Squadron. Engagements: Flying Duty in connection with Radio Experiments.

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Flying Instructor. Discharged December 9, 1918.

Edith M. Keller, enlisted December 26, 1917 as a War worker in the Ordnance Department, Inspection Div., Audit Div., War Dept. Discharged January 31, 1920. When assigned to duty, the Ordnance Department had about 140 employees: within a few months approximately 30,000 persons were employed. Miss Keller had charge of 268 girls for many months.

Don Kelso, enlisted May 25, 1918, Camp Gordon, sergeant, 116th Engineers, 41st Div., served in England and France. Discharged January 25, 1919.

Herbert W. Kenna, enlisted May 14, 1918, age 22, private, Battery C, 6th Battalion, A.E.F. From August 22, 1918. Discharged May 14, 1919.

John Clyde Kennedy, enlisted June 3, 1917, age 18, private. 1st-class, Co. M, 10th Ohio Inf., Co. C, 136th M. G. Bn., 37th Div. Returned home a casual not with the company. Left Bordeaux, France February 11, 1919. Engagements in Alsace-Lorraine, Meuse-Argonne. Wounded in left shoulder September 29, 1918. Discharged July 17, 1919.

Fred Luther Kline, enlisted August 27, 1917, age 34, Major, Inf., 352nd Inf., Camp Dodge, Iowa (88th Div.); Musketry School, Camp Perry, Ohio; 163rd Depot Brigade, Camp Dodge, Iowa, commanding 2nd Dev. Bn. Discharged February 7, 1919.

John S. Klingler, enlisted June 3, 1917, age 21, corporal, Co. C, 136th M G. Bn., 37th Div. Served with A.E.F. in France. Wounded by shrapnel in left shoulder. Discharged June 10, 1919.

George J. Krall, enlisted August 29, 1917, age 19, seaman, U.S.N.

Training Station, Great Lakes, Illinois, then U.S.S. Culgoa, a supply ship. Discharged August 1, 1919.

John M. Lackey, enlisted April 28, 1917, private, Co. C, 136th M. G. Bn. Service: Baccarat Sector. Avacourt-Argonne. Wounded in France September 27, 1918. Discharged February 21, 1919.

Jay Lemon, enlisted August 26, 1918, Camp Taylor, private, Battery A, 4th Reg., F.A.D. Band. Discharged December 22, 1918.

Zaphna J. Lake, enlisted May 31, 1917, age 27, corporal, Co. E, 16th Engineers to discharged Engagements: Lys, Meuse-Argonne, A.E.F. August 1, 1917 to April 22, 1919. Discharged May 9, 1919.

Dana Leggett, enlisted April 8, 1917, age 19, corporal, Co. M, 7th Reg. O.N.G.; Co. D, 148th Inf.; Hdq. Co. 148th Inf. Engagements: Baccarat Sector, Avacourt Sector, Pannes Sector, Meuse-Argonne, Ypres-Lys Offensive. Gassed November 12, 1918 in Ypres-Lys Offensive. Discharged April 21, 1919.

Alf C. Lovell, enlisted June 26, 1918, age 26, corporal, Inf., Camp Sherman, 31st Co. C.O.T.S., Camp Gordon, Ga. Discharged November 29, 1918.

Charles Livingston, enlisted December 15, 1917, U.S.N.R.F., 3rd class radio operator on the U.S.S. Wyandotte for three months. Put on inactive duty February 18, 1919.

Andrew Ludick, enlisted July 3, 1918, age 20, private, assigned to 22nd Co., Ft. Kearney, Rhode Island August 14, 1918. Transferred to Battery B.S.A.R.D.G.O., 39th H.C.D. of N.B., September 12, 1918. Transferred V.O.C.G. Port Embarkation, Hoboken,

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New Jersey, September 30, 1918. Transferred to 7th Co., 2nd Bn., 158th D.B., Camp Sherman, Ohio January 28, 1919. Discharged February 6, 1919.

Warren R. Lutz, enlisted December 6, 1917, age 21, private, 1st-class, corporal, 236th Aero Squadron to discharged C.F.R. January 8, 1919. Discharged February 28, 1919.

Willis B. Lutz, enlisted May 8, 1917, age 22; mechanic, Co. M, 10th Inf., O.N.G. Co. C 136th M.G. Bn., 37th Div. Engagements: Ypres-Lys, Meuse-Argonne Defensive Sector. Discharged April 10, 1919.

Orrin Horace McArtor, enlisted May 4, 1917; age 20, sergeant, medical corps, ambulance No. 27, 3rd Regular Army Div., Third Army. Engagements: Aisne Defensive, Champagne-Marne Defensive, Aisne-Marne, St. Mihiel, Meuse-Argonne, Army of Occupation. Gassed twice. Received Victory Medal. Discharged August 30, 1919.

Charles Mandalari; enlisted June 25, 1918, Camp Sherman, private, Holding Company, 158th Depot Battalion. Discharged September 5, 1919.

Oscar R. Masterson, enlisted September 11, 1917, age 19, private, 1st class, Co. F, 60th Inf. Engagements: St. Mihiel, Meuse-Argonne. Discharged July 29, 1919.

Robert McKibben, enlisted in January, 1918, sergeant, 308th Field Signal Battalion, 83rd Div. Sailed June 3, 1918. Service: Chateau Thierry, St. Mihiel, and Argonne. Discharged July 3, 1919.

William F. Meyers, enlisted May 5, 1918; age 22, private, 1st class, Co. C, 136th M. G. Bn.: Co. M, 10th Ohio Inf. Engagements: Meuse-Argonne, Baccarat Sector. Wounded by shrapnel.

Disch April 10, 1919.

Clarence Mellin, enlisted October 7, 1917; private. Co. H, 23rd Inf. Sailed April 24, 1918. Service: Stretcher bearer, Argonne Forest, St. Mihiel.

Roy Vance Middleton, enlisted July 14, 1917, age 19, corporal, General Hdqrs., Camp Colt, Gettysburg, Pennsylvania, C.O.G., 7th U. S. Inf., 3rd Div. Engagements: Chateau Thierry, Meuse-Argonne. Wounded by machine gun bullet July 20, 1918 and by shrapnel October 22, 1918. Discharged April 19, 1919.

R. L. Miller, enlisted June 3, 1918, served on Great Lakes in U.S.N. Put on inactive duty January 16, 1919.

Douglas Miller, enlisted July 19, 1918, Paris Island, discharged December 28, 1918.

Harry A. Miller, enlisted May 31, 1918; age 26, wagoner, 2nd C. A. P., Co. E, M. T. C. 546, M. S. T. 428 in France. Engagements: Aisne-Marne, St. Mihiel, Oise-Aisne, and Meuse-Argonne. Discharged July 19, 1919.

Maxwell M. Miller, enlisted April 1, 1917; age 20, personnel sergeant, Co. M, 10th Ohio Inf.; Co. C, 136th Machine Gun Bn.; Hdqrs. Troop, 136th Machine Gun Bn.; 37th Div. Hdqrs. Statistical Div. Engagements: Lorraine and Avricourt Sectors, St. Mihiel, Ypres-Lys, 2 offensives of the Argonne. Discharged April 10, 1919.

George H. Moon, enlisted April 28, 1917, age 21, sergeant, enlisted in Co. M, 10th Ohio Inf. which later became Co. C, 136th Machine Gun Battalion, 37th Ohio Division. Engagements: Meuse-Argonne, Ypres-Lys, Avricourt, Alsace-Lorraine. Discharged April 10, 1919.

Robert W. Moore, enlisted

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October 7, 1917, Camp Sherman, private, Co. H, 332nd Reg. Sailed June 4, 1918. Service: Italy and Austria. Discharged May 3, 1919.

Merle B. Murphy, enlisted February 8, 1918, age 21; private. 1st-class, 29th Balloon Co. Discharged April 16, 1919.

Chauncey G. Myers, enlisted May 27, 1918, age 28, private, 64th Co., 6th Inf. Repl. Reg.; D. Co., 47th Inf.; St. Aigneau Spec. Cas. Co. 3997. Engagements: Argonne, Defensive Sector. Discharged May 19, 1919.

John M. Naftszger, enlisted August 1, 1917, sergeant, Co. B, 59th inf. Sailed April 21, 1918. Service: Chateau Thierry, Verdun, Vale River and St. Mihiel. Wounded at Verdun September 29, 1918. Discharged January 27, 1919.

John Nakanezne, enlisted May 25, 1917, age 25, corporal, 1st Div., 5th Field Artillery and transferred to 5th Div. Battery D, 20th Field Artillery. Engagements: Frapelle, St. Mihiel, St. Die Sector, Lune Ville, Sector. Discharged July 31, 1919.

Guy V. Nelson, enlisted May 10, 1918, age 31, private, Co. D, 6th Am. Tr. to July 15, 1918, Co. K, 51st Pioneer Inf. to discharged Engagements: St. Mihiel. Meuse-Argonne Defensive Sector A.E.F. July 26, 1918 to July 6, 1919. Discharged May 5, 1919²⁹.

Fred Oliver Newton, enlisted February 27, 1915, age 20, chief gunner's mate, U.S. Navy, American Mine Forces. 15 months at Invergordon, Scotland; English Mine School, 6 weeks; U.S.S. Wyoming, 2 years, 5 months, flagship of the Atlantic Fleet. Received the Admiral Trenchard Gold Medal. Discharged February 28, 1919.

Charles C. O'Connor, enlisted

May 26, 1917, sergeant, Co. K, 161st Inf. Service: La Havre, France, Pont Levoy. Discharged March 13, 1919.

Holly G. Painter, enlisted March 18, 1918, age 23, supply sergeant, Co. C, 326th Bn., Light Tank Corps. Served nine months in France. Discharged March 22, 1919.

Luther Hart Parmelee, enl. September 19, 1917, age 21, sergeant, 331st Inf., 116th Engineers, 40th Engineers. 120th Casualty Co. Engagements: Sassions Sector and Chateau Thierry Drive. Wounded by machine gun and gassed July 31, 1918. Discharged November 15, 1918.

Ned Patterson, enlisted October 7, 1917; corporal, Co. H, 331st Inf. Sailed June 4, 1918. Discharged February 15, 1919.

Domenico Petrella, enlisted March 16, 1918, age 31, private, 1st class, 33rd Co., C. A. C.; Trk. Co. D, A. A. Pk., 3rd Co., 151st Dep. Brigade. Served in A.E.F. Discharged May 23, 1919.

Edwin H. Poese, enlisted October 7, 1917, age 22, corporal, machine gun Co., 23rd Inf., 2nd Div. On D.S. with Co. F, 3rd Army Composite Regiment May 15, 1919 to September 24, 1919. Engagements: Marbach Sector, St. Mihiel, Blanc Mont Ridge, Meuse-Argonne, Army of Occupation. Discharged September 24, 1919.

Warren M. Powers, enlisted November 15, 1917. Camp Meade, private, 23rd Engineers, Co. H. Sailed in March, 1918. Service: St. Mihiel Drive, Verdun Sector, Argonne Forest Drive. Discharged July 19, 1919. Died April 1, 1926.

Harold Abraham Pratt, enlisted June 1, 1918, age 22, sergeant, medical detachment, 1st Prov. Dev. Brigade.

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Discharged December 31, 1918.

Pearl Ward Provice, enlisted June 28, 1918, age 22, private, 1st Co., 1st Inf. Bn., 158th Depot Brigade and Co. F Replacement and Training Camp at Camp Lee, Va. Discharged December 14, 1918.

Marvin L. Queen, enlisted May 10, 1917, Port Arthur, Texas, sergeant, Co. L. 143rd Inf., 36th Div. Service: 20 days on Champagne Front. Discharged July 28, 1919.

Harvey M. Redmond, enlisted November 28, 1918, age 25, sergeant, 1st class, Repair Unit 303, Motor Transport Corps. Served at Verneuil and Nevers, France. Discharged June 27, 1919.

Lloyd M. Redmond, enlisted May 22, 1919, age 20, sergeant, Service Park Unit, 390 M.C.C.; 304 Mechanical Repair Shop U.S.A., attached to 314 Suppl. Train, 89th Div., A.E.F. Attached to 3rd Corps Headquarters Troop Army of Occupation. Engagements: St. Mihiel, Meuse-Argonne, Army of Occupation. Discharged September 11, 1919.

Stanley Constantine Rishalsky, enlisted May 15, 1917, age 22, 1st class fireman, U.S.S. South Carolina, Ohio, San Diego, George Washington and Louisville. Discharged August 25, 1919.

Charles Emery Roe, enlisted April 30, 1918, age 22, private, 57th Engineers. Was awarded the Victor Medal. Discharged July 27, 1919.

Glenwood W. Rouse, enlisted April 10, 1918, age 22, private, Co. A, 31st Engineers (R.R). Discharged July 7, 1919.

Alfred Erastus Ruggles, enlisted July 8, 1917, at Port Logan, California, age 39, private, Battery E, 9th F.A. Discharged March 28, 1919.

Gabriel Ruggieri, enlisted April

29, 1918, age 26; private, served in A.E.F. from August 15, 1918 to December 4, 1918. Discharged January 2, 1919.

Douglas N. Rupp, enlisted April 4, 1918, age 25. Mess Sergeant, 318th Supply Co. Engagements: Artois Sector, St. Mihiel Offensive, Meuse-Argonne Offensive. Discharged June 11, 1919.

John P. Sapp, enlisted May 28, 1918, sergeant, Co. C, 302nd Tank Corps, served in France.

Dr. Theodore H. Schmidt, enlisted December 28, 1917 age 24, private, Dental Co. No. I of the Medical Department. Discharged December 16, 1918.

Mary Joy Scott (Allen), enlisted July 23, 1918, age 24, as Yeoman, 3rd class, later promoted to Yeoman 2nd class. Served with U.S. Naval Reserve Force, Washington, D. C. Discharged July 22, 1920.

Harry E. Seifert, enlisted in November, 1917, at Fort Snelling, Minnesota, sergeant, Co. E, 25th Engineers, Co. C, 29th Engineers, and Co. I, 29th Engineers. Served 12 months in France. Disch in July, 1919, at Camp Grant, Illinois

Homer Newton Semler, enlisted September 19, 1918, age 27, private, received no assignment by close of war. Discharged March 21, 1919.

Douglas L. Sessions, enlisted August 29, 1918, age 21, private, 59th Co., 159th Field Artillery, 13 Tr. Unit, Base Hospital, Zachary Taylor. Discharged January 29, 1919.

Gerald Edmund Shanley, enlisted April 26, 1917, age 22, private, Co. M, 10th Ohio Inf. Co. C, 136th M. G. Bn., S. S. 45, 37th Div. Engagements: Meuse-Argonne, Ypres-Lys. Discharged March 29, 1919.

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Milo James Shorts, enlisted September 23, 1915, age 21, gunnery sergeant, San Domingo, D. R., 28th Co., San Domingo City, 52nd Co., 3rd Reg. Discharged October 17, 1919.

Elmer Stanton Sill, enlisted May 26, 1918, age 22, private, July replacements at Camp Gordon, Co. K, 111th Inf. Engagements: Advance Ourcq to Vesle, Defensive Sector, Meuse-Argonne. Discharged May 26, 1919.

Cecil L. Skelton, enlisted September 20, 1917, age 23, wagoner, 82, Div. 321, Field Art. Supply Co. Engagements: Marbache, St. Mihiel Offensive, Argonne. Discharged May 29, 1919.

Charles William Smith, enlisted May 22, 1918, age 24, private, 37th Inf., Camp McIntosh, Eldorado, Texas. Discharged May 24, 1919.

Dudley C. Smith, enlisted June 7, 1917, sergeant bugler, headquarters Co. 158th Depot Brigade. Service Camp Sheridan, Youngstown, and Camp Sherman. Discharged February 27, 1919.

Roy H. Smith, major, Ordnance Dept., U.S.A., commissioned May 16, 1917; active service, November, 1917; stationed Bethlehem Steel Co., November, 1917, Chicago, Illinois, December, 1917. Discharged December 24, 1918.

Silas Smith, enlisted May 21, 1918, private, 47th Trench Mortar Co., 4th Div. Sailed July 21, 1918. Service: Argonne, St. Mihiel. Wounded in right arm and left leg, Battle of Argonne. Discharged May 6, 1919.

E. W. Snyder, enlisted October 15, 1918, S.A.T.C. Otterbein College, Westerville, Ohio. Discharged December 10, 1918.

John Snyder, enlisted in June,

1918, private, Camp Sherman. Discharged in August, 1918.

John Wesley Spangler, enlisted in June, 1918. age 24, 1st class Aviation, U.S. Navy. Trained at Great Lakes and Dunwoody, Minnesota. Discharged in June, 1922.

Milfred W. Staples, enlisted May 25, 1918; age 21, corporal, Co. A, 126th Inf., 32nd Div. Engagements: Meuse-Argonne, Discharged May 26, 1919.

Elmer Steigner, enlisted in December, 1917, and served in the Aero Squadron in England. Discharged January 1, 1919.

W. Howard Stevenson enlisted May 17, 1917; age 27, corporal, Co. E, 6th Illinois Inf., Battery B, 123rd F.A. Engagements St. Mihiel, Meuse Argonne. Discharged June 15, 1919

Dell S. Stiles, enlisted March 28 1918, age 25, private, Co. G, 331st Inf.; Co. B, 332nd Inf. Sailed June 5, 1918 and served in France and Italy. Engagement: Battle of Vittorio Veneto, Italy, October 24 to November 4, 1918. Discharged May 2, 1919.

Ernest Storch, enlisted May 4, 1918, private, Light Field Artillery. Served in France. Discharged February 2, 1919 Died January 1, 1930.

C. C. Straight, enlisted May 11, 1918 at Camp Jordan. Was there 2 weeks and returned home. On May 26, 1918 enlisted in U. S. Marine Corps and was sent to Paris Island. Transferred in a month to Azua near San Domingo in Cuba.

Hubert Strayer, enlisted April 28, 1917, private, 136th M. G. Bn., 37th Div. Sailed in June, 1918. Served in Belgium and Argonne Forest. Wounded in Argonne Forest. Discharged April 10, 1919.

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Edward C. Struckmeyer, enlisted October 3, 1917, age 29, private, 1st class, Co G 348th Inf., 87th Div.; Co. A, 312th M.P., 87th Div. In France he served in Co B 312th Inf., and Headquarters Co., District of Paris. Discharged June 4, 1919

Charles A. Stutzman, enlisted April 29, 1918, sergeant, Co. C, 211th Engineers, 11th Div. Service: Camp Meade, Maryland, Camp Humphries, Va., Camp Forrest, Ga. Discharged February 12, 1919.

W. G. Stutzman, capt. Co. E, 358th Inf., 90th Div. Service: Argonne, St. Mihiel, Lorraine Sector.

Karl J. Suek, enlisted October 3, 1917, age 27, corporal, 158th Depot Brigade 3rd Training Battalion, 308th Motor Supply Train, Mechanical Unit No.1, 3rd Company and Motor Transportation Corps. Discharged July 19, 1919.

Neal Adison Tate, enlisted August 11, 1917, age 19, private, 1st class, Med. Det. 321st Inf. Engagements: Meuse-Argonne, St. Die. Discharged June 25, 1919.

William Van Horn, enlisted April 10, 1917, headquarters troop, O.N.G.; sergeant Inf. in 112th Inf. Supply Train, 37th Div. Sailed June 15, 1918. Service: Baccarat Sector, Alsace-Lorraine Front. Offensive Drives in Argonne, St. Mihiel, Olsene and Sygehn Sector, Flanders Front. Discharged April 17, 1919.

Frank C. Watrous, enlisted April 6, 1918; age 30, private, Co. H, 28th Inf., 1st Div., Headquarters Co., 329th Inf. Engagements: Meuse-Argonne Offensive, St. Mihiel Offensive. Wounded by machine gun in left hip. Received Division Citation. Discharged February 7, 1919.

Fred Watrous, enlisted September 19, 1917, corporal, served with A.E.F. in France. Discharged February 8, 1919.

Cletus Weideman, enlisted April 11, 1917, corporal, Ft. Agnan Special Tr., 1st Army Corps. Served with A.E.F. Discharged April 5, 1919.

Ralph J. Weiss, enlisted November 29, 1917, age 19, sergeant, 303rd Motor Transport Corps. Sailed January 17, 1918. Service: Verneuil, Army of Occupation. Discharged June 23, 1919.

George H. White, enlisted June 27, 1918; private, 84th Div., Co. M, 336th Reg. Inf. Sailed September 8, 1918. Discharged March 17, 1919.

Raymond F. White, enlisted September 4, 1918, age 29, private, Ordnance Dept. Discharged February 5, 1919.

George H. Whyte, enlisted June 6, 1918, private, Evacuation Co., Ambulance service. Sailed August 28, 1918. Suffered broken arm while in service. Discharged March 24, 1919.

William Whyte, enlisted July 8, 1918, served on Great Lakes. Discharged January 23, 1919.

Dudley A. Williams, entered service Yale University, commissioned 2nd Lieut. Field Artillery, September 7, 1918. Served F.A.R.D., Camp Jackson. Discharged December 10, 1918.

Harry Wilt, enlisted April 28, 1917, private, Co. C, 136th M.G. Bn. Service: Argonne, Lorraine and Avricourt Sector, St. Mihiel, Pannes Sector, Ypres-Lys Offensive. Discharged April 10, 1919.

Leon W. Wise, enlisted June 26, 1918, Camp Sherman. Sailed September 17, 1918. Served in France. Discharged February 14, 1919.

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Olney F. Wolford, enlisted April 28, 1918; age 24, private, 1st class, Co. M, 316th Inf., 79th Div. Engagements: Meuse-Argonne Offensives. Gassed September 28, 1918. Discharged June 19, 1919.

Paul Ewing Wood, enlisted in December, 1917, age 31, commissioned as 1st lieut. Served in 7th Base Hospital, Veterinary Corps, Coetquidan and St. Nazaire, France. Discharged July 9, 1919.

Paul Yacavona, enlisted May 26, 1918, age 23, private, 8th Co., 1st Repl. Reg., Camp Gordon, Georgia to date of discharged October 23, 1918

Charles Zingery, enlisted September 18, 1918, age 20, private, S.A.T.C., Otterbein College. Discharged December 11, 1918.

Edward C. Zingery, enlisted August 14, 1917, age 20, private, 1st class, M. D.T.C., Ft. Riley, Kansas. Served in Post Hospital at Ft. Riley, Kansas, from September 19, 1917 to date of discharged April 18, 1919

Other Veterans

Veterans of the World War who enlisted from Franklin Township whose service records are not on file at Portage Post No. 496 of the American Legion include the following:

Sherman B. Andrews, G. A. Barber, C. B. Beaver, Martin Billings, Neil Bissel, Harold Boak, Rossi Bologni, Howard C. Boosinger, G. L. Bradley, Park N. Bricker, Don G. Cackler, Robert M. Callahan, Dale R. Cannon, Clell C. Cannon, A. W. Carpenter, Phillip Casey, Floyd Cook, Raymond Cook, L. R. Croop, C. H. Dittmer, Park W. Eigner, Fred Englehart, John Englehart, Harry Fisher, George Fitzpatrick, Ralph E. Fitzpatrick, Oscar Foote, Robert Foote,

George E. Garvin, Clarence Goodyear, J. H. Goodman, Harold S. Green, Walter H. Green, Harold Haas, Kenneth Haas, H. R. Hamilton, Joseph Hanitchack, Charles F. Hanson, Russell W. Harbaugh, Clayton Harrison, Paul Harrison, Harry Hauenstine, Luther Hausman, R. K. Havlicek, Robert Hawley, Otis Horne, Ernest Horning, Howard D. Hull, John Ignacenski, Dr. J. W. Ikerman, Glen P. Johnson, Haskett Johnson, Ned P. Johnson, John H. Jones, Frank Joseph, Sam Jules, Frank Kapella, Kenneth Kingsley, Harry Knowlton, Donald A. Koehl, Henry R. Krall, Leonard Laurence, John Lott, Roy H. McCune, Arnold McPike, Clifton R. Mellin, Raleigh Merydith, Elmer D. Meyer, William F. Meyers, Everett Michael, Howard Michael, Byron Miller, Clyde B. Miller, Howard Mitchell, R. J. Montgomery, George Myers, W. H. Myers. Lloyd Nash, C. J. Needham, Joseph Nowakowski, John O'Grady, James Palucci, Emerson Parker, Walter A. Pearson, Alek Piza, W.C. Porter, Howard W. Preble, Henry F. Priebe, Harry Queen, Chester Raber, Harry Reeves, Leo Rekig, H. V. Replogle, James A. Rhodes, Claud Ryan, Benjamin J. Sawyer, Harold E. Sax, Herman Sheline, M. J. Shorts, John Siatoski, Fletcher Simpson, W. F. Simpson, Claude E. Smith, Glen Smith, Roger H. Smith, Mike Spangler, Caldwell Stauffer, Earl Stewart, Howard Swartout, F. C. Swartz, James W. Tidd, Francis Turner, Ericole Ubri, Clayton Vaughn, Raymond A. Weaver, Glen C. Weber, Roman Weideman, Gleason Willard, Joseph Wolf.

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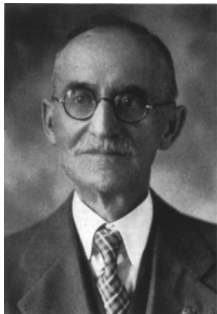
Chapter XXXIII

Who's Who in Kent

Frederick L. Allen

Frederick L. Allen was born July 10, 1848, in Akron, Ohio, son of Dr. Asa S. and Electa (Arms) Allen. His father was born at Martha's Vineyard, Massachusetts, and his mother at South Deerfield, Massachusetts. They were married in their native state, and, in the early 1840's, came to Akron, Ohio, where Doctor Allen practiced medicine. From there he moved to Lisbon in Columbiana County, where his wife died. For a number of years his home was in Cuyahoga County, where he died.

Frederick L. Allen attended the public schools at Berea, Ohio. When he was thirteen years old he began learning the printing business as an apprentice at Oberlin. About that time the Civil War came on, and he soon enlisted for service in the Third Ohio Cavalry. On account of his youth his father took him out of the army. However, in the spring of 1864, before he was sixteen years of age, he enlisted in Company D of the 125th Volunteer Infantry. He was with the Army of the Cumberland in Tennessee, Louisiana, Texas, Alabama and elsewhere. He took part in some of the battles of the



Frederick L. Allen

Atlanta campaign, was in the battles of Franklin and Nashville; and in many skirmishes. He was never injured.

After his honorable discharge in October, 1865, he returned to Oberlin for several months, and then located at Kent, where he lived for nearly sixty years. For about four years he was a clerk in a drug store, learning the business, and for four years was a partner of Doctor Shively in the drug business. He then established a drug store of his own, and for about twenty-five years made this one of the leading establishments of the kind in Kent. After selling his business Mr. Allen was retired until 1901, when he was elected county treasurer of Portage County. He was re-elected and served altogether four years.

When he left the courthouse he took up the general insurance and real estate business, but in 1916 retired. However, he was a director of the Williams Brothers Milling Company and of the Davey Tree Expert Company. He was financially interested in a number of other local enterprises. He owned residential property but sold the Allen Business Block on North Water Street.

In 1875, Mr. Allen married Miss Mary Bosley, a native of Geauga County, Ohio. To this marriage were born two children: Myrtie, wife of F. A. Kershaw, of Kent; and Louis F., who lives at Wadsworth, Ohio, and is the father of two children, Frederick George and Bettie G. In 1904, Mr. Allen married for his second wife Nellie B. Wolcott, a native of Kent and daughter of Simon P. Wolcott.

Mr. Allen was a vestryman of the Episcopal Church. He was a Knight

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Templar Mason, and a member of A. H. Day Post No. 185, Grand Army of the Republic, which he served as senior vice commander and chaplain. He was a member of the Twin Lakes Golf Club. Mr. Allen was once a candidate for mayor of Kent. He served five years as a Trustee of the Springfield Lake Tuberculosis Sanatorium, being one of the promoters of that institution and served as its secretary for some years. He was one of the originators of the Kent Board of Improvements, and held the office of secretary in that organization. He was a member and for a time chief of the local fire department, and he helped organize the first band at Kent.

Mr. Allen died on January 10, 1929, and was buried in Standing Rock Cemetery. He was survived by his widow.

Dr. William Baird Andrews

Dr. William Baird Andrews was born in Fallston, Pennsylvania, August 2, 1867, the son of James B. and Nancy Jane (Beaner) Andrews. His father was a veteran of the Civil War. He was seriously wounded at Antietam, and in 1872 died as a result of his wounds.



William Baird Andrews

Dr. Andrews was educated in

the public schools of Beaver Falls, Pennsylvania, and was graduated from the Beaver Falls High School in 1884, and from Geneva College in 1887 with the degree of bachelor of science. He obtained his medical education in Cleveland where he received the degree of doctor of medicine in 1890.

In the autumn of 1890, he came to Kent where he has practiced medicine ever since. In 1910, he took a postgraduate course in the New York Postgraduate Hospital Medical School.

Since coming to Kent, Dr. Andrews has taken an active part in community affairs. He served 16 years as a member of the Kent Board of Education, two years as a member of the Portage County Board of Health, and eleven years as a member of the Kent City Board of Health, of which body he is now president. During the past five years, he has served as a member of the Kent Free Library Board.

Dr. Andrews was one of the founders of the Rotary Club of Kent, and served as its third president. He is a member of the Masonic fraternity, the Knights of Pythias and of the Elks. He is also a member of the Twin Lakes Country Club of which he was one of the organizers. Dr. Andrews is a member of the Portage County Medical Society, the Ohio State Medical Association and the American Medical Association. For over thirty years he has been local surgeon for the Erie and Baltimore and Ohio Railroads. For many years he and his family have been members of the Congregational Church.

In 1888, Dr. Andrews was married to Carrie May Eastman of Cleveland to whom one son, Sherman Baird Andrews, was born. He is a pharmacist in Cleveland, is married and

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has one daughter, Jean. He is a World War veteran. In 1901, Dr. Andrews married Anna Gable Doyle of Erie, Pennsylvania, to whom two children were born — Dr. John Robert Andrews, and Mrs. Jane Andrews Reese.

Frank Arighi

Frank Arighi was born in Kent, November 22, 1851, the son of Peter and Mary Arighi. The father was a leader of the Democratic Party in Kent for more than thirty years. He served many terms as a member of the council and took a leading part in civic improvements. He was one of the most successful businessmen in Portage County.

Frank Arighi, the oldest child of a family of eight children, was a leader of the Democratic Party in Portage County and northeastern Ohio from young manhood until his death in March, 1925. He served several terms as clerk of Kent and later was a member of the board of Deputy State Supervisors of elections for Portage County. He was examiner of the state department of Building and Loan Associations from 1911 to 1925. In business, he was identified with the City Bank and with the Kent Water and Light Company. He was a member of St. Patrick's Catholic Church and the Knights of Columbus

Of Frank Arighi's seven brothers and sisters, three are still living: Mrs. Margaret Scout, Salamanca, New York, Mrs. Sarah Beech Kent, and Mrs. Katharine Rockwell, Ravenna.

Norman N. Beal

Norman N. Beal was born March 3, 1885, on a farm in Randolph Township, the son of George and Frances (Moatz) Beal. He was one of a

family of twelve children, nine of whom are living. In 1897, the family moved from the farm to Ravenna where the father was employed as the manager of a general hardware and implement concern.



Norman N. Beal

Mr. Beal first attended school in the rural district school of Brimfield Township; later he attended the Ravenna grade school. When fourteen years old, he was hired out to J. T. Williams who owned a farm and conducted a general store at Brimfield Center. He received \$7 a month and board. For five years he remained as a hired boy at the Williams homestead; during the last year, however, he received the staggering amount of \$18 a month. During this period, he did general farm work during the day and clerked in Mr. Williams' store in the evenings. In the winter months, he attended the Brimfield grade school but had to quit school on April 1st each year to help plant the crops; when the corn was husked in the fall and all the farm crops taken care of, he was permitted to start school again. Eventually, however, he was able to obtain a high school diploma, being graduated from Brimfield High School. Thereby he realized one of the main

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ambitions of his early life.

After finishing school, Mr. Beal worked for a year and a half delivering groceries in Kent with horse and wagon for the Kneifel Grocery Company. At that time there was not a paved street in the town. Later Mr. Beal worked for two other grocery concerns and then accepted a position with the Erie Railroad. While with the railroad, he worked as freight receiving clerk, bill clerk, general clerk, and leverman at the KX tower in the Kent yard; then for seven months he was timekeeper in the Kent car shop.

Mr. Beal then bought out a lumber yard and bobsled manufacturing plant located on South Water Street. During the next five years, while engaged in the lumber business, he built twenty-five homes in Kent. He also sold them; thereby realizing a double profit. At that time, Kent started on the biggest boom of its history and the demand for improved and unimproved property kept increasing constantly. Mr. Beal then sold out his lumber and sled business and concentrated his efforts in the real estate business, in which he has been engaged ever since.

In November, 1925, Mr. Beal was elected to the city council; two years later he was elected mayor. He was defeated for reelection in a bitterly fought contest in the fall of 1929; two years later, however, he was elected for his second term by a substantial majority.

Mr. Beal is a member of the Rotary Club and has been actively connected with the Chamber of Commerce for a number of years. He is a member of the Congregational Church.

On October 20, 1910, Mr. Beal

was married to Bessie G. Henry. They have five sons; Glenwood, born January 2, 1912; Gerald, born October 21, 1915; Earl, born February 15, 1919; Nelson, born May 21, 1921; and Wilbur, born February 15, 1924.

The Bechtle Family

John Bechtle was born in Germany October 8, 1822, and came to America when 25 years old, locating in Philadelphia. He was a baker by trade. Rosine Fredericka Hohl was born in Germany October 14, 1835, and came to America at the age of 16. They met in Philadelphia and were married in 1853. Soon after their marriage they moved to Holidaysburg, Pennsylvania, where they operated a bakery.

On November 20, 1861, Mr. Bechtle enlisted in Co. C, 84th Pennsylvania Volunteer Infantry and served during the Civil War. After the war was over, Mr. and Mrs. Bechtle came to Kent and bought the property on South Water Street on which is now located the Bechtle Building. They operated a bakery and confectionery store until 1876.

Mr. Bechtle died January 6, 1886; Mrs. Bechtle died May 25, 1921. They had nine children: A. W. Bechtle, born July 25, 1854, a retired carpenter living in Kent; Lewis, born January 28, 1858, died March 3, 1871; Sophia (Mrs. Homer Smith), born February 2, 1859, died July 28, 1925; Caroline (Mrs. Charles Abel), born October 16, 1861; John A., born May 19, 1864, a locomotive engineer for the Erie for the past fifty years; Katherine (Mrs. J. L. Cutler), born August 16, 1866, died March 20, 1929; Henry, born April 8, 1868, died June 21, 1868; Fred, born August 4, 1872, and Frank, born April

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22,1875.

Fred Bechtle attended the public schools in Kent and entered the employ of F. H. Merrell in 1892. Later he established the business of news dealer. In 1920 he combined the news dealer business with men's furnishings which he operated until October, 1928, when he sold the news business. He still has the men's furnishings business at the same location where he was born.

Mr. Bechtle was a member of the famous Kent ball clubs and played almost any position on the teams. He has held various public offices, having served seven terms as village and township clerk, from April, 1898, to January 1, 1906, and from January 1, 1912, to August 15, 1917. He also served one term as county auditor, 1918-1919. He is now serving his second term as clerk of Franklin Township. He was married to Maude Grinnel of Kent. They have four children: George L., now living in Long Beach, California, and Glenn F., Florence, and Leola, living in Kent.

Frank Bechtle attended the Kent public schools and was graduated from the Kent High School in 1893. He filled various positions in the Erie Railroad yards until 1908 when he received the appointment as the first appointed city letter carrier of Kent. He held the position until 1920 when he resigned to accept a position with the Mason Tire and Rubber Company. In 1921 he was elected as the first president of the city council. On June 1, 1922, he was appointed to fill an unexpired term as city auditor, which position he held until December 31, 1931.

On November 23, 1898, he was married to Mary I. Case of Brimfield. They have had three children: Harold E.,

Grace (who died in infancy), and Martha F. (Mrs. O. F. Rohrer).

Leo A. Bietz

Leo A. Bietz was born in Massillon November 14, 1890, the son of Charles L. and Lilly C. Spitler Bietz. He was educated in the Ravenna public schools and was graduated from Ravenna High School in 1910. After school hours and on Saturdays he worked in J. G. Flath's Clothing Store in Ravenna and during his summer vacation he worked in the Red Fern Yarn Mills, the Manhattan Electrical Supply Company of Ravenna, and the Diamond Match Company in Barberton



Leo A. Bietz

After graduating from high school, he established the Imperial Dry Cleaning Company in Kent with his father as partner. He opened his first office at 149 South Water Street. For one year he had his dry cleaning and pressing work done in a plant in Ravenna; in 1911, he established his own plant in Kent at 1022 North Mantua Street. Only hand equipment was used at first but as time went on, the most modern improved dry cleaning and pressing equipment was installed. At present the plant is considered to be one

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of the best equipped in Portage County. The downtown office is now maintained at 113 North Water Street.

On April 30, 1918, Mr. Bietz enlisted in Ravenna and was sent to Camp Meade, Maryland, where he served in the 154th Depot Brigade until May 17th. He was then transferred to Field Hospital 315, 304th Sanitary Troop. He served overseas from July 10, 1918, to May 23, 1919. He was engaged in the Meuse-Argonne offensive from September 26, 1918, to October 7, and again from November 1st until November 11th. He was in the defensive sector of the Troyon sector from October 7, 1918, to October 25th, and in the Verdun defensive sector from October 25th to November 1st. He was assigned to the St. Agnin Casualty company on April 10, 1919, and was discharged at Mitchell Field, Long Island, May 28, 1919.

Upon his return from the war, Mr. Bietz again became engaged in his dry cleaning business which his father had continued during his absence. On April 28, 1925, he was married to Susie Reeves, of Front Royal, Virginia.

Mr. Bietz has been one of the most active members of the Portage Post No. 496 of the American Legion. During 1924, he served as commander of the Post and since then he has been keenly interested in all the various legion activities. During 1931, he was vice commander of the American Legion of Ohio. Mr. Bietz also is a member of the Rotary Club, Elks and Eagles.

Mr. Bietz has two brothers and three sisters. They are: Hugo H., Katherine H., Karl H., of Canton, Helene Mary, and Mrs. Marie Elizabeth Thomas of Youngstown.

Samuel C. Bissler

Samuel C. Bissler was born November 20, 1871, on a farm near Hartville, Stark County, Ohio, the son of Martin and Louise (Wise) Bissler. When he was two years old the family moved to a farm near Suffield. He was educated in the public school of Suffield and at St. Joseph's school at Randolph, which he attended four years.

When Mr. Bissler was twenty years old, he came to Kent and obtained a job as teamster for Lewis Rhodes. He continued working for him for six months. During this period he hauled numerous loads of stone from the old stone quarry on the northeast corner of River and Main Streets. The quarryman at that time was Frank Smith, who quarried the stone for many of the buildings in Kent.



Samuel C. Bissler

In the fall, 1891, Mr. Bissler started working for I. L. Herriff in his furniture and funeral directing business. At that time, Mr. Herriff was one of the leading funeral directors of Ohio and, from him, Mr. Bissler acquired a comprehensive knowledge of all phases of the business. In 1906, he took an examination at Columbus and obtained a Class A embalming license. He

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continued working for Mr. Herriff until the spring of 1910 when he bought a farm of 162 acres in Brimfield Township where he enjoyed farm life for the next eighteen months. He then returned to Kent again to work for Mr. Herriff and remained with him until the late spring of 1913. Altogether, Mr. Bissler worked for Mr. Herriff twenty-one years.

On June 23, 1913, Mr. Bissler went into business with his son, Ira S., under the firm name of S. C. Bissler and Son. They purchased the Burt Eckert Livery Stable on East Main Street and the adjoining office of Dr. Price. In this office, they started their own funeral directing business. Nine months later they sold the livery barn and opened a furniture store and funeral parlor in the old Thomas Neal Block on the south side of East Main Street, where McCrory's Store now stands.

During the next few years, the business of the firm grew constantly and from time to time more office space and storeroom was acquired. By 1924 all available store rooms in that location had been occupied but still more space was needed. To obtain it, the Bisslers erected a building of their own on the site of the old quarry where S. C. Bissler had worked thirty-three years before. Marvin Kent had held this location for many years as a site for a hotel and the quarry had become an eyesore to the town.

The new Bissler Store, which was first opened to the public on Tuesday, August 4, 1925, was generally conceded to be one of the finest furniture stores and funeral directing parlors in northeastern Ohio. The basement and the two floors above were used exclusively for show rooms and for

the funeral parlor. Only the highest grades of furniture were stocked and, as the years passed, the firm built up the largest furniture business in this locality. At present, seventy-five per cent of the firm's business comes from Akron and Cuyahoga Falls.

The funeral parlors are located on the east side of the main floor. In addition to the private reception room, there are two large parlors in which four hundred persons can be accommodated. Music is furnished by a Reproducto pipe organ, especially designed for funeral parlors, which can be played either by hand or by electricity. The display room, located directly in back of the main reception room, is large, well arranged and effectively lighted. Thirty caskets, offering a wide selection of various qualities and designs, are kept in stock. A garment room lies off the display room and contains dresses, men's suits and slippers enclosed in a specially built compartment. The slumber rooms are located off the main corridor and, after the preparation is completed, the body is placed there until arrangements are made. The preparation room is at the rear of the slumber room and is airy, well-lighted and as immaculately clean as the operating rooms of the most modern hospitals. Incidentally, special pains were taken by the Bisslers to make the building absolutely fireproof.

During the forty-one years that Mr. Bissler has lived in Kent he has taken an active part in civic affairs. He was elected to the council for a three-year term in 1903 and for a two-year term in 1917. He also served three years as member of the cemetery board. He was a charter member of the Knights of Columbus and is a member of the Rotary Club, Eagles, Elks, Kent

Chamber of Commerce, Akron Chamber of Commerce, Twin Lakes Country Club, Ohio State Funeral Directors Association, National Funeral Directors Association, and the National Retail Furniture Association.

He was married on November 8, 1893, to Clara Keener. Four children were born: Ira S., born May 17, 1895; Thelma (Mrs. R. L. Sampsell), born July 10, 1899; Louise (Mrs. J. R. Sebastian), born September 30, 1905, and Robert K., born July 9, 1912. Mrs. Sebastian lives in Toledo and Robert is at present enrolled in the School of Commerce at Miami University, Oxford, Ohio. Upon completion of this work he will be eligible to take the Ohio embalmer's examination, having completed his apprenticeship by that time. On July 7, 1925, Mr. Bissler was married to Blanche Snyder. They have one child, Martha, born September 15, 1927.

Ira S. Bissler

Ira S. Bissler was born May 17, 1895, in Kent, Ohio, the son of Samuel C. and Clara (Keener) Bissler. He was educated in the Kent public schools and Kent high school. In 1913, he entered business with his father under the firm name of S. C. Bissler and Son. During the World War he served in the army.

Mr. Bissler is now serving his third year as city councilman, having been elected in 1929 and reelected in 1931. He is a member of the Rotary Club, Elks, Knights of Columbus, Twin Lakes Country Club, American Legion, Kent Chamber of Commerce, Akron Chamber of Commerce, Ohio State Funeral Directors Association, National Funeral Directors Association and National Retail Furniture Association. He is a member of St. Patrick's Catholic

Church.



Ira S. Bissler

He was married on June 28, 1916, to Mary Armstrong. They have three sons: Jerry, born November 28, 1919; Dick, born December 14, 1922, and Tom, born August 5, 1927.

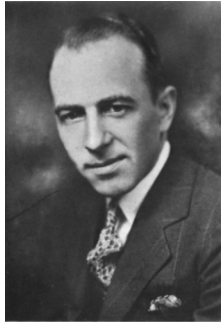
Paul H. Brehm

Paul H. Brehm was born on a farm near Cadillac, Michigan, August 13, 1897, the son of Edward and Ida (Disher) Brehm. He was the fourth child of a family of ten children, seven boys and three girls. The father emigrated from Germany when he was sixteen years old, engaged in lumbering in Michigan and then helped clear the farm on which the family still lives. The mother was born in Ohio, the daughter of German parents.

Paul Brehm was educated in the rural schools of Osceola County, Michigan. While attending school, and after he was graduated, he helped his father on the farm. However, farm work did not particularly appeal to him—he had a natural inclination for mechanics and whenever he could find anything with machinery in it, he “tinkered” with it. He read everything he could find on the subject and all his spare time was spent in a small workshop where he

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repaired the farm machinery, developed ideas he was interested in, and built a small automobile.



Paul H. Brehm

When twenty years old, he left the farm and obtained a job in a drug store in Cadillac. He had an opportunity to learn the drug trade but pharmacy appealed to him no more than farming. He took a machinists' course in night school and also a course in mathematics. The first job he really liked was at a Willard Battery service station. He stayed there six months, learning everything he could, and then entered the Acme Truck Company where he spent three months going through the different departments, getting training to do field service work.

In 1918, he went to Minneapolis, Minnesota, to take charge of the Acme truck distributor's service station. That fall he enlisted in the army as a private student in the Army Training School at Dunwoody Institute where he was given preliminary aviation training. He was discharged from the army in December and immediately returned to his old position at the Acme truck service station. He there gained his first practical training in building up an organization. When he left he had charge of a crew of forty men, two

garages, and complete service staffs.

In 1922, Mr. Brehm went into business with his brother, Art E. Brehm, and associates, establishing an official service station for a number of automobile unit manufacturers. General repair work was done as well. Late in 1923, E. W. Bradley, sales representative for the Fageol Motors Company, brought the first Fageol Safety Coach into Minneapolis, and Mr. Brehm was appointed service representative for the Fageol Company. At that time the bus industry was just getting started. Mr. Brehm has been closely connected with it ever since.

In 1925, when the Fageol Motors Company of Ohio was established, Mr. Brehm was called to Kent and made service manager of the company. When the American Car and Foundry Company purchased the business, Mr. Brehm continued as service manager, going to the Detroit plant. He remained there until November, 1926, when he was appointed president and general manager of the Motor Transit Management Company, organized for the purpose of accumulating motor bus lines throughout the country and consolidating them into a unified system. Since then the company has become known as the Greyhound Lines.

In April, 1927, Mr. Brehm left the Motor Transit Management Company to become secretary-treasurer of the Twin Coach Company, then being organized. Later he was appointed secretary and general manager of the company, which position he holds at present.

Mr. Brehm has a number of hobbies in which he is very much interested. One is aviation and another is

the collection of movie films—he has more than 8,000 feet of film, covering a wide variety of subjects. He is also keenly interested in athletics, particularly football. In the fall of 1931 he backed the Kent Bearcat bantamweight football team, which attracted national attention. Mr. Brehm is a member of the Twin Lakes Country Club, the Chamber of Commerce, and the National Outboard Association.

On September 25, 1922, Mr. Brehm was married to Kathryn L. Kittleman, of Chaska, Minnesota.

Forrest Baker Bryant

Forrest Baker Bryant was born in Brookville, Ohio, May 6, 1876, the son of Luther M. and Minerva (Baker) Bryant. He was reared on a farm and attended schools in Brookville, graduating from the Brookville High School in 1894. Later he attended the Academy at Westerville, Ohio, from which he was graduated in 1895. He then attended Otterbein College from which he was graduated in 1899 with an A. B. degree.



Forrest Baker Bryant

After receiving his degree he was appointed principal of the Shiloh, Ohio, High School and served during the school year of 1899-1900. He then

was appointed superintendent of the Shiloh schools, which position he held for the next two years. In 1902, he was appointed superintendent of schools in Richwood, Ohio; in 1907, he resigned to become superintendent of the schools in Eaton, Ohio, where he remained three years. From 1910 to 1914 he was superintendent of the schools of Wellsburg, West Virginia. After a death in the family, he resigned this position to enter business in Brookville.

During 1914 and 1915, Mr. Bryant engaged in business in Brookville. Educational work, however, again called him, and in 1915 he was appointed superintendent of schools in Kent. He held the position until 1920 when he resigned to become president and manager of the Kent Lumber Company. In 1922, he entered the real estate and insurance business, in which he is still engaged. He promoted and organized the Post Apartment Company and erected the Post Apartment Company terrace on Woodard Avenue. Later he formed an association with A. L. Coffeen and erected about fifty homes in Kent.

While serving as an educator, Mr. Bryant taught in summer schools at Wooster and Kent State. He also did postgraduate work in Wooster College and Columbia University.

He was at one time school examiner in Union County, Ohio, and also was teacher institute lecturer in West Virginia.

Since coming to Kent, Mr. Bryant has participated in civic activities. He helped to promote the bond issue and the building of the new Roosevelt High School and was chairman of the finance committee in the first Kent Welfare drive. He is a

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member of the Masonic Lodge, Knights of Pythias, the Wranglers Club, the University Club, and the Chamber of Commerce. He formerly was a member of the Rotary Club. For many years he has been a member of the Methodist Episcopal Church.

Nature and the out-of-doors are Mr. Bryant's hobbies and he spends much of his spare time working in his lawn and garden.

In 1899, Mr. Bryant married Dorothy Gruenig. They have one daughter, K. Helen Bryant, who taught for a number of years in Cleveland and Shaker Heights schools and is now Mrs. Hadley A. Hill of Bronxville, New York.

Christian C. Cackler II

Christian C. Cackler II, author of "The Recollections of an Old Settler," the only record of the early days of Franklin Township, was born June 27, 1791, in Washington County, Pennsylvania, the seventh child and second son of Christian C. and Julia Ann Cackler. With his parents he came to Hudson in 1804 and in 1807 he was bound out for five years to help provide for the family.

About the time that he finished his servitude, the War of 1812 broke out and he volunteered, serving two years. On August 10, 1814, he was married to Theresa Nighman, a native of York County, Pennsylvania, whose family had settled in Franklin Township in 1809. The marriage was the first performed in Franklin. The couple had twelve children.

On January 1, 1816, Mr. Cackler settled on a farm a little northwest of what is now Kent. He ran in debt for fifty acres of land at \$3.50 an

acre and did not get his deed for seventeen years. He began to clear out his land by cutting out the small timber which, together with the old logs, he burned, after which he girdled the standing timber and split his rails. Having no teams, he carried the rails on his back to the line of his fences. Having cleared and fenced his farm, he hired a man to do his plowing, planted his corn, and worked it entirely with a hoe. In 1870, he wrote his "Recollections" which were first printed in the *Kent Bulletin*. Later they were reprinted many times. Mr. Cackler died July 5, 1878; his wife, April 23, 1869.

Christian Cackler III, one of twelve children, was born on his parents' farm August 17, 1836. He was married August 10, 1862, to Lizzie Bentley, a native of New York State. He lived on the farm for sixty years and then moved into Kent. For thirty years he served as township trustee. When he died on January 15, 1932, he was the oldest living member of Akron Commandery, Knights Templar, having been made a Templar on October 30, 1878. Mr. Cackler was survived by one daughter, Mrs. Eloise Irwin, and two grandchildren, Donald Cackler, of Akron, and Mrs. Ralph Alger, of Cleveland.

Carl Henry Curtiss

Carl Henry Curtiss was born July 25, 1872, in Charlestown, Portage County, the son of Alfred B. and Ellen (Knowlton) Curtiss. His ancestors moved to this county in the early days from Connecticut. The first of the family that settled here was Charles Curtiss, after whom Charlestown Township was named.

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Carl Henry Curtiss

Mr. Curtiss was educated in the district at Charlestown, in the Ravenna High School, and in the Law School of Ohio State University at Columbus. He came to Kent April 6, 1898. Soon after moving here, he was elected village attorney and served in that capacity for many years until the village became a city, and then he was elected city solicitor for three terms. He served as prosecuting attorney of Portage County for two terms from 1915 to 1918, inclusive. He was chairman of the County Executive Committee when saloons were voted out of the county in 1908.

Since June 7, 1895, Mr. Curtiss has been engaged in the general practice of law in Portage County. He is a member of all Masonic bodies up to and including the commandery. He served many terms as worthy patron of the Order of Eastern Star. He is a member of the Knights of Pythias and a former member of the Elks and Foresters of America. Since he was eight years old he has been a member of the Congregational Church; he also has frequently attended the Universalist and other churches. For years he has been a member of the Kent Chamber of Commerce or the Kent Board of Trade, which preceded it. He is a member of

the Rotary Club.

Mr. Curtiss was married to Bessie A. Copeland at Charlestown on February 1, 1896. They have three children: Carl Harold, James Alfred, and Mrs. Marjorie Ellen Gooch. They also have five grandchildren: Carl Robert Curtiss, Neil LeRoy Curtiss, Betty Ellen Curtiss, Dorothy Ann Curtiss, and Marjorie Ellen Gooch.

John Davey

John Davey was born at Stalley, in Somersetshire, England, June 6, 1846. His father was a farm manager, typical of the hardy, rural stock and simple living of his time; his mother was a devout member of the Church of England who gave to her large family the inspiration of her love of nature and the finer philosophy of living.



John Davey

There were no public schools in rural England at the time John Davey was growing to manhood and he was twenty-one before he learned his A. B. C.'s. What he lacked in book learning, however, was made up by the form of education which comes from close association with the outdoors, from hard work in the open fields, and from an intimate knowledge of things that grow and things that live out in the open. This

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education inspired him with a desire to study horticulture and landscape gardening. Accordingly, he proceeded to Torquay in southern England, the seat of famous gardens and greenhouses. There he was apprenticed for six years and learned horticulture in the thoroughgoing way of the old world, completing his training at the age of twenty-seven.

While in Torquay, John Davey began acquiring the book learning which most men receive when they are boys. An acquaintance helped him to learn his A. B. C.'s; then with a copy of the New Testament and a little dictionary he began picking out one word at a time. Next he secured a grammar in order to learn how to put the words together properly. Little by little he acquired the fundamentals of education, continuing with his daily work and studying at night. During the years which followed he not only mastered the ordinary branches of learning but he studied Latin and Greek, astronomy and botany, and the higher branches of learning which gave him a complete and profound education.

At the close of his apprenticeship period John Davey emigrated to America, landing at Castle Garden, New York, in the spring of 1873 and arriving at his destination, Warren, Ohio, shortly thereafter. There he worked at his profession of landscape gardening for eight years. In 1879, he married Bertha Reeves. In 1881, he moved with his bride of two years and an infant daughter to Kent, Ohio, where he took charge of Standing Rock Cemetery, laid out the grounds, planted the trees, and landscaped it for beauty as well as for utility. A little later he established a greenhouse in order that he

might supplement his income.

For a number of years John Davey had been working with trees, observing them, studying them, and attempting to reason out the cause and cure for their ailments. He was appalled by the neglect and abuse of trees in his adopted country, as well as by the seeming indifference toward their ailments. In 1880 he conceived the revolutionary idea of saving trees by curative processes, thereby creating the science which he called tree surgery. There followed many years of research work, painstaking experiments, and exhaustive study.

In 1901, John Davey published his first book and called it *The Tree Doctor*. Lacking the money to pay the printer, he took upon himself a load of debt which seemed like a fortune to a man in his circumstances. Many of the books were sold through the his efforts and those of his sons as well as through book stores, but there were not enough sold to discharge his debt in full and give him a working capital. However, a thing happened which he had not anticipated nor counted upon. Various people who read his book felt the need of expert service and they sent for him to take care of their trees. Little by little there was more of this work offered than he could handle personally and so he began to train men to work with him. In such a manner was born the large national business of tree surgery.

The founding and growth of the Davey Tree Expert Company is discussed in the chapter "Industries of Kent"; mention should be made here only of the fact that the idea which John Davey conceived resulted in the creation of a new science and the adoption by the entire world of an entirely new

philosophy regarding trees. John Davey taught people to think in terms of the living tree and blazed a new trail of thought and action.

During the years which followed the birth of the business of tree surgery, John Davey was kept busy training his men and supervising their work. Nevertheless, he found time for the writing of more books and articles and the delivery of many hundreds of illustrated lectures. In 1905 he published "A New Era in Tree Growing," and in 1906 published a revised edition of "The Tree Doctor," which was followed in 1907 by "Davey's Primer of Trees and Birds." His illustrated lecture was given under the title "The Salvation of Our Trees and Birds."

John Davey passed away suddenly on November 8, 1923, at the age of seventy-seven, but he had lived long enough to see his new science and the profession for its practice demonstrated successes. He was survived by four sons and one daughter and by his wife who followed him in death a little more than a year later, December 10, 1924.

Martin L. Davey

Martin L. Davey was born in Kent, Ohio, July 25, 1884, the son of John Davey and Bertha (Reeves) Davey. He was graduated from the Kent High School in 1900 and attended Oberlin Academy and Oberlin College from 1904 to 1907, during which time he entered the tree surgery business in partnership with his father. During 1906, 1907, and 1908, he operated in the vicinity of New York City. He returned to Kent in the fall of 1908 to incorporate the Davey Tree Expert Company and to start the Davey Institute of Tree

Surgery.



Martin L. Davey

Mr. Davey has served as general manager of the Davey Tree Expert Company since its incorporation in 1909 and he has been president of the company since the death of his father in 1923. Under his direction the company has expanded from an infant organization with less than a score of employees to an organization which has seventy-one branch offices in the larger cities of the United States and Canada. Normally the company employs more than a thousand persons.

In 1910, Mr. Davey organized the Kent Board of Trade and was chairman of the organization meeting. In 1913, he was elected president of the body. In November, 1913, he was elected mayor of Kent; he was reelected in 1915 and again in 1917. During his administration the sanitary sewage system and disposal plant were planned and completed, as well as several miles of pavements and sidewalks; moreover, steps were taken which ultimately led to the purchase by the city of the waterworks system.

In November, 1918, he was elected to Congress as a representative from the Fourteenth Ohio District; he resigned as mayor and took office as a

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member of Congress December 1, 1918, to serve out the unexpired term and the next regular term. He was defeated for Congress in 1920 but was reelected in 1922 and in 1924 and again in 1926. In 1928, he was the Democratic nominee for governor of Ohio. Although he was defeated in the Hoover landslide, he received more votes than had ever before been given to a nominee for that office. In May, 1932, he was elected as delegate at large to the Democratic National Convention.

Mr. Davey is a member of the Kent Rotary Club, Twin Lakes Country Club, Silver Lake Country Club, City Club of Akron, City Club of Cleveland, Ohio Society of New York, National Press Club of Washington, D. C., Kent Chamber of Commerce and the National Chamber of Commerce. He is also a member of the following lodges: Masons, including the Commandery and the Shrine, the Grotto, Independent Order of Odd Fellows, Knights of Pythias, Fraternal Order of Eagles, Loyal Order of Moose, the Elks, the Grange, and the Izaak Walton League of America. He is the honorary president of the Ohio division of the Izaak Walton League of America, director of the national league, and president of the Buckeye chapter. He is a member of the Church of Christ, Disciple, Kent.

In addition to being president and general manager of the Davey Tree Expert Company, Mr. Davey is president and treasurer of the Davey Investment Company and the Davey Compressor Company. He is also a director of the City Bank and of the Franklin Hotel. He is the chief consultant of the Associated Garden Clubs of Ohio.

Mr. Davey was married August

31, 1907, to Miss Berenice M. Chrisman, daughter of Dr. and Mrs. Charles Chrisman, of Kent. Three children were born: Evangeline C., born May 30, 1911, who has completed her third year at Wellesley College, Wellesley, Massachusetts; Mary Berenice, born June 15, 1916, who died at the age of three, and Martin L. Davey, Jr., born February 7, 1918, now a student in the Kent public schools.

Paul H. Davey

Paul H. Davey was born August 19, 1894, in Kent, Ohio, the son of John and Bertha (Reeves) Davey. He was educated in the Kent public schools and was graduated from the Kent High School in June, 1912. Later he attended Oberlin College for two years and then went to Yale University from which he was graduated in the class of 1918. In May, 1918, he enlisted in the 116th Engineers, United States Army, and shortly afterward was sent overseas. He served six months in France and was discharged February 26, 1919.



Paul H. Davey

While in high school and in Oberlin College, Mr. Davey took a keen interest in athletics. He was pitcher three years for the high school baseball team and was captain of the team in 1912.

During his last season his team suffered only one defeat. During his sophomore year at Oberlin he also pitched on the varsity team. In 1911, he was captain of the high school football team.

Mr. Davey became associated with the Davey Tree Expert Company even before his graduation from Yale University. Following his graduation from high school in 1912, he worked for the company for fifteen months, both as a field worker and as a representative. Thereafter, while attending Oberlin College and Yale, he spent his vacations selling the professional services of the company. In 1917, he was made field director and vice president, which offices he has held ever since.

In 1922, he began a long series of experiments which resulted in the development of the Davey air-cooled air compressor. This compressor was designed originally to furnish power for the handling of the larger and more time-consuming operations in tree surgery. However, the compressor proved to be so much superior to any other compressor on the market that a wide market for it was soon foreseen. Accordingly, the Davey Compressor Company was incorporated in August, 1929, for its commercial development. Paul H. Davey is vice president and secretary of the company.

Mr. Davey also is treasurer of the C. L. Gougler Machine Company, which he helped to incorporate in 1924.

In 1927, Mr. Davey served as chairman of a special committee which succeeded in persuading the officials of the Twin Coach Company to locate their plant in Kent. He also aided in obtaining the Loeblein Company for the city and was a member of a committee which raised \$8,300 through public

subscription to purchase a site for the new plant of the L. N. Gross Company. He also has served as a director of the Chamber of Commerce for the past ten years and in 1931 was vice president of the organization.

Mr. Davey is a member of the Blue Lodge, Chapter, Council, Commandery, and Consistory of the Masonic Lodge. He is a Past Master of the Blue Lodge. He also is a member of the Grotto, the American Legion, the Rotary Club, the Twin Lakes Country Club and the Wranglers Club. He is a member of the Church of Christ.

On June 21, 1917, Mr. Davey was married to Maxine Beckwith of Oberlin. They have two children, Marilyn, born February 10, 1922, and Paul H. Davey, Jr., born March 23, 1924.

P. W. Eigner

P. W. Eigner was born on a farm near Elyria, Ohio, on February 21, 1868, the son of Peter and Kreszenz (Dorfmeister) Eigner, the youngest of a family of seven children. He attended the public schools of Elyria and later the German Horological Institute at Dresden, Germany, for about two years.

Returning to America, Mr. Eigner entered the jewelry business in Kent in 1887. He remained here until 1900 when he went to Buffalo to operate a bicycle concern. Several years later he retired from business. In 1897 he became a shareholder in the Kent National Bank; in 1903 he was elected to the board of directors, and in February, 1923, was elected president of that institution.

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P. W. Eigner

Mr. Eigner was the winner of three national contests covering subjects of an horological nature and one of his essays had wide distribution. He served as president of the Kent Building Association during the period when there was a serious demand for homes in Kent and for a number of years was an active member and officer of the Kent Planning Commission. He is a member of the Rotary and University Clubs, and is a member of the Catholic Church.

On August 15, 1889, Mr. Eigner was married to Mary Park, of Mount Rose, Pennsylvania. They have two children: Park W. Eigner, of Kent, and Kreszenz L. (Mrs. J. B. Gillespie), of Columbus, Ohio. They have one grandchild, Jack B. Gillespie, Jr.

Dr. James Ozro Engleman

Dr. James Ozro Engleman was born September 13, 1873, in Jeffersonville, the son of Jefferson and Sarah Emeline (Byrne) Engleman. His father was a veteran of the Civil War, having enlisted when seventeen years old in the Union Army, 81st Indiana Regiment of Volunteers. He served for three years, when the war ended. Dr. Engleman's grandfather, also James Engleman, was one of the many who

went overland to California in 1849, making the trip with an ox team. Dr. Engleman's mother was a school teacher in southern Indiana for a few years prior to her marriage and she taught her son to read before he started to school at the age of four.



Dr. James Orzo Engleman

After attending public schools, Dr. Engleman went to the Indiana State Normal School at Terre Haute, Indiana, where he was graduated in 1901. He received an A. B. degree from Indiana University in 1905, an A. M. degree from the University of Chicago in 1918, and the honorary degree of LL. D. from James Millikin University in 1923. This year he receives a Ph. D. from Ohio State University.

When Dr. Engleman was sixteen years old, he secured, by examination, his first certificate or license to teach. However, because of his youth and also because his father's politics was not that of the dominant party of his county, he was denied a school, and every application he made for one during the next three years was rejected. At last, a school was offered to him in a neighboring county and he took it gladly, even though its last teacher had been run out by big ruffians who attended it. From that date, fortune

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smiled upon him and every subsequent position and promotion came unsolicited.

Positions Dr. Engleman has held include the following: 1893-95, two more rural schools in southern Indiana; 1896-1901, principal in township high school in Cutler, Indiana, Camden, Indiana, and Burlington, Indiana, successively; 1901-04, principal, Delphi High School, Delphi, Indiana; 1905-06, principal, Borden Institute, Borden, Indiana; 1906-07, superintendent of schools, Loogootee, Indiana; 1907-09, principal, training department, Indiana State Normal School, Terre Haute, Indiana; 1909-13, professor of psychology and education, vice president and state institute conductor, State Normal School, La Crosse, Wisconsin; 1913-21, superintendent of schools, Decatur, Illinois; 1921-22, superintendent of schools, Joliet, Illinois; 1922-24, director of field service, National Education Association; 1924-27, superintendent of schools, Terre Haute, Indiana; 1922, 1923, 1925, professor of school administration and supervision, University of Chicago, summer quarters; 1924 and 1927, professor of school administration and supervision, Ohio State University, summer quarters; 1928 to date, president Kent State College.

Dr. Engleman has been honored many times and in many ways by the teaching profession. He has, at various times, served as president of the following associations: Indiana City Superintendents' Assn., Illinois City Superintendents' Association, Illinois School Masters' Association, Illinois State Teachers' Assn. He has also served as national treasurer of the Horace Mann League of the U. S. A. He

is a member of Phi Delta Kappa (honorary educational fraternity), and is a life member in the National Education Association.

Dr. Engleman has been called upon repeatedly to speak at national educational meetings, state teachers' associations, high school commencement exercises and college commencement exercises in all parts of the United States.

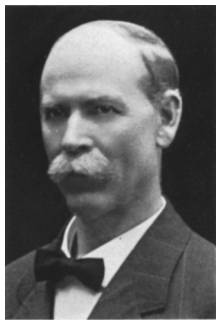
Dr. Engleman is the author of "Moral Education in School and Home," published in 1918; was the co-author with Lawrence McTurman of "Guide Books to Literature," Books I, II, III, published 1923-25, and has been the contributor of numerous articles to educational journals.

Dr. Engleman is a member of the Masonic Lodge and of the following clubs and associations: Rotary Club, National Education Association, American Association of Teachers' Colleges, Ohio Association of College Deans and Presidents. He is a director of the Kent Chamber of Commerce. For eighteen years he was an elder in the Presbyterian Church; he is now a member of the Congregational Church in Kent.

On June 25, 1897, Dr. Engleman was married to Miss Anna Ulen who was graduated in the same class as Dr. Engleman from Indiana State Normal School. They have had seven children: James Kemp, deceased; Lois E, A.B., B.L.S., librarian, Buchtel High School, Akron; Buryl Frederick, B. S., A. M., professor of journalism, Kent State College; Edward Ulen, B.S., A.M.; Helen, music teacher in Kent and Akron; Clarke, A. B., student, Western Reserve School of Medicine, and John Phil, senior in Kent State College.

John Griffith Evans

John Griffith Evans was born in Cardiganshire, Wales, December 25, 1845, the son of John and Eleanor (Evans) Evans. He was reared and educated in his native land where he served an apprenticeship of three years in the tailor's trade. In April, 1867, he emigrated to America and located in Pittsburgh, Pennsylvania, where he worked as a journeyman tailor for seven years. From there he went to Butler, Pennsylvania, where he embarked in the merchant tailoring business with Daniel Davies as partner.



John Griffith Evans

In April, 1880, the partners removed their business to Akron, Ohio, and six months later dissolved the partnership. Davies remained in Akron while Evans came to Kent and established a tailoring shop on September 1, 1880. He has continued in business ever since. With two other men—M. G. Garrison and C. A. Williams—he shares the distinction of having been engaged in business in Kent for more than a half century.

Mr. Evans was married in Pittsburgh, Pennsylvania, on September 13, 1868, to Miss Anna Mortimer. Five children survive. Dr. Rebecca M. Evans,

Denton, Texas; John Griffith, Jr., of Kent; Mortimer, of Cleveland; Chester, of Kent, and Mrs. Margaret McElroy, of Winnetka, Illinois. Mrs. Evans died February 17, 1914.

Mr. Evans is a member of the Congregational Church, having joined that church in Wales. He joined the Knights of Pythias in 1869, the Odd Fellows in 1873, and the Masonic Order in 1881. In politics he is a Republican.

John Griffith Evans, Jr.

John Griffith Evans, Jr., was born in Kent, Ohio, January 1, 1881, the son of John G. and Anna (Mortimer) Evans. He was graduated from the Kent High School with the class of 1897. He entered the tailoring business with his father on September 1 of the same year. He is a Republican member of the Portage County Board of Deputy State Supervisors of Election. He is a member of the Congregational Church and the various branches of the Masonic Order. He is also a member of the Rotary Club.

Mr. Evans was married on June 27, 1906, to Miss Kathrine Huggins. They have three children: Elizabeth, Kathrine and Eleanor.

William B. Fageol

William B. Fageol was born July 29, 1880, on a farm near Ankeny, Polk County, Iowa, the son of John J. and Mary M. (Jones) Fageol. The family lived on the Polk County farm until 1892 when they moved to a farm near Patterson, Iowa. In 1894, they moved into the town of Patterson, and in 1895 the family moved to Des Moines. Mr. Fageol received his early education in country schools; because he had to spend much of his time helping his

father on the farm, he did not finish grammar school until he was seventeen years old. He then entered the Des Moines High School but remained only a few weeks, due to the fact that it became necessary for him to help his family.



William B. Fageol

During his youth, Mr. Fageol had few idle moments. He first helped his father on the farm and later worked in his father's butcher shop in Des Moines. He then shoveled as a day laborer for the city of Des Moines, worked as a "paddy" on a railroad, and then secured a job in the engineering department of the Agar Packing Company of Des Moines—a job which was not at the drawing board but a job which consisted of pipe and steam fitting in the plant.

At the age of seventeen, Mr. Fageol signed up as an apprentice to learn the jeweler trade with Henry Plumb of Des Moines. His duties consisted of janitor work almost entirely for the first two years. During the next two years, he learned a lot about the business—especially that it did not suit him. His natural inclination led him toward mechanical work. The result was that he went at every opportunity to a bicycle shop where his brother, R. B.

Fageol, worked as a machinist. There he spent his noon hours and evenings and all his other spare moments. Together they built a gasoline automobile—one of the first.

When Mr. Fageol was twenty-one years old, he began manufacturing steam automobile burners and crude oil burners. He just got started when the steam auto went out and the gasoline auto came in. He thereupon discontinued manufacture and started a general auto repair shop but due to the few autos and lack of income, he was forced to discontinue. This venture was in partnership with his brothers, R. B. and F. R. Fageol; although it was not successful, it enabled Mr. Fageol to learn how to repair almost any automobile made.

During the next few years, Mr. Fageol "barnstormed" through the West. He accepted any job he could find and wandered from Idaho to Minnesota and then to the state of Washington and finally arrived in San Francisco in the late summer of 1902. During this period he rarely had enough money to pay expenses for more than a few days. But he was gaining valuable experience.

Shortly after he arrived in San Francisco, he secured a job in the Rambler Auto Agency. Since then he has never missed a payday. In about a year his brother, F. R., with wife and baby Oren, came to the city. "W. B." helped him secure a job selling second-hand automobiles at the agency where he worked. "F. R." was soon on the road to prosperity. During the year which followed, other members of the Fageol family located in San Francisco.

In 1907, "F. R." took the Rambler Auto Agency in Oakland. "W. B." went with him shortly afterward to

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handle the service and repair end of the business. He remained there until "F. R." sold out in 1916.

In 1916, F. R. and W. B. Fageol, with others, started the Fageol Motors Company to build high-grade, high-priced, high-powered passenger automobiles. These were exhibited at the Congress Hotel in Chicago. Many of the features developed for that automobile are in vogue today. The outbreak of the war made it difficult for the company to get materials for the fancy pleasure cars so it proceeded to develop the Fageol truck which, due to its many advanced improvements, soon won an unusual position.

In 1922, W. B. Fageol conceived the idea of a low model motor coach and, within a short time, the first Fageol Safety Coach was produced. This design soon became universal and still is used by a number of manufacturers and operators. About the same time Mr. Fageol developed a small farm tractor, with unusual features, which also earned a name for itself. The prospects of a bus looked so much more promising, however, that the Fageols sold the tractor branch of the business in 1923. Mr. Fageol's later work in connection with the development of motor buses is given in detail in the history of the Fageol Motors Company and the Twin Coach Company.

Mr. Fageol was married April 16, 1907, in San Francisco to Ida May Williams. They have two children, W. Bertram and Margaret Mary.

Frank R. Fageol

Frank R. Fageol was born September 14, 1882, on a farm near Ankeny, Polk County, Iowa, the son of John J. and Mary M. (Jones) Fageol. He

was educated in country schools and in the public schools of Des Moines, Iowa, where his family moved when he was fourteen years old. He entered high school but had to quit after a few weeks in order to help his family.



Frank R. Fageol

Mr. Fageol began acquiring business experience at an early age. While still a youngster, he helped his father in his butcher shop and also went from house to house selling meat products which his father had made. For a brief time he worked as a trimmer in a carriage shop in Des Moines but soon quit that job and took on the agency for the sale of the book "Life and Achievements of Admiral Dewey." Later he worked as a clerk at a soda fountain and drug store.

Having a natural liking for mechanics, Mr. Fageol joined with his brother, "W. B.," in building a gasoline automobile in a bicycle shop in which another brother, "R. B.," was working. Later he undertook the sale and marketing of steam automobile burners and crude oil burners which the Fageol Brothers manufactured. The venture was abandoned when steam automobiles began to be displaced by gasoline cars.

Mr. Fageol and his brother, "R. B.," then obtained two small steam

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autos and began putting on exhibitions at state and county fairs in Iowa for the privilege of hauling passengers, a novelty at that time. Due to an accident with one of the machines near Ft. Madison, Iowa, they were forced to discontinue the enterprise. They then bought a large steam bus, which seated about ten persons, and started an auto livery in Des Moines. On account of the unreliability of the bus and the newness of this form of transportation, the venture proved unprofitable.

In 1903, Mr. Fageol went to San Francisco with his wife and baby, paying for the trip with money he had borrowed from a friend. His brother "W. B." there helped him obtain a job selling second-hand automobiles. In 1905, he secured the Rambler Auto Agency for Oakland, California. The business grew rapidly, and Mr. Fageol retained the agency until 1916 when he sold out. In the meantime he was instrumental in developing the "auto trains" which were used as transportation on the grounds at the Exposition in San Francisco in 1915.

In 1916, Mr. Fageol joined with his brother, "W. B.," and others, to organize the Fageol Motors Company. As stated in the history of the company, high-powered passenger automobiles were manufactured in the beginning and later the Fageol truck was developed. Mr. Fageol attempted to manufacture and sell the Fageol truck in the east, locating in Cleveland. Due to the slump at that time, he was forced to give up the idea. He returned to the company's plant in California in 1922, at which time the new low type Fageol Safety Coach was conceived. The future of the new coach looked so promising that Mr. Fageol helped to develop it and promote its sale. (For further information regarding

Mr. Fageol's participation in the development of the motor bus industry, see history of Fageol Motors Company and also history of Twin Coach Company.)

On May 19, 1903, Mr. Fageol was married to Jessie M. Tate. They have three children: Oren R., Louis J., and Robley D.

Ernest S. Ferry

Ernest S. Ferry was born May 3, 1902, at Krebs, Indian Territory (now Oklahoma), the son of Ross and Filomena Ferry. He came to Kent in 1903 with his family. He was educated in the local public schools.



Ernest S. Ferry

When Mr. Ferry was sixteen years old, he began serving a machinist apprenticeship at the Falls Rivet Company. Three years later he went to Seattle, Washington, and worked as a toolmaker for the Kilbourne and Clark Mfg. Co., manufacturers of radio and wireless apparatus. Later he also worked for the Aseptic Furniture Company, manufacturers of hospital equipment; Philbrick Cutterhead Company, mill machinery manufacturers, and the Precision Tool and Die Company, contract shop.

In 1921, Mr. Ferry left for Los

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Angeles, to work as tool maker for the Adam-Campbell Tool and Die Company, and six months later returned to Kent because of the illness of his mother. After being employed several months at the Lamson-Sessions Company, he went to work for the C. L. Gougler Machine Company as the only employee in the shop at that time. After four and a half years of service in various capacities with the Gougler Company, he left to start the Ferry Machine Shop. Later the name of his firm was changed to the Ferry Machine Company. (See Industries of Kent.)

Mr. Ferry is a member of the Rotary Club and the Eagles Lodge.

On October 3, 1929, he was married to Virginia D. Carroll. They have one daughter, Carolyn Patricia, born July 13, 1930.

Elmer E. France

Elmer E. France was born in Kent, Ohio, April 22, 1863, the son of James and Martha (Littlewood) France who were born in England and came to Franklin Mills in 1858. The parents bought a farm on Summit Street about one mile from the present corporation line. Although the couple made only a small down payment on the property, they managed to pay for it within a comparatively few years. Mr. France then started in the real estate business in Kent. About 1880, he entered the dry goods business, opening a store which became one of the leading mercantile establishments of Kent. In 1881, he was one of the organizers of the City Bank; he continued to be a director of the institution until his death on January 8, 1894.

Elmer France was educated in

the public schools of Kent. The first school which he attended was the small, one-room frame building which was built in 1869 on Franklin Avenue on the site of the present South School. After completing the primary grades and two years of high school, he went to Eastman Business College in New York where he completed a full business course, studying bookkeeping, banking and mercantile transactions. He was graduated and received a diploma from the college in 1882.



Elmer E. France

Returning to Kent, Mr. France entered the dry goods business with his father. He continued in the business until April 5, 1922, when he sold to Gensemer Brothers. The store occupied four different locations, being first located at the corner of South Water and Erie Streets, then at the corner of East Main and South Water Streets, then on North Water Street; and finally at the corner of West Main and North Water Streets.

On March 13, 1895, Mr. France was appointed postmaster by President Grover Cleveland. He served four years. The post office was then third class. He was again appointed postmaster by President Wilson on August 28, 1913, and served two terms. When he received

the appointment, the office was second class but on July 1, 1921, it was raised to first class. Mr. France thereby had the distinction of being the only Kent postmaster who served while the office was third class, second and first.

During the World War, Mr. France was manager of all the government bond sales in Kent; taking charge of all workers. He was county chairman of the Red Cross membership campaign, county chairman of the Victory Bond Sale and also a member of the Portage County Fuel Committee.

In 1910, Mr. France was the chairman of a committee of three which succeeded in securing a state normal school for Kent. He also served as manager of the campaign which raised the money required to purchase land needed by the institution.

Mr. France is a life member of the Masonic Lodge. While not a member, he is a regular attendant and supporter of the Universalist Church.

Throughout his entire life, Mr. France has taken a keen interest in sports of all kinds. When a youngster of only fifteen years old, he began pitching for the Kent Islanders, the leading baseball team of Portage County. He continued as a player on the Kent team for nearly twenty years; from 1898 to about 1902 he was the manager of one of the best teams which Kent ever had. Aside from baseball Mr. France's chief hobby and pastime is politics.

On August 4, 1886, Mr. France married Cora M. Haymaker, graduate of Buchtel Academy and a member of Delta Gamma Sorority. They had two children, Carl H., who was born June 8, 1887, and Marjorie B., who was born January 12, 1891. Carl France was graduated from the Kent High School

and later from the textile school at New Bedford, Connecticut. For a time he was associated with his father in the dry goods business and for eighteen years was traveling salesman for the B. F. Goodrich Company. He was married May 9, 1910, to Olive Gray, Norwalk, Conn. Marjorie B. France was graduated from the Kent High School and from Buchtel College with highest honors. She is a member of Delta Gamma Sorority and Phi Sigma Alpha honor society. She married Byron Fessenden October 15, 1915.

Mr. France has three grandchildren: Phyllis France, born July 14, 1911; James Goodwin France, born March 13, 1915; and James J. Fessenden, born January 31, 1918. Marue Fessenden, another grandchild, was born September 13, 1924, and died February 2, 1925. Mrs. France died May 12, 1931.

Mr. France had two brothers who died in infancy. He also had two sisters, Rhoda who was born December 5, 1850 and who died December 17, 1923, and Emily who was born March 12, 1855, and who died in April, 1926.

Maxwell Graham Garrison

Maxwell Graham Garrison was born April 12, 1851, on a farm two and one-half miles northwest of Kent, the son of James and Hannah (Walker) Garrison. His father was born in Pennsylvania and came to Ohio with the family when he was four years old. His mother was the daughter of William Walker and Rachel (Stewart) Walker, of Stow.

Mr. Garrison had three brothers and two sisters. His brothers were William J. Garrison, who was a member of the 9th Ohio Battery and died at

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Danville, Kentucky during the Civil War; Dr. Charles A. Garrison, veterinary surgeon, who died some years ago; Dr. Edward Franklin Garrison, who died in 1881; his sisters were Alice, wife of William J. Grubb; and Frances, wife of Henry Minnick.



Maxwell Graham Garrison

Mr. Garrison was educated in country schools near Stow; later he attended Mount Union College at Alliance for one year and then attended Hiram College. After leaving college, he studied law with David Ladd Rockwell, Sr., and was admitted to the bar in 1876, shortly after he had moved into Kent from his father's farm. When the City Bank was organized by Mr. Rockwell and others on June 14, 1881, Mr. Garrison was appointed cashier. He has been with the bank continuously ever since; since 1918 he has served as the bank's president.

Mr. Garrison has taken a leading part in civic affairs in Kent for more than a half century. He served a number of terms as treasurer of Kent and four years as county treasurer. He is now, and has been for some years, chairman of the Sinking Fund Commission of the City of Kent. He is a member of the Odd Fellows and Masonic Lodges and is also a member of Christ Church, Episcopal,

in which he is a vestryman and one of the wardens.

If Mr. Garrison has any particular hobby, it is probably baseball. He has been a baseball fan for more than fifty years.

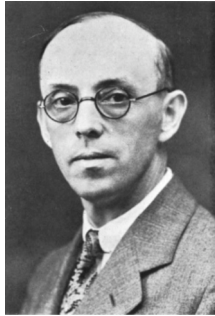
Mr. Garrison was married July 19, 1873, to Sarah L. Peck, daughter of Rufus H. and Sarah (Lappan) Peck. His wife was raised from babyhood, after her mother's death, by her grandmother, Elizabeth Lappan. Five children were born to Mr. and Mrs. Garrison. Three are living: Ruth, now Mrs. Harry Callahan, who has been keeping house for her father since the death of Mrs. Garrison on May 16, 1928; Charles E. Garrison, production engineer for the City Ice and Fuel Co., Flint, Michigan, and Iliff W. Garrison, of Carnegie, Pennsylvania, locomotive engineer on the Pittsburgh and West Virginia Railroad. Their daughter, Bessie, who married J. F. Reed, died in 1912. Guy J. Garrison, locomotive engineer on the Wheeling and Lake Erie Railroad, died in 1921. Mr. Garrison has seven grandchildren and four great grandchildren. The grandchildren are Margaret, Dwight, Max and Clarence, all of Flint, Michigan; Robert Callahan of Detroit, Michigan; and Sarah Reed Strayer and James Reed of Kent, Ohio. The great grandchildren are: Betty Jane, Mary Ann and Dwight Strayer of Kent, Ohio, and Kenneth Garrison, of Flint, Michigan.

Emmett Franklin Garrison

Emmett Franklin Garrison was born in Suffield, Ohio, on May 26, 1879, the son of Dr. Edward Franklin and Addie (Moody) Garrison. When he was two years old, his family came to Kent. He attended the Kent public

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schools and was graduated from the Kent High School in 1896. He later attended and was graduated from Hudson Academy.



Emmett Franklin Garrison

In 1903, he was employed as a teller by the City Bank. He has been associated with the bank from that time and since 1918 has served as its secretary and treasurer.

Mr. Garrison is a member of the Masonic Lodge, Chapter, and Council. He is also a member of the Rotary Club, the Elks, and the Kent Chamber of Commerce.

On November 25, 1905, Mr. Garrison was married to Bertha Irene Felger. They have one son, Edward Emmett Garrison, born March 27, 1914.

John G. Getz

John G. Getz was born April 12, 1863, in Winesburg, Holmes County, Ohio, the son of Jacob and Catherine (Chittenhelm) Getz. Both the father and mother were natives of Germany, having been born in the Province of Wurtemberg. The father came to America in 1843, making the trip on a sailing vessel which took forty-seven days for the journey. He went direct to Winesburg. The father died when John C. Getz was twelve years old. From then

on the son was self-supporting. He worked on a farm, going to school in the winter months.

In 1880, the mother and family came to Kent, settling on a farm about two miles east of the village. John soon joined his family here. The two brothers, John and William, followed the pursuit of farming for seven years, John caring for the affairs at home while his brother William attended school in Kent and, when graduated, attended Buchtel College in Akron, from which he was graduated in 1887.

In the same year, the two brothers bought out Underwood and Wells Hardware Store, taking possession October 17, 1887. The store was then located on Main Street next to the railroad tracks in the block then owned by Marvin Kent. In 1889, the store was moved to its present location on Water Street, then known as the Carver Block and now known as the Getz Block. The two brothers carried on a most successful business together until August, 1916, when the death of William Getz occurred. The firm is still operating under the name of Getz Brothers, as it has for forty-four years. It is now the oldest business firm under the original management in Kent except one, J. C. Evans, tailor.



John G. Getz

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Mr. Getz has played a substantial part in the community life of Kent, his greatest interest outside his home and family being that of his own home town. He has been director and vice president of the Kent National Bank for many years and also president of the Home Building and Loan Association. He has also served as a director of numerous Kent industries. He served three terms on the town council, having been elected in 1907, 1909 and 1911. He is a member of the Congregational Church and also of the Masonic Lodge of Kent and the Akron Commandery Knights Templar No.25.

Mr. Getz was married on September 10, 1902, to Martha M. Furry, daughter of George A. and Lucy (Woodard) Furry. They have three children: Esther L. (Mrs. D. D. Donaghy) of Kent; John C. Getz, Jr., of Detroit, Michigan, and Martha Louise Getz.

Charles L. Gougler

Charles L. Gougler was born June 6, 1890, in Akron, Ohio, the son of William H. and Pauline (Drexler) Gougler, both of whom were residents of Akron. In 1898, the family came to Kent, and Charles entered South School. When fourteen years old, he left school and started working in the Erie Car Shops as machinist-apprentice. He remained there three years, working out his apprenticeship.

In 1907, Mr. Gougler left the Erie Shops and went to Alliance where he worked for the Morgan Engineering Company and later for the Alliance Machine Company. He remained in Alliance one year and then started "barnstorming," working successively in machine shops in Akron, Ohio;

Brewster, Ohio; Detroit, Michigan, and touring the western states.



Charles L. Gougler

In 1911, Mr. Gougler enlisted at Chicago in the Navy as a machinist mate, second-class. He served four years, spending most of his enlistment period on the Cruiser Tennessee and Destroyer Monaghan, on which he traveled around the world. He was honorably discharged in 1915. He then returned to the Morgan Engineering Company in Alliance where he worked a short time and then went to the United Engineering Company at Youngstown. In 1920, he returned to Kent and worked for eight months in the Erie roundhouse.

In 1921, he opened a small machine shop in the rear of his home on Rockwell Street. In the beginning, he handled all the work, sold his own services and kept his own books. From that small beginning, there was developed the C. L. Gougler Machine Company of today, a concern which does a \$200,000 annual business and employs forty to seventy persons. (See Industries of Kent.)

Mr. Gougler is a member of the Elks and Eagles, Lake Forest Country Club, Twin Lakes Country Club, the Kent Chamber of Commerce and the Ohio Chamber of Commerce.

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Mr. Gougler was married June 20, 1916, to Mary Agnes Sawyer of Kent. They have one daughter, Jane Margaret, born June 27, 1918.

Rose E. Green

Rose E. Green, one of the most beloved teachers who ever taught in the schools of Kent, was born in Kent in 1867, the daughter of Mr. and Mrs. Thomas Green. She was educated in common schools of Kent and was graduated from the Kent High School in the class of 1883. Later she attended Buchtel Academy.

Upon leaving school, Miss Green secured a position as teacher in the Red Brush school, and for a year taught in the school at Rootstown. In 1888 she began teaching in the Central School of Kent. She was afterward promoted to principal of the South School; later she was principal of DePeyster School and was principal of the Junior High School at the time of her death on May 4, 1928.

The high regard in which Miss Green was held by the people of Kent, many of whom she had taught when they were children, was expressed by a resolution of the Board of Education adopted at a special session held the day following her death so that the members might pay an official tribute and express their profound sorrow over the loss of one of their most beloved teachers. The resolution stated:

“Miss Green was a graduate of our own High School in 1883. In 1888 she started as grade teacher in the Central building and at the time of her death was completing her fortieth year as a teacher and principal in our public schools, having taught in each of the three grade buildings and six years as

principal of Junior High School. The records show that in the first twelve years she did not miss a school day.

“She combined in a rare degree the qualities that make an ideal teacher. She loved her work and her pupils; an admiration that was reciprocated by the hundreds of boys and girls in Kent who had the privilege of attending her classes. It has been remarked that she never spoke a cross word to one of her scholars, yet she always commanded their respect and confidence. Upon the unwritten ledger, this entire community stands indebted to Miss Rose Green for her loyal devotion and assistance during a lifetime of service to the young people of Kent.”

Miss Green was of a prominent family. Her parents, who were pioneers here, had seven children. They were: John C., Mary, Thomas, Rose E., Elizabeth, David H., and William. Mary died in Toledo where she was Mother Superior of the Ursuline Convent; Thomas died in an accident in Chicago and William died in infancy.

Miss Green was an active member in the Kent Coterie. She was also a member of the Kent Woman's Club and the Central Parent-Teachers Association. She was a member of the Catholic Church. The funeral was held at St. Patrick's Church Monday, May 6, and the services were conducted by Reverend Father James Nolan. The public schools of Kent were closed during the forenoon and all the teachers and pupils joined in the services.

David H. Green

David H. Green, son of Thomas and Rose (Jones) Green, was born in Kent September 19, 1873, and educated in the Kent public schools. When a

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young man he secured a position as clerk in the clothing company of Freid and Co., of Akron, where he remained three years. He then went to Niles, Ohio, where for six years he worked in the clothing store of the J. C. Levitt Company.

Late in 1898, he came back to Kent to manage the old Mark Davis store on North Water Street, then owned by David Ladd Rockwell, Jr. In 1903, he entered a partnership with Mr. Rockwell in the store and the business was continued on a partnership basis until 1917 when Mr. Green purchased Mr. Rockwell's interest. From 1915 to 1920, Mr. Green traveled as a salesman for the B. F. Goodrich Rubber Company but resigned just before the depression of 1921 to devote his entire time to his own business.

Mr. Green was one of the organizers of the Kent Board of Trade and served as a member of the first board of directors. While on the board, the State Normal School was secured for Kent. He has been a member of the Elks Lodge since 1896. He also is a member of the Twin Lakes Country Club and the United Commercial Travelers.

James S. Green

James S. Green was born May 5, 1880, on a farm two miles north of Kent, the son of George B. and Clara (Haymaker) Green, both of whom were born and reared in Franklin Township. He attended the public schools in Kent and was graduated from the Kent High School in 1897. He then went to the Berkey and Dykes School of Business in Cleveland where he completed a business course in 1909.

After leaving school, Mr. Green secured a position with the Williams

Brothers Company, of Kent. He has been associated with the company ever since and for many years has served as an officer of the company in the capacity of secretary-treasurer, which position he still holds.

Mr. Green has taken an active part in civic affairs and various community activities. He was one of the early members of the Twin Lakes Golf Club and took a leading part in its reorganization in the spring of 1932. He has been a member of the Chamber of Commerce for many years. He is a member of the Rotary Club, the Masonic Lodge, and the Universalist Church.

On October 1, 1908, he was married to Louise Reed, daughter of Robert and Mame Reed of Kent. They have three children: James Robert Reed, born December 26, 1911, who is a senior in Denison University; Eleanor Louise Green, born February 24, 1915, who was graduated from Roosevelt High School in June, 1932, and Mildred Reed Green, born February 1, 1917, a student at Roosevelt High School.

John L. Harris

John L. Harris was born September 17, 1884, in Millsborough, Yorkshire County, England, the son of John and Elizabeth Harris. When he was two years old, the family came to America, settling first in Massillon and two years later in Youngstown.

Mr. Harris was educated in the public schools of Youngstown. When he was eighteen years old he started working as a pipe fitter with the Mahoning Gas and Fuel Company. Three years later he became a puddler at the Brown and Bonnell Steel Mills

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where he remained two years. He then went to Cleveland where he became a pipe fitter and plumber with the East Ohio Gas Company. He remained with the concern until 1909, being sent by the company to Kent in 1908.

Late in 1909 Mr. Harris formed a partnership with the Carlile Plumbing Company where he remained for about a year and a half. He then bought out the business and started general contracting, in which business he was engaged until 1927.

Following the death of W. S. Kent in 1923, Mr. Harris and T. G. Graham bought the old alpaca mill on South River Street which had been built by members of the Kent family seventy years before. For many years the mill had stood idle, having been occupied for only a brief period since the Joseph Turner and Sons Alpaca Mill had left Kent in 1889. Mr. Harris and Mr. Graham immediately began trying to secure an industry for the building. As a result of their efforts, the building was leased by the L. N. Gross Company and later by the Stewart Machine Company. When the latter concern left Kent, the building was occupied by the Ferry Machine Company; it is now leased by Loeblein, Inc.

In 1929, Mr. Harris bought the Mason Cotton Fabric Company plant on Lake Street. Assisted by Judge David Ladd Rockwell, he succeeded in getting the officials of the Domestic Electric Company interested in Kent.

The result was that the concern purchased the plant, with the assistance of the Kent Chamber of Commerce, and operations were started on January 1, 1930. The company is now known as the Black and Decker Electric Company.

Since 1929 Mr. Harris has been manager of the Franklin Hotel. Under his direction the hotel has been extensively remodeled.

Jacob Haymaker

Jacob Haymaker, a millwright and carpenter of German descent who was born in Allegheny County, Pennsylvania, prospected through Portage County in the spring of 1805 in search of a homesite. Attracted by the waterpower possibilities of the Cuyahoga River at what is now Kent, Mr. Haymaker returned to Warren and purchased 2,093 acres from the agent of Aaron Olmstead for \$5,600.

John Haymaker, son of Jacob, was the first settler in Franklin Township. He was sent here by his father in 1806 to make a clearing in the wilderness and prepare for building a permanent home. He came with his wife, Sally, and their three children, Jacob, Eve, and Catherine.

George and Frederick Haymaker, two other sons of Jacob, came to Franklin Township in 1807. The father came with them and together, they built a dam across the Cuyahoga River and erected a gristmill. In 1811, the Haymakers sold the mill and the lower water power rights to Jacob Reed. Frederick Haymaker retained the upper water power rights and during the next two decades continued to engage in manufacturing in the settlement of Franklin Mills. His father and brothers, John and George, thereafter engaged in farming. (For further information regarding the Haymaker family, and their participation in the development of Franklin Mills, see Chapter II.)

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Fred E. Haymaker

Fred E. Haymaker was born October 15, 1883, on a farm near Earlville, the son of William J. and Mary (Olin) Haymaker. His father was the grandson of John F. Haymaker, the first white child born in Franklin Township; his mother was the granddaughter of John Thompson, the first mayor of Kent, who settled in Streetsboro in 1832. Her father was Elan Olin, a descendent of the Olin family which came to Franklin Township soon after Franklin Mills was settled.

Fred Haymaker was reared on the farm. When six years old he began attending the Streetsboro Township school. Later he attended Ravenna High School from which he was graduated in 1902. He then went to Ohio State University from which he received the degree of bachelor of science in agriculture in 1906.



Fred E. Haymaker

After being graduated from the university, Mr. Haymaker returned to Franklin Township and was engaged in farming for the next seven years. In 1915, he established the Haymaker Ford agency in Kent, erecting a garage on North River Street on property which he had purchased from W. S. Kent. The garage has been enlarged four times

since that time.

In November, 1931, Mr. Haymaker was elected to city council from the fourth ward. He is a member of the Rotary Club, Masonic Lodge and Shrine, Elks, Twin Lakes Country Club and the Chamber of Commerce.

On January 3, 1917, Mr. Haymaker was married to Edith Ida Wurster of Kent. They have one son, Theodore William Haymaker, who was born August 28, 1920, and who attends Kent State Training School.

Miss Belle M. Holden

Belle M. Holden, who for approximately a half century was a teacher and principal of South School, was born February 13, 1861, in Kent, the daughter of James A. and Mary E. (Bradley) Holden. With the exception of two years, from 1867 to 1869, she has lived in the old family homestead on South Water Street.

Miss Holden was educated in the Kent public schools, being graduated from Kent High School in June, 1879. In the spring of 1881 she began teaching in a country school east of Kent, walking three miles each way every day. In the fall of 1882 she began teaching in the Kent public schools, being assigned to South School. In the spring of 1913, she was transferred to the DePeyster School where she served as principal until the following autumn when she was transferred back to South School as its principal. She served there until the spring of 1931 when she resigned. Miss Holden estimates that during her half century of service she taught between 1,700 and 1,800 pupils.

For many years Miss Holden was an active worker in the Congregational Church, Sunday school,

and Christian Endeavor.

Sylvester Huggins

Sylvester Huggins was born in Cayuga County, New York, in 1807, and came to Franklin Mills with his parents in 1820. Soon afterward he went to work for Captain William H. Price in the grist mill on the west bank of the Cuyahoga which had been erected some years before by the Haymaker family, and which had been purchased by Captain Price and his partner, George B. DePeyster. Later, when the mill was rebuilt by Zenas Kent, he served as mill manager. During the Fifties and early Sixties, he leased the Center Flouring Mill, near Standing Rock. During this period he patented a flour packer from which he derived considerable revenue.

On February 22, 1832, he married Miss Mary Fidelia Williams, daughter of Dudley Williams, who was one of Kent's pioneer settlers, having brought his family from Massachusetts in a covered wagon drawn by oxen when Mary was six years old. They had four children.

Mr. Huggins was active in the social life of the village, was county commissioner for a number of years, and was running as a candidate for mayor on the Republican ticket when he was stricken by a heart attack and died before noon on election day, April 4, 1870. At the time of his death, he was living in the beautiful home on West Main Street, across from the Masonic Temple.

Three of his grandchildren, with their families, live in Kent: Mrs. J. G. Evans, Jr., Mrs. Metta Lake Farnum, and Sylvester Huggins.

Britton S. Johnson

Britton S. Johnson was born October 14, 1879, in Franklin Township, north of Kent, the son of Perry W. and Carrie (Luce) Johnson. His father was born in Shalersville township, in 1858, the son of Alonzo Johnson. Alonzo was the son of Eben Johnson who moved to Ohio from Vermont early in the last century and cleared off a large tract of land near Shalersville.



Britton S. Johnson

Mr. Johnson's father and grandfather were for years engaged in farming and conducted a wholesale and retail meat business in Kent almost continuously until their deaths. Mr. Johnson's mother was a daughter of Elihue Luce who came to Ohio from New York as a small boy about 1820 and who settled in Portage County.

Mr. Johnson was educated in Kent public schools, Western Reserve Academy in Hudson, and Ohio State University Law College, graduating with the law class of 1905. He began the practice of law in Kent in 1906.

In 1902, Mr. Johnson was elected Justice of the Peace and held the office one term. In 1904, he was elected as a delegate to the Democratic National Convention at St. Louis. Until the

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advent of the Primary System, he was invariably a delegate for his party in state and county conventions. From 1911 to 1915, he served as assistant attorney general of Ohio under the Honorable Timothy S. Hogan. During this four-year period he was engaged in the trial of cases in behalf of the state in all but five counties of the state. In addition, he rendered counsel, advice and opinions to many boards, departments and officers of the state.

Mr. Johnson served as solicitor of Kent from 1915 to 1918 when he was appointed mayor by the council upon the resignation of Mayor Martin L. Davey who had been elected to Congress. During 1925 and 1926, he served as prosecuting attorney of Portage County. Since then he has been engaged in private practice of law in Kent.

Mr. Johnson is a member of the University Club, Masonic Lodge, Knights of Pythias, Elks, and Eagles. For many years he has been a member of the Universalist Church. In community affairs, he is a member of and supporter of the Chamber of Commerce and the Kent Welfare Association. He was one of the original organizers of the basketball league among the church communities of Kent and Portage County.

On July 3, 1907, Mr. Johnson was married to Hattie I. Garrison, daughter of Dr. Edward F. and Addie (Moody) Garrison. Dr. Garrison died while Mrs. Johnson was a small child and his widow taught in the public schools of Kent until the time of her death in 1918.

Mr. Johnson's father died November 24, 1929. While he had always been active in civic and politic

affairs, he held but one political office, serving as a member of the city council of Kent from 1909 to 1913, during the two terms of Mayor N. J. A. Minich.

Mr. and Mrs. Johnson have two children: Martha I., born September 4, 1908, a graduate of Roosevelt High School and Kent State College, who is now engaged in Welfare work in Cleveland and attending Western Reserve College, and Britton Garrison Johnson, born March 6, 1918, a student in Roosevelt High School. The son has been a member of the high school band and orchestra and has participated in district, state and national musical contests, playing the flute and piccolo.

Elias Shuman Kelso

Elias Shuman Kelso was born May 27, 1855, in Kent, the son of James Christian and Nancy (Shuman) Kelso. Both the father and mother were descendants of pioneer families of Franklin Township. The first Kelsos arrived in the settlement in 1806 and helped the Haymaker family erect the gristmill on the west bank of the Cuyahoga River, near what is now Stow Street. At that time, this section was a practically unbroken wilderness. According to a story handed down through the family, one of the Kelso boys saw a buck with mammoth antlers swimming across the river one day; he grabbed a rifle and fired at it, but he was nervous and the shot went wild. He always contended that the buck was the largest animal which had ever been seen in Portage County.

Elias Kelso attended public schools of Kent. When he was thirteen years old, he began working for the Atlantic and Great Western Railroad, beginning as a brakeman and later

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becoming a fireman and engineer. He left the railroad several times but altogether spent practically twenty years in the service of the railroad. He finally quit to engage in the insurance business.

On September 15, 1874, Mr. Kelso was married to Margaret Orr Mackey, of Conneautville, Pennsylvania, a descendant of a family which owned a large estate in Ireland. They had six children: Leroy, who was killed in the Erie yards in 1909 at the age of thirty-three; Mrs. Luella Elise Garrison, Flint, Mich.; Mrs. Ruby Zoe Terry, deceased; Mrs. Mabel Loretta Trory, Massillon; Clyde E., and H. Donald.

In 1915, H. Donald Kelso and Clyde E. Kelso, in partnership with Charles E. Garrison, organized the Kent Sanitary Ice Company., and erected a modern ice plant on North Mantua Street, the first ice plant in Portage County. The plant has been enlarged several times and now serves a number of neighboring towns and cities as well as Kent. (See Industries of Kent.)

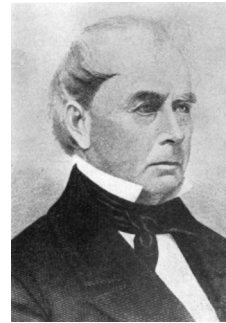
H. Donald Kelso was born April 11, 1894. He was educated in the Kent public school, being graduated from Kent High School in 1912. While in high school, he played on the baseball and football teams. Shortly after the start of the World War, he enlisted and served six months overseas with the 116th Engineers. He is a member of the Odd Fellows and American Legion. On January 24, 1925, he was married to Dorothy B. Clapp, daughter of Lou and Ellen (Heckman) Clapp. They have one son, H. Donald Kelso, Jr., born February 9, 1927.

Zenas Kent

Zenas Kent was born in

Middletown, Conn., July 12, 1786. His father was a carpenter and joiner by trade and fought in the Revolutionary War.

Zenas Kent was educated in the common schools of Middletown, acquiring what was considered a good education at that time. In 1811, he was married to Pamela Lewis of Farmington, Connecticut. A year later Zenas accompanied his father's family to Ohio where they settled in Mantua. As soon as Zenas secured a place for his home, he returned for his wife. They came immediately West and settled in Hudson. There Zenas met Capt. Heman Oviatt with whom he entered a partnership in the summer of 1815. The firm opened a general store in Ravenna. After several years Kent was able to refund the money advanced by Oviatt and the firm was dissolved, leaving Kent in sole control of the business.



Zenas Kent

In 1825, Kent entered into a contract to erect a courthouse in Ravenna. From 1831 to 1850 he was senior partner in the firm of Kent and Brewster which had a store in Hudson. In the meantime—in 1832—he joined with David Ladd in the purchase of a tract of land consisting of about 600 acres, in Franklin Mills. The tract

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included the waterpower of the Cuyahoga River. In 1833, Kent bought out Ladd's interest. He then erected Kent's Flouring Mill which continued in operation for many decades.

In 1836, Zenas Kent sold his property in Franklin Mills to the Franklin Land Company which afterward became the Franklin Silk Company. When the boom started by the Silk Company crashed, Kent regained his property. In 1849, the Franklin Bank of Portage County was established and Kent became its first president. He held the office until 1864 when the Franklin Bank became the Kent National Bank, of which he also was made president. He held the position until his death.

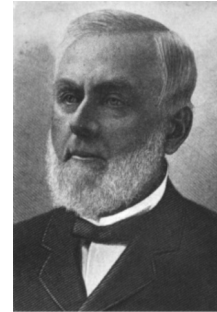
In 1850, he began the erection of a cotton factory on the west bank of the Cuyahoga. The venture proved a failure and the building stood unoccupied many years. In 1851, he erected a home on South River Street which he occupied until about 1860 when he moved to Cleveland. Mrs. Kent died in Kent on October 21, 1864, while in the town on a visit. Zenas Kent soon afterwards returned to Kent to live and he died here October 4, 1865. He was buried in Woodland Cemetery in Cleveland.

At the time of Mr. Kent's death, nine of his children were still living. They were Mrs. Harriet Clapp, Henry A., Edward, George L., Marvin, Charles H., Mrs. Amelia L. Shively, Mrs. Frances E. Wells, and Mrs. Emily K. Dennis.

Marvin Kent

Marvin Kent was born in Ravenna September 21, 1816, the son of Zenas and Pamela (Lewis) Kent. He

was educated in the common schools at Ravenna and later at Tallmadge Academy and Claridon Academy. During his spare time, he worked in his father's store. When nineteen years old his father sent him to Philadelphia and New York to buy a stock of goods and upon his return, his father took him into the firm.



Marvin Kent

Marvin Kent attained his majority while supervising construction work on the brick building which his father erected on the northwest corner of Main and Water Streets in Franklin Mills. The building is still standing. Soon afterward, he assumed the management of a tannery which his father had built for John Brown of Harper's Ferry fame. While thus engaged he was married to Maria Stewart, daughter of the late Colonel William Stewart. He conducted the tannery for some time and in 1844 returned to mercantile pursuits becoming, at the same time, manager of the Kent Flouring Mill.

In 1850, Marvin Kent joined with his father in an unsuccessful effort to start a cotton mill in Franklin Mills. He also established a glass works which later was purchased by Day, Williams and Company and developed into one of

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the largest glass works in the country.

In 1851, Marvin Kent joined with others in engineering a railroad project which ultimately resulted in the Atlantic and Great Western Railroad. (See General History and also chapter on Railroads.) The railroad was completed to Franklin Mills in 1863; soon afterward, Kent used his influence to have the town selected as the site for the railroad's shops. When the shops were built, a boom started which caused the town's population to double within a few years. The people of the community were so gratified at this achievement, they caused the name of the town to be changed from Franklin Mills to Kent.

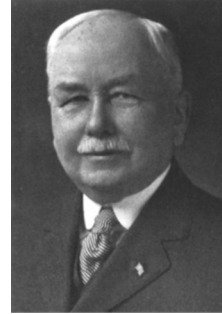
Upon the death of his father in 1865, Marvin Kent became his successor as president of the Kent National Bank, which position he held until his death. In October, 1875, he was elected State Senator from the 26th District of Ohio and served one term. In 1882, he erected a home on West Main Street which was considered one of the most beautiful mansions in northeastern Ohio.

Mrs. Kent died in May, 1900, and Mr. Kent died December 10, 1908. At the time of his death, one son, William S. Kent, survived. Henry L. Kent, the elder son, had died some years before, leaving a widow and two children, Mrs. Ella Southwick Reed and Mrs. Grace Emily Curtiss.

William S. Kent

William S. Kent was born in Ravenna August 24, 1847, the son of Marvin and Maria (Stewart) Kent. He came to Kent with his family when a child and attended the public schools. Later he went to Western Reserve Academy at Hudson and the Polytechnic

Institute in Philadelphia. In early manhood he became engaged in various business enterprises in Kent, selling groceries, hardware and dry goods.



William S. Kent

In 1892 he sold out his business and took over the *Kent Courier* which had been founded in 1886 by Marvin Kent and others. He continued as the active head of the newspaper for many years. Upon the death of his father on December 10, 1908, he became president of the Kent National Bank. He held that position until he died January 21, 1923.

Politically, Mr. Kent was a staunch Republican and was elected repeatedly as delegate from this district to the national conventions of the party. He also served as member of the Republican State Committee and, at one time, served with Senator W. G. Harding.

During 1910, Mr. Kent served as a member of the Chamber of Commerce committee which succeeded in having the city of Kent selected as the site for the Kent State Normal School. It was his gift of a 52-acre tract of land on East Main which influenced the state normal commission in recommending that Kent should be favored. In appreciation of his gift, the board of

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trustees of the normal school named the school after him in 1911.

On October 9, 1875, Mr. Kent married Miss Kittie North of Cleveland. His wife was killed by an explosion at her home in 1886. In 1905, he married Mary Logan Pearson of Chicago.

Charles H. Kent

Charles H. Kent was born in Ravenna August 12, 1818, the son of Zenas and Pamela (Lewis) Kent. He was reared in Ravenna until eighteen years of age, receiving a common school education. He then attended the Canandaigua Academy, at Canandaigua, New York, for two years.

In 1839 Mr. Kent embarked in business in Franklin Mills with Clapp and Spellman under the firm name of Clapp, Spellman and Kent. In 1841 the firm divided up its stock and Mr. Kent succeeded to the business. In 1845 he became associated with his brother Marvin. Together they purchased the goods of their father, Zenas Kent, in Ravenna and continued the store there. In 1850, he joined with his brother Marvin, and others, in starting the glass factory which later was purchased by Day, Williams and Company. In 1860, he opened a dry goods and wallpaper store which he operated until his death, February 28, 1887.

In 1874, Mr. Kent was elected mayor of the town and he was reelected two years later. During his administration the Main Street bridge was built across the Cuyahoga River. This bridge replaced the old covered wooden bridge which had been erected in 1837.

Mr. Kent was married January 14, 1841, to Mary E. Burrett, daughter of Reverend Stephen W. Burrett, of

Franklin Mills, by whom she had one child, Charles B.

Charles B. Kent

Charles B. Kent was born in Kent on February 14, 1843, the son of Charles H. and Mary (Burrett) Kent. He was a grandson of Zenas Kent and a nephew of Marvin Kent. He was educated in the Kent public schools and afterwards engaged in business with his father. When his father died, he started a wall paper business which he continued for many years. He retired in 1901.

In 1871, Mr. Kent was married to Miss Carrie M. Pratt of Cleveland. Two children were born to them: Paul and Bessie. Both died before their father.

While going into the Kent Opera House on October 23, 1926, Mr. Kent tripped and fell, causing a serious hip injury which could not be cured. He weakened steadily and died December 15, 1926.

Emmet J. Kline

Emmet J. Kline was born February 7, 1885, on a farm east of Kent, the son of Jacob and Amanda Kline. His father was born in Randolph Township and his mother in Rootstown Township; both lived all their lives in this vicinity.

Mr. Kline attended the district school in Brimfield and was graduated from Brimfield High School in 1903. Three years before he finished school he began delivering a milk route in Kent for his father and he continued it for eleven years. In 1910, he came to Kent and established a grocery store at Water and Erie Streets. He has continued to operate this store ever since and at present it is one of the leading grocery

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stores of Kent.

In 1913, Mr. Kline was elected to city council. He served six years, being reelected in 1915 and 1917. During this period, Kent's sanitary sewage system and disposal plant were planned, authorized, and practically completed. It was also during this period that the council began the negotiation with the Kent Water and Light Company which ultimately resulted in the purchase of the waterworks system by the city.



Emmet J. Kline

Mr. Kline is a member of the Catholic Church and of the Knights of Columbus Lodge. For years he has participated actively in community affairs. His chief hobbies consist of home gardening and the reading and studying of history and geography.

On October 19, 1915, Mr. Kline was married to Julia McMahan. They have three children: Francis, Ralph and Maurice.

Burt G. Kneifel

Burt G. Kneifel was born January 6, 1874, on a farm near Brimfield, the son of William B. and Sarah (Hausehalter) Kneifel. His father was born in Germany and landed in America Christmas day 1855 at the age

of nineteen years. His mother was born in Stark County near Uniontown, the daughter of German parents.



Burt G. Kneifel

Mr. Kneifel was educated in the country schools of Brimfield Township and in the Brimfield Center High School. When twelve years old, he began working after school and on Saturdays in the Brimfield General Store. At the age of sixteen he entered the grocery store of Sawyer and Kneifel, in Kent. The proprietors of this store were Charles Frederick Sawyer and Milton Kneifel, brother of Burt. In 1905, Burt Kneifel bought out Mr. Sawyer's interest. Following Milton Kneifel's death in 1913, Burt Kneifel has been the senior member of the firm, now known as the Kneifel Grocery Co. The store is now located at 142 North Water.

For many years, Mr. Kneifel has been a member of the Episcopal Church, having served it as vestryman for more than twenty years. He was a charter member of the Kent Chamber of Commerce and has been on its board of directors for a number of terms. He was a member of the Kent Board of Education for eight years and a trustee of the Portage County Hospital for five years. On January 9, 1931, he was appointed by Governor Cooper as a

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Democratic member of the Portage County Hospital Building Association which built the new Robinson Memorial Hospital at Ravenna. While a member of the Commission, he helped to secure passage of the \$75,000 bond issue which was required, and he also helped to supervise the construction of the hospital building, which was dedicated February 22, 1932. Since then he has served as trustee of the hospital.

Mr. Kneifel was a charter member of the Kent Rotary Club and is also a member of the Masonic Lodge and the Odd Fellows.

On June 28, 1905, Mr. Kneifel was married to Lulu Sage Phelps, daughter of Isaac Hyde Phelps, former prosecutor of Portage County, and Rose Wolcott Phelps of Brimfield, Ohio.

Coe Livingston

Coe Livingston was born on a farm near Middlesex, Mercer County, Pennsylvania, January 27, 1868, the son of Charles and Mary (Miles) Livingston. Charles Livingston was born in England but emigrated to America with his family when a youth and spent the remainder of his life in Pennsylvania. He owned a farm in Coolspring Township and for a number of years operated a hotel in Mercer.



Coe Livingston

Coe Livingston was educated in the township schools of Mercer County. During his youth, he drifted from one job to another, gaining general experience by working on farms, coal mines, his father's hotel, and in various kinds of stores. While working in the clothing store of Thomas R. Sheriff, in Mercer, he received an offer of a job as clerk in the clothing store of Mark Davis, in Kent. He accepted and arrived in Kent on February 28, 1889.

In 1897, Mark Davis went out of business and, for a brief period, Mr. Livingston worked for the Hirshberg Clothing Store. On February 18, 1899, he started in the clothing business for himself with Fred Williams as partner in a store in the old Sherman Block on South Water Street. The firm operated as Livingston and Williams until 1900 when Mr. Livingston bought out his partner's interest.

On February 10, 1900, Mr. Livingston moved his store to its present location on North Water Street. The storeroom which he occupied was on the site of the dining room and kitchen of the old Revere Hotel—when the hotel was closed, the entire building was remodeled. In 1919, Mr. Livingston bought what is now known as the Livingston Block from the Getz brothers, Parkhill and Kneifel.

In April, 1912, Mr. Livingston gave Kent a start toward a "white way system" by lighting the front of his store with five large Tungsten lights placed on a 14-foot ornamental pole. The lights "illuminated the store wonderfully," according to the newspaper reports on the improvement. They served to advertise the store almost as effectively as the "Standing Rock mirrors" which Mr. Livingston distributed by the

thousands and which went to all parts of the country.

During 1906 and 1907, Mr. Livingston and Claude Davis operated the Kent Opera House and presented such sterling attractions as Salter and Martin's *Uncle Tom's Cabin Show*, which always could be counted on to fill the theatre, and Gibney, Gordon and Gibney's Repertoire Company which featured "The Old Homestead." The theatre venture proved enjoyable but unprofitable and, after two years, Mr. Livingston decided to devote his entire time to the clothing business.

During the past thirty years, Mr. Livingston has made many investments in business properties in Kent. At present he owns, in addition to the Livingston Block, the old Sink Block at the corner of Franklin and Main Streets, and a block on East Main Street near Water Street.

Mr. Livingston is a life member of the Elks and is also a member of the Masonic Lodge, Eagles, and Chamber of Commerce.

On March 10, 1889, Mr. Livingston was married to Elizabeth Smith of Sharpsville, Pennsylvania. They have two children: Charles, now manager of the Livingston Store, and Dorothy Elizabeth.

David Longcoy

David Longcoy was born in New York State, May 30, 1808, the son of Anthony and Ann (Thompson) Longcoy. When twenty-two years old, he came to Franklin Mills, which then had fewer than 100 inhabitants, and worked in David L. Ladd's linseed oil-mills for several years. When the Franklin Silk Company launched its project of attempting to make Franklin

Mills the silk manufacturing center of the world, the settlement began to boom and, during this period, David Longcoy established a brick yard, making many of the bricks which were used in the construction of the Kent Block and Earl Block.

On May 4, 1834, Mr. Longcoy was married to Abby Woodard, daughter of Joshua and Rebecca (Woodin) Woodard, pioneer settlers of Portage County. They had nine children: Ann, Victoria, Mrs. Antoinette Putnam, Mrs. Marietta Latimer, Francis, Frank, Mrs. Miraett Reynolds, Ralph and Byron A.

In 1853, David Longcoy moved to the farm which he occupied until his death on August 5, 1873.

Harry C. Longcoy

Harry C. Longcoy was born in Kent January 20, 1876, the son of Frank D. Longcoy and Ada (Wetmore) Longcoy. He was a grandson of David and Abby (Woodard) Longcoy, both of whom were pioneers of Franklin Township.



Harry C. Longcoy

When Mr. Longcoy was six months old, the family moved to western Iowa, locating on a farm near Carson. In 1889, the parents returned to

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Kent where they have lived ever since. Mr. Longcoy was educated in the country schools of Iowa and later in the public schools of Kent. He was graduated from Kent High School in 1894. He then went to Hiram College where he studied a year. Returning home, he taught one year at Stow Corners and then entered the employ of Longcoy Brothers Meat Market and helped add a grocery department to the store during the summer of 1897.

The Longcoy Brothers Meat Market was established in 1865 by David Longcoy and his twin sons, Francis and Frank, in conjunction with the Longcoy farm southwest of Kent. The market was first located on the west side of the Cuyahoga River close to the intersection of Main and River Streets. When Frank went to Iowa in 1876, Francis continued to operate the market. Soon afterward the market was moved to 124 South Water Street.

When Frank returned from Iowa in 1889, he rejoined the firm and the name of Longcoy Brothers was retained until 1902 when the business was purchased by Harry C. Longcoy and W. A. Sparror and the name changed to the Longcoy Co. On August 1, 1917, Harry Longcoy bought out Mr. Sparror's interest.

The Longcoy store was completely destroyed by fire which started early Sunday morning, February 12, 1912. Mr. Longcoy, aided by all his employees, worked all day Sunday and far into the night getting in a new stock of goods. The store was reopened early Monday morning in another room with a full line of groceries and meats and the firm never lost an order. Work was started immediately on a new store building and the firm moved back into it

on Decoration Day of the same year.

In 1919, Mr. Longcoy started the Longcoy Packing Company which he conducted until 1930 when he sold out to Charles Kish of Butler, Pennsylvania (See Industries of Kent.) Mr. Longcoy has continued the grocery and meat business, handling only the best grades of goods.

Mr. Longcoy was a charter member of the Kent Rotary Club and has been a member of the Kent Chamber of Commerce since its inception, serving many years as a member of the board of directors or as an official. He served on the school board for ten years and was instrumental in helping to plan and build Roosevelt High School and the addition to the DePeyster School. He is a great fancier of pigeons.

On February 8, 1900, Mr. Longcoy was married to Blanche Smith, daughter of Allie C. and Jessie (Holden) Smith. They have four children: Mrs. Elna Dreese, of Akron; Mrs. Jessie Gooch, Sparta, Tennessee; Mabelle, and Harry S. Longcoy, the latter two living at home. They have three grandchildren: John and Dorothy Dreese and Richard Gooch. Mrs. Longcoy's parents came to Kent in 1885 when her father formed the Kent Carriage Works in partnership with his brother, Wesley. In 1889, Wesley went to San Diego, California, and Allie continued the carriage works as sole owner until 1903, in the building now known as the Beal Building on North Water Street. Later he dealt in real estate and did some building. In 1911, Mr. and Mrs. Smith moved to California.

Mrs. Longcoy has been a member of the Fortnightly Club since it was organized thirty years ago; she also is a member of the Coterie and the D. A. R.

Hiram Merrell

Hiram Merrell was born in 1818 in Orangeville, New York, the son of Noah and Clarisa (Pearson) Merrell.

The family traces its ancestry back to Noah Merrell, Sr., who was born in Litchfield, Connecticut, in 1758. When sixteen years old he volunteered in the Revolutionary Army and served under General Poor. He was present at the surrender of General Burgoyne. After the war he married Miss Hepsy Pettibone, in Norfolk, Connecticut. The couple had nine children. In 1802 the family emigrated to Vermont and two years later to New York State.

Noah Merrell, Jr., the oldest son, was born February 24, 1781. He was a shoemaker and tanner and tanned the first leather in Orangeville, New York, in 1811. He was a soldier in the War of 1812 and was present at the burning of Buffalo. He was the first supervisor of Orangeville and after the war engaged in the mercantile business in that town. He married Clarissa Pearson and had ten children: Norman, Hiram, Freedom, Noah, Casius, Louisa, Roxie, Jane, Mary, and Alpha.

Hiram, the second son, in 1836 emigrated to Franklin Township with his brother Norman. At that time the boom of Franklin Mills was starting and work on the Kent Block, the covered bridge, and the Cuyahoga River dam was just getting under way. Liking the looks of the settlement, the brothers decided to locate here. During the boom, both worked in the settlement. Later, the father and other members of the family came to Franklin Township and several bought farms in the Brady Lake section.

On February 24, 1842, Hiram Merrell married Sarah Williard, whose father, Frederick Williard, a native of

Germany, settled in Portage County in 1812. Sarah was born in Ravenna September 30, 1818. The couple had six children: Angeline (Mrs. B. W. Fessenden), born June 20, 1847; Wallace, born April 20, 1849; Earl, born June 30, 1851; Mary, born May 23, 1854; Ella, born May 27, 1857, and Frederick, born December 7, 1863. Mary and Ella died during the diphtheria epidemic of 1861.

Shortly after his marriage, Hiram Merrell bought a farm and log cabin just east of East Twin Lake. For more than a half century he was engaged in farming, trading and lumbering. He was active until a short time before his death in July, 1901. His wife died in February, 1900.



Frederick Merrell

Wallace and Earl Merrell, who were educated in the schools of Kent, later engaged in farming in the Brady Lake section. They operated the farm for more than thirty years. They married sisters, daughters of Myron and Elizabeth (Jennings) Barber. On October 13, 1872, Earl married Emily Barber and on October 22, 1873, Wallace married Peoria Barber. Earl retired in 1906 and on December 11, 1918, he died suddenly. He was survived by his widow.

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Three children were born to Wallace and Peoria Merrell. They were: Albert, born December 21, 1893, who died March 24, 1903; Edith, born December 8, 1882, and Winifred (Mrs. George Beckwith), born January 23, 1891. The couple celebrated a golden wedding anniversary October 22, 1923. Both are still living.

Frederick, the youngest son of Hiram Merrell, was educated in the Kent public schools and Mount Union College. When he left school he managed the Roller Skating Rink on North River Street. In 1887 he went into the men's clothing business on South Water Street and continued to operate the store until October, 1921, when he sold out. He was one of the original incorporators of the Seneca Chain Company and in 1907 organized the Kent Machine Company, of which concern he was secretary and treasurer for ten years. He was manager of Post's Band from its organization until 1919. For five years he has been a member of the Kent Board of Education. On August 29, 1894, he was married to Ida Quail, daughter of Fred and Ella (Johnson) Quail, of Kent.

Frank A. Merrill

Frank A. Merrill, son of Samuel P. and Martha (Barnard) Merrill, was born November 25, 1859, at Twin Lakes, Portage County. He attended Kent High School and received his college education at Western Reserve University, then located at Hudson. Dr. Charles F. Thwing, later president of the university, and Dr. John Sawyer, a noted specialist, were among his classmates.

Mr. Merrill was married to Ida Haymaker, daughter of Mr. and Mrs. Oscar F. Haymaker, of Twin Lakes, in

1882. They spent two years on the Merrill farm. Mr. Merrill then taught as principal of the Aurora and Garrettsville high schools and in the fall of 1889 went to Ravenna to take up the work as principal there under Superintendent D. D. Pickett. In the following year, Mr. Pickett resigned as superintendent of the Ravenna schools and Mr. Merrill was appointed to succeed him. He continued in charge of the schools until 1906. During his administration, the West Main Street High School was built under his supervision. After resigning as superintendent, he retired to his home at Twin Lakes where he spent the remainder of his life.



Frank A. Merrill

Although retired, Mr. Merrill continued to take an active interest in educational matters. For eighteen years he served as a member of the board of county school examiners. He was also made a member of the first board of trustees of the Kent State Normal College. Being the resident member of the board, he assumed the more arduous duties of attending to many points of detail work that arose in the process of locating the different buildings on the campus and their subsequent construction. He resigned from the board in 1915.

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Throughout his entire life, Mr. Merrill was an active good-roads advocate. He was an enthusiastic member of the Portage County Improvement Association and he aided materially in putting over the first bond issues which were needed to pay for the first hard-surfaced highways.

For several years Mr. Merrill was a member of the Ravenna Congregational Church and was, at one time, a member of the choir. He belonged to the Akron Commandery of Knights Templar.

Mr. Merrill died March 26, 1916, after a brief illness, he was survived by his widow, four daughters, and one sister, Mrs. John B. Dixon. The daughters are: Grace (Mrs. C. F. Foote), of Kent; Gladys (Mrs. C. E. Greene), of Ravenna; Mary (Mrs. G. H. Dumm), of Twin Lakes, and Margaret (Mrs. C. F. Gressard), of Twin Lakes. There are at present nine grandchildren: William Merrill Gressard, born July 30, 1915; Frederick Gressard, born June 27, 1920; John Gressard, born February 16, 1924; Caroline Foote, born August 26, 1909; Richard Foote, born September 24, 1921; Robert Merrill Dumm, born February 10, 1917; Eleanor Greene, born July 5, 1913; George Merrill Greene, born May 2, 1918, and David Greene, born January 6, 1924.

N. J. A. Minich

N. J. A. Minich was born in Columbia, Pennsylvania, October 2, 1849, the son of Henry Gamber and Ann Catherine Minich. His grandfather, who founded *Baird's Almanac*, was a printer and after Mr. Minich was educated in the public schools he became an apprentice in the printing plant of the *Columbia Spy*. During 1871 and 1872 he

worked at the printing trade in Lancaster, Pennsylvania, New York City and Chicago.

Late in 1872, Mr. Minich went to Akron where he secured a position on the *Daily Beacon*. He worked on various Akron papers until 1876 when he purchased the *Kent Bulletin* and came here to be its editor and publisher. The newspaper office was then located in the Revere Block; in 1881, Mr. Minich erected a business block of his own on North Water Street and moved the *Bulletin* into it.

During the period from 1885 to 1895 when the people of Kent were engaged in fierce controversies over the water works, electric light systems, stone sidewalks, and other public improvements, Minich almost invariably was on the side of those who favored the improvements. As a result, he aroused the wrath of the Kent interests, and Marvin Kent established the *Kent Courier* so he could have an organ in which he could express his views.

Mr. Minich served as mayor of Kent for two terms, being elected in 1909 and 1911. While he was in office, plans and specifications for Kent's sewage system were drafted. In 1902 he was appointed a member of the board of trustees of the Kent Free Public Library and he remained on the board for 20 years. He was a member of the Masonic Lodge. In 1902 he sold the *Bulletin* to A. D. Braden, of Canton, Ohio.

Mr. Minich married Miss Lottie E. McMasters, of Akron, August 3, 1875. They had one son, Harry Scott Minich. Mr. Minich died February 12, 1927. He was survived by his widow and son.

Timothy G. Parsons

Timothy G. Parsons was born in Brimfield township September 17, 1832, the son of Edward and Clementine (Janes) Parsons. The Parsons family came from Massachusetts. His grandparents were Moses and Esther (Kingsley) Parsons.

Edward Parsons, founder of the family in Ohio, was born in Northampton, Massachusetts, March 14, 1797. He learned the carpenter trade, and in 1830, after his marriage, came to Ohio and for a few months worked in Cleveland during the construction of the American House, one of the noted hotels of that time. The following year he bought a tract of timberland and settled with his family in Brimfield Township of Portage County. He was the second postmaster of Brimfield, and spent his last days at Kent, where he died in 1874, aged seventy-seven. He married Clementine Janes, who was born in Brimfield, Massachusetts, in 1802, and died April 14, 1892, at the age of ninety. They reared a family of three sons and three daughters.

The second son, Timothy G. Parsons, was educated in district schools and academy, and at the age of eighteen became clerk in a store at Akron. He went to California January 1, 1852, and was there seven years, most of the time engaged in mining. He returned to Ohio in 1859 and started farming. On September 20, 1861, he left the farm to enlist in Company A of the Forty-Second Ohio Volunteer Infantry, and served until November 3, 1863, when he was discharged on account of physical disability. Later he was on dispatch duty as chief quartermaster of the Thirteenth Army Corps, and during the last months of the war was at Louisville. In 1866, he

located in Kent, and entered into a partnership with his brother, Edward A. Parsons, in the lumber business. He continued active in the business as a lumber dealer and manufacturer until he retired about 1917. He was a member of the school board and the city council, and in politics was a Republican.

Timothy G. Parsons married Eleanor M. Sawyer in 1866. Her parents, Henry and Susan (Hall) Sawyer, were natives of Vermont and came to the Western Reserve in 1816. Mrs. Timothy G. Parsons died at the advanced age of eighty-four years. Mr. Parsons died in Kent July 2, 1923, at the venerable age of ninety-one, and was prominently identified, with manufacturing and other business interests of Kent. There were three sons in the family: Edward S.; John T., of Pittsburgh, Pennsylvania; and Dwight L., of Kent.

Edward Sawyer Parsons

Edward Sawyer Parsons was born at Kent September 25, 1867, the son of Timothy G. and Eleanor (Sawyer) Parsons. He graduated from the Kent High School in 1884, continued his education in the Western Reserve Academy two years, and then joined his father in the lumber business. His brothers came in later, and the combined resources of the family have set this enterprise going and maintaining a place as one of the largest and most successful of its kind in Northern Ohio. The business was organized as a stock company in 1917, with the late T. G. Parsons as president, John T. Parsons, vice president, Edward S. Parsons, secretary; and D. L. Parsons, treasurer. Edward S. Parsons and his brother, D. L., are the active members of the

business today.

On February 12, 1891, Mr. Parsons married Miss Jennie B. Wolcott, who was born at Kent, daughter of S. P. and Mary (Brewster) Wolcott. Her parents were natives of Hudson, Ohio.



Edward Sawyer Parsons

Mr. and Mrs. Parsons have three children: Dorothy R., teacher of French at the Roosevelt High School; Helen I., connected with the Health Department of the City of Canton; and Dr. Edward W. Parsons, a practicing physician of Cleveland. Mrs. Parsons is a member of the Congregational Church. Mr. Parsons was elected mayor of Kent in 1903. He is a Republican, is a Royal Arch Mason, and a member of the Rotary Club.

Dwight L. Parsons

Dwight L. Parsons was born August 25, 1880, in Kent, the third son of Timothy G. and Eleanor (Sawyer) Parsons. He attended the public schools in Kent, was graduated from Western Reserve Academy in 1898, and then attended Kenyon College. After leaving college, he became associated with the T. G. Parsons Lumber Company of which he has been treasurer ever since.

Mr. Parsons served two terms as a member of the Kent City Council, being

elected in 1927 and 1929. He is a member of the Kiwanis Club, Elks, Chamber of Commerce and the Twin Lakes Country Club.

On October 18, 1905, Mr. Parsons was married to Edna Kittelberger, daughter of Christian and Rozina Kittelberger of Cuyahoga Falls. They have two sons: Dwight K., born December 15, 1912, a student at Princeton University, and Charles A., born February 14, 1917, who is a student in Kent State High School.

John G. Paxton

John G. Paxton, familiarly known as "Johnnie" ever since he worked in the print shop at New Concord, Ohio, was born January 27, 1872, in Houston, Pennsylvania.



John G. Paxton

He was but three weeks old when his mother, Mrs. Ann (Miller) Paxton, died in Washington County, Pennsylvania, his birthplace. His aunt, Mrs. Nancy White, mothered him and took care of the home until his father married Ellen Cameron a year later. Mrs. White moved to her own home and John went with her. It was to be temporary, but it lasted. When he was six she moved to Guernsey County, Ohio, and John went along. There he

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attended school at Lebanon.

Later Mrs. White was married to Reverend Charles McManus, who had been a circuit rider for the Methodist churches of that region. When John was 12 they moved to New Concord. In a house beside them lived Charles Valentine. He asked John to come to the *Enterprise* office and look after his newsstand while he ran the roller skating rink which was breaking into the light at that period.

John got the smell of printer's ink at the age of twelve. He worked there summers, washing rollers and learning the art of setting type by hand. He went to school to Lou Starr and graduated into high school when he was thirteen. Then he quit and went into the print shop and asked Editor James H. Aikin for a job. He got it. Will Herdman was his foreman. After John was there for a year Herdman was called to New Haven, Connecticut, where William Rainey Harper, the boy educator from New Concord, was publishing a paper in the Hebrew language.

John took the job of foreman at fourteen years. He handled the paper for three weeks, doing all the typesetting, besides getting out a lot of job work. Then Fred Cookson came back from Wisconsin. Paxton continued on the job, doing much of the writing of local news. Once he got out the paper alone before he was 14.

At the age of 19 he came to Kent to be a reporter on the *Courier*. W. S. Kent was the owner and Charles H. Scott was the publisher and editor. Scott went away two days after he came and stayed three months. Then Paxton had to dig in, and from then on, for twenty-four years and a half was editor of the *Courier*.

When W. S. Kent sold the paper to A. N. Lawson, Paxton started the *Kent Tribune* in company with S. W. Baker, of Coshocton, Ohio. A year and a half later he bought out Baker. He ran it for seven years alone and then I. B. Holm bought a half interest. Six and a half years later it was sold to M. L. Davey and transferred by him five months later to E. V. Dix, of Wooster. Then for a year Mr. Paxton was proprietor of the Paxton Printing Co. It was sold and Mr. Paxton was employed by Mr. Dix, owner of the papers. He is now editor-emeritus of the *Courier-Tribune*.

In September, 1896, he married Amy Edna Geissinger, daughter of Mrs. R. A. Geissinger. Her death occurred on May 31, 1932. Mrs. Paxton was a graduate of Kent High School, class of 1895, and was a splendid woman, widely known. Both Mr. and Mrs. Paxton were members of the Congregational church. John has been a Rotarian since the club was started. He was clerk of the township for 22 years.

His father was a breeder of Holsteins for 60 years. He died at 92. Practically all of Paxton's relatives live in Washington county, Pennsylvania

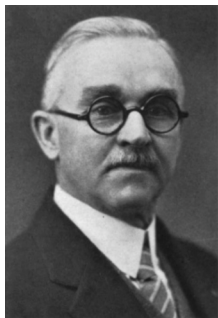
William Wilson Reed

William Wilson Reed was born at Kent, November 21, 1867, son of Levi and Clara C. (Stratton) Reed, both natives of Franklin Township, Portage County, and grandson of James Hastings and Thirsa (Scranton) Reed. James H. Reed spent his active career as a farmer in Portage County, his wife being a member of the Scranton family, extensive landowners. The maternal grandparents of William W. Reed were

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Joseph Beeman and Ruth (Olin) Stratton, Vermonters, who came overland with ox teams in 1815 and settled on land now included in the Akron Water Works plant. James H. Reed, in addition to his main occupation as a farmer, was veterinary surgeon, and was one of the first men of that profession in the Western Reserve.

Levi Reed after his marriage settled on a farm in Franklin Township, but after three years moved to Kent and became a carpenter in the shop of the Erie Railroad. Following that, with Lauren G. Reed and Luther A. Reed, his brothers, he engaged in the general merchandise business, selling groceries, feed and coal and also operating a livery business. These three brothers had all been soldiers in the Union army during the Civil war, and another brother, Leveret, was killed while in the service. After they had dissolved business partnership, Levi Reed continued the livery establishment until his death in 1902. His widow passed away in 1919. Their children were: William Wilson; Lorena, deceased wife of Harry L'Hommedieu, leaving three daughters; Leona, wife of Samuel H. Boyd, of Akron, and Roy R., of Chautauqua Lake, New York.



William Wilson Reed

William Wilson Reed spent his boyhood days at Kent, is a graduate of the high school of that city, and prepared for his profession in the Cincinnati College of Dental Surgery. He received his diploma of graduation March 2, 1887, and just five days later on March 7, opened his office in Kent. For nearly twenty years, until January 1, 1905, he was a capable and very busy member of his profession. He sold his practice and on January 20, 1905, was appointed postmaster, taking charge of the office February 5. He was reappointed for another term near the close of Theodore Roosevelt's administration. On October 1, 1913, the day he relinquished the office, after a service of over eight years, he entered the general insurance business with his son, Glenn H. This agency has developed into the largest in this section of Ohio, and is now continued by his son Glenn and his son-in-law, Ross Strimple. On July 8, 1922, Mr. Reed was again appointed postmaster of Kent. This post office in the meantime had become a first class office, and its administration requires most of Mr. Reed's time and energy.

On October 24, 1888, he married Miss Minnie A. Musser, who was born at West Salem, Ohio, daughter of George and Lucetta (Hughes) Musser. Three children were born to their marriage. Hattie M. is the wife of Elson C. Dunlap, a merchant at Boston, Ohio, and they have one daughter, Mary Dean. The son, Glenn H., previously mentioned, married Harriet Tuttle, and they have a daughter, Frances Katherine. Helen L. is the wife of Ross Strimple and the mother of one son, Reed Strimple, and a daughter, Helen Jane.

Through all the years of his

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mature life Mr. Reed has interested himself in community affairs at Kent. He has served as an official and is a member of the Congregational Church. In 1895, he was elected city clerk, serving two years, and in 1898 was chosen for a three-year term as a member of the board of education, being treasurer one year. For five years he was a jury commissioner of Portage County. In June, 1917, the City Council appointed him city clerk and in November of the same year he was elected without opposition and was reelected in 1919 and 1921. In the meantime the title of the office was changed to city auditor. He resigned his connection with the municipal government on June 1, 1922, to become postmaster.

At the date of both of his appointments to the office of postmaster, he was serving as secretary-treasurer of the Portage County Republican Executive Committee. When the Kent Chamber of Commerce, first known as the Board of Trade, was formed, he served seven years as secretary of the organization. In 1925, he was elected president of the Chamber of Commerce and is now completing his seventh year in that position. Mr. Reed took an active part in the work which was done by the Chamber to secure the location of the State Normal School at Kent. He is affiliated with the Kent Masonic lodge and Kent chapter R.A.M. and the Akron Commandery of the Knights Templar Masons, and he and his wife are members of the local chapter of the Eastern Star. He is a member of the Twin Lakes Country Club and a charter member of the Rotary Club and its present president, assuming office July 1, 1932.

Glenn H. Reed

Glenn H. Reed was born December 27, 1893 in Kent, Ohio, the son of W. W. and Minnie (Musser) Reed. He was educated in the Kent public schools and was graduated from Kent High School in 1911. He then attended Ohio Wesleyan University for one year. In 1912, he passed the civil service examination for postal clerk and served in the Kent Post Office until the following summer when he accepted a position as bookkeeper at the Kent Water and Light Company.



Glenn H. Reed

On June 24, 1916, he enlisted in the army for Mexican Border service. Two days later he married Harriet R. Tuttle, daughter of Mrs. I. D. Tuttle. The following day he left for the front and served in the army until March 22, 1917, when he received an honorable discharge. He then entered the insurance business with his father under the firm name of W. W. Reed and Son. Mr. and Mrs. Reed have one child, a daughter, Frances C. Reed, who is now thirteen years old.

David Ladd Rockwell

David Ladd Rockwell was born in Pierpont, Ashtabula County, October

22, 1813, the son of Mr. and Mrs. Harvey Rockwell, both of whom were natives of Connecticut. He was educated in the schools of Ashtabula County and later learned to be a shoemaker. He was married in 1836 to Mary E. Palmiter, daughter of Ephraim Palmiter of Pierpont. The couple had four children Dorena (who became the wife of Judge U. L. Marvin), David Ladd, Charles H., and Orlo S.

About 1836, Mr. Rockwell went to Brimfield Township of Portage County where he remained one year. He then came to Franklin Mills where he opened a shoe store and shoe repair shop on the northeast corner of Main and Water Streets, present site of the Kent National Bank. For many years he was one of the leading Whigs of Portage County. In 1848 he was elected to the legislature and again in 1862. Both he and his wife were members of the Episcopal Church of which he was vestryman and then junior and senior warden for many years. He died February 29, 1868, and his widow in June, 1875.

David Ladd Rockwell, II, was born in Franklin Mills in 1843. He was actively identified in Kent affairs for many years both as a lawyer and as a banker. He founded the City Bank in 1881 and served as its president until his death in May, 1901.

On May 30, 1867, he married Mary Elizabeth Metlin whose forebears were pioneers of Middlebury. They had five children of whom three are still living: Mary Elizabeth Hinman, Mrs. Dorena A. Morris, Garden City, New York, and David Ladd Rockwell. Another son, Charles Henry Rockwell, was graduated from the United States Military Academy at West Point and

commissioned a second lieutenant. He married Cecelia Moulton, niece of General William T. Sherman and Senator John Sherman. He died in 1888.

Orlo Scott Rockwell

Orlo Scott Rockwell was born March 26, 1851, in Franklin Township, the son of David Ladd and Mary (Palmiter) Rockwell. He was educated in the Kent schools and then studied law with his brother, David Ladd, and later with his brother-in-law, Judge U. L. Marvin. He was admitted to the bar in 1873 and was engaged in law practice until the time of his death on January 15, 1915.

For more than thirty years, Mr. Rockwell was one of the most prominent Democratic leaders in Portage County. He was elected mayor of Kent in 1882 and again in 1892. From 1885 until 1888, he managed and edited the *Kent News*, a newspaper started by David Ladd Rockwell, II, to secure public improvements for Kent. From 1888 to 1892 he was postmaster. Throughout his entire life he took an active interest in all civic affairs, and was invariably a leader on one side or the other of every important issue that ever caused a division among the people of Kent.

In September, 1876, he was married to Miss Nellie M. Sawyer of Kent who died in 1890. He was survived by two children, Dorena M. and Charles H. Rockwell. He was buried in Standing Rock Cemetery.

Judge David Rockwell

Judge David Ladd Rockwell was born in Akron on August 11, 1877, the son of David Ladd and Mary (Metlin) Rockwell. He was educated in

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the public school of Ravenna, in the Western Reserve Academy in Hudson, and in Kenyon College at Gambier, which he attended from 1897 to 1899.

After leaving school, Mr. Rockwell entered the banking business with his father. In April, 1900, he was elected mayor of Kent and was at that time the youngest mayor in the United States. During his administration, Kent obtained its first paved streets and the traction line was extended to Ravenna. In May of the same year, he was elected as a delegate to the Democratic National Convention in Kansas City, Missouri, and was the youngest delegate at the convention. He was made secretary of the Ohio delegation and was appointed a member of the committee of Notification by the convention. During the years which followed, he attended eight other Democratic National Conventions, at four of which he was a delegate.



Judge David Ladd Rockwell

In April, 1902, he was reelected mayor of Kent. In November, 1902, he was elected Probate Judge of Portage County, being the first Democrat ever elected to that office since the court was established in 1852. He received the largest majority anyone had received up to that time. In 1905, he was reelected to

that office. In 1908, he was nominated for Lieutenant Governor on the Democratic ticket and resigned as judge in order to run for the office. In 1911, Governor Judson Harmon appointed him superintendent of the Department of Ohio State Building and Loan Associations, which office he held through 1912.

Judge Rockwell served as chairman of the Democratic executive committee of Portage County about twenty years and for the same period as a member of the Democratic State Central and executive committees. In 1920, he was floor manager in the successful campaign at the San Francisco convention to secure the nomination of Governor Cox for president of the United States. In 1924, he was the national manager of William Gibbs McAdoo's campaign for the same office.

In 1910, Judge Rockwell was a member of the Chamber of Commerce committee which succeeded in having Kent selected as a site for the Kent State Normal School. He presented the Kent claims before the commission at Columbus. In 1919, he was appointed as a member of the board of trustees of Kent State Normal College (now Kent State College) and served until 1929. From 1925 to 1929, he was president of the board. In 1931, he was reappointed for another five-year term.

Judge Rockwell was a member of the first board of directors of the Seneca Chain Company and was associated with the company up to the time it left Kent. In 1929, he conducted negotiations for John L. Harris, and succeeded with Mr. Harris, in bringing the Domestic Electric plant of the Black and Decker Company to Kent.

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In August, 1918, Judge Rockwell was requested to take the leadership of the War Savings Stamp Campaign in Portage County. Despite the fact that little had been done on the campaign up to that time, Judge Rockwell succeeded in pushing the drive so vigorously that Portage County came through with one of the best results of the state. In 1922, as the head of the Woodrow Wilson Foundation for Portage County, he again succeeded and the county made an enviable showing.

On October 1, 1900, he married Katharine Arighi, daughter of Peter and Mary Arighi of Kent. They have one daughter, Mary Katharine, who was educated in the public schools of Ravenna and was graduated in June, 1926, from the Hathaway-Brown School of Cleveland. Later she attended Finch School of New York and the Finch European School, being graduated in Versailles, France, in May, 1928.

Mrs. Rockwell has been active in social and church affairs in Ravenna for a number of years, having served as president of the Tuesday Club and also of the Ravenna Federation of Woman's Clubs. She also was president of the King's Daughters of Grace Church, Episcopal. During the war she was active in Red Cross work, having charge of surgical dressings in Portage County.

Judge and Mrs. Rockwell and daughter Mary Katharine are communicants of Grace Church, Episcopal, of Ravenna. Judge Rockwell at one time served as vestryman of Christ Church, Episcopal, in Kent, and later served many years in a like capacity on the board of the Ravenna church.

John W. Salter

John W. Salter was born in Waldermore, Ontario province, Canada, on November 14, 1879, the son of William and Kathryn Arvilla (Streator) Salter. He was educated in Canada. His father died when he was sixteen years old and he had to leave school to help his family.



John W. Salter

While attending school, and after he left school, Mr. Salter worked on farms and in grocery and dry goods stores. But jobs were scarce in Canada at that time and the pay was poor, so in 1898 Mr. Salter went to Boston and found work in the Gilchrist Department Store. He remained there about a year and then went to Buffalo, where he remained a short time, and then went to Cleveland. For a while he worked in the office of the Glidden Varnish Company, but office work appealed to him no more than clerking in a department store—he had a natural inclination for mechanics and finally he found the work he wanted in the steel industry.

The first job that he really liked was with the Kirk-Latty Company of Cleveland. In 1901, during a lull in the steel industry, Mr. Salter worked a short time as conductor on the Cleveland street railways; as soon as business in

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the steel industry improved, he returned to his old job. Later he went with the National Screw and Tack Company, being employed by Roy H. Smith, general superintendent of the company. He started as machinist's helper but within six years had worked his way up until Mr. Smith placed him in charge of one of the concern's plants.

In 1914, Mr. Salter came to Kent with Mr. Smith and was placed in charge of the Falls Rivet Company, which company was later absorbed by the Lamson-Sessions Company. Mr. Salter is now manager of the Kent plant of that concern. He is also vice-president and a director of the Kent Machine Company of Cuyahoga Falls.

Late in 1918, Mr. Salter organized the Twin Lakes Land Company. He served as its president until the Twin Lakes development was purchased by Martin L. Davey.

Since coming to Kent, Mr. Salter has taken an active part in civic affairs. He served two terms on the city council, being elected in 1923 and again in 1925. He has been a director of the Chamber of Commerce and, for a number of years, has been a director of the finance committee of the Kent Welfare Association. He also helped in the organization of the Twin Lakes Golf Club. In the spring of 1932, he was made chairman of the Kent community gardening project, sponsored by the Rotary Club. In July, 1932, more than ten acres of the Longcoy farm were being used by approximately 50 unemployed men to raise food for their families.

Mr. Salter is a member of the Blue Lodge and Chapter of the Masonic Lodge in Kent and the Council in Akron. He is a member of the Rotary

Club and served as its president during the year of 1929-30. For a number of years he has been a member of the M. E. Church

On December 17, 1901, Mr. Salter was married to Jessie Winsper, daughter of Samuel and Sarah (Riley) Winsper, of London, England. They have five children: Ala Mae (Mrs. Albert B. Babbitt), born May 20, 1903; Samuel Leroy, born March 31, 1905; Jessie T. (Mrs. J. L. Wolcott), born January 28, 1908; John Leonard, born July 9, 1910, and Kathryn Virginia, born October 16 1914. Ala Mae was a graduate of Flora Stone Mather College, Samuel Leroy attended Mount Union College, Western Reserve University and the Akron Law School, Jessie T. attended Ohio Wesleyan College, John Leonard attended Kent State College and later the School of Architecture of Western Reserve University and Kathryn Virginia was graduated in the class of 1932 from Roosevelt High School.

Willard Newton Sawyer

Willard Newton Sawyer was born July 29, 1863, on a farm at Brimfield, Ohio, the second of three children of Charles Frederick Sawyer and Mary A. Sawyer who was the daughter of Algiman G. and Julia Thomas of Brimfield. His grandfather, Henry Sawyer, emigrated as a boy from New Hampshire with his parents, Capt. Uriah and Sally Spofford Sawyer, who were among the early pioneer settlers of Thorndyke, as Brimfield was then called.

In the spring of 1866, his parents moved to Kent and built the home on Summit Street hill where his

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only sister, Julia, was born and has always lived. His father, called Fred by all his friends, was for many years a prominent businessman of Kent, following the grocery business for a period of forty years with only three short interruptions. He served one term as councilman. His death occurred in March, 1912, in his 82nd year; his widow, Mary, died in January, 1920. Willard's older brother, Charles Howard Sawyer, studied medicine under Dr. E. W. Price, after completing his school work in Kent, and was graduated from Western Reserve Medical College. He followed his profession many years and died in Globe, Arizona, in December, 1929.



Willard Newton Sawyer

Willard Sawyer spent his boyhood days as a typical village boy, attending school regularly through all the grades, working and playing during vacation periods. He overlooked no chance to earn money, not only for spending "foolishly" but also for buying clothes and school books. During the second year of high school, he dropped out to prepare for college under Reverend A. C. Barrows and Samuel Clark. Through their efforts and through the kindness of Mr. and Mrs. E. L. Day, who procured for him a scholarship, he

entered Western Reserve College at Hudson in the fall of 1879 and graduated in 1883 at Cleveland.

During his summer vacations, Mr. Sawyer pitched ball for the Kent baseball team at the time when Kent had one of the best baseball teams of its history. His pitching was so effective that, after graduation, he was signed up to pitch for the Cleveland National League Baseball Club. He was the second left-handed pitcher in the league. The next year he pitched for Grand Rapids of the Northwestern League, earning sufficient money to enable him to take up mechanical engineering. Several years were spent in Philadelphia, after which he took up practical steel making in Pittsburgh. Later, his work took him into various sections of this country and also to Sault Ste. Marie, Canada, where he was made general manager of the Lake Superior Corporation.

On January 1, 1907, Mr. Sawyer resigned from the latter position to become president and general manager of the Wellman Engineering Company, of Cleveland. He held this position for ten and one-half years until a severe illness necessitated his complete retirement from the business.

On September 17, 1891, he was married to Jeannette Ketchum of Cleveland. Five children were born; all grew up to manhood and womanhood and each was given a college education. Frederick, the oldest son, volunteered and served in the World War, spending a year in France. The second son, Willard G., enlisted in the R.O.T.C. at Dartmouth College, which he was attending at the time with his younger brother, Charles W. All three sons are in business in Cleveland. Frederick and

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Charles are single; Willard was married to Virginia Odell of Cleveland. The two daughters are Helen R. (Mrs. W. R. James) and Martha J. (Mrs. Lyman H. Treadway). Both live in Cleveland.

In April, 1927, Mr. Sawyer moved to Kent, occupying the remodeled summer home purchased many years before, situated on East Summit Street hill opposite his boyhood home. Here, within easy reach of Cleveland, the children with their families and friends assemble over the weekends and holidays and find the latch-string always out.

Excepting his college fraternity, Delta Upsilon, Mr. Sawyer has never joined any fraternal or religious organization. Hunting and fishing and camping have always been his favorite pastimes while baseball and golf have been his avocations. He is a staunch Republican.

Dr. T. H. Schmidt

Dr. T. H. Schmidt was born July 2, 1893, in Celina, Ohio, the son of Carl L. and Louise (Regedanz) Schmidt. His father was born in Germany and his mother in Celina of German parents.

Dr. Schmidt was educated in the public schools of Celina and was graduated from the Celina High School in 1912. Later he attended Western Reserve University Dental College from which he was graduated in 1918. He started working while in the seventh grade of school helping his father in his restaurant. From then on he worked after school each day, on Saturdays and during his summer vacations in a drug store in Celina. He received only a small salary but the wages, meager though they were, enabled him to continue his

education. He supported himself through high school and college.

When Dr. Schmidt entered college he continued to work during all his spare time. In the mornings and during the noon hours he worked in a restaurant, earning his meals; on Saturdays he worked in a shoe store. Needing more money to complete his college course, he canvassed from house to house in the evenings.

On December 26, 1917, Dr. Schmidt enlisted in the Medical Reserve Corps at Cleveland and November 14, 1918, he entered active service at Camp Greenleaf, Georgia. He was honorably discharged December 16, 1918.



Dr. T. H. Schmidt

After leaving the army, Dr. Schmidt practiced dentistry in Akron for three years. He came to Kent in 1921. Since then he has taken an active interest in Kent affairs. He was one of the founders of the Kent Kiwanis Club and served as its first president. He is a member of the Masonic Lodge, Akron Masonic Club, American Legion, Chamber of Commerce, Twin Lakes Country Club, Summit County Dental Society, Ohio State Dental Society, the Northeastern Ohio Dental Association, and the American Dental Association.

He is a member of Christ Church, Episcopal, and has served as vestryman since becoming a member of the church. He has been secretary of the vestry since April 2, 1930. In 1924, he was elected president of the Kent Chamber of Commerce and served one term. He was the organizer of the Men's Club of the Episcopal Church and served two years as its president.

Dr. Schmidt's main hobby and pastime is golf. In 1926, he was golf champion of the Summit Dental Society and during the same year was the runner-up to the champion of the Twin Lakes Country Club. In 1929, he won the Club Championship.

Dr. Schmidt was married June 26, 1919, to Phoebe R. Benjamin. They have two children: Nancy Jane, born February 2, 1927, and Danley Carl, born July 6, 1929.

Roy Harmon Smith

Roy Harmon Smith was born February 19, 1879, in Staunton, Virginia, the son of James Wickliffe and Laura Eudora (Staples) Smith. He was educated in the Miller Manual Labor School, Miller School, Virginia, from which he was graduated in 1895. He then attended the Rhode Island School of Design for two years. Later, he attended Brown University, Providence, Rhode Island, from which he received an M.E. degree in 1901. In May of the same year he was elected a member of the Honorary Scientific Society of Sigma Xi.

After leaving school, Major Smith secured a position as designer for the Russell, Burdsall and Ward Bolt and Nut Company of Port Chester, New



Roy Harmon Smith

York. After working there two years he became a mechanical engineer with the American Bridge Company of Pencoyd, Pennsylvania. Late in 1904, he returned to the Russell, Burdsall and Ward Bolt and Nut Company as assistant superintendent. In 1905, he joined the Waterbury Farrel Foundry and Machine Company of Waterbury, Connecticut, as chief draftsman. Two years later he was appointed general superintendent of the National Screw and Tack Company of Cleveland which position he held until 1914. He was then appointed treasurer and general manager of the Falls Rivet Company of Kent, Ohio. When this company was purchased by the Lamson and Sessions Company in 1921, he was made vice president and director of operations, which position he holds at the present time.

In 1901, Major Smith aided in the designing of disappearing gun carriages and also tools for small arms and ammunition manufacture. In 1907 and 1908, he again was called upon for such designing. As a result of this experience he was called into the Ordnance Department of the United States Army shortly after war was declared and received a commission as major. He served until after the close of the war. Since 1919 he has been a

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member of the Cleveland Grays.

Since coming to Kent Major Smith has taken an active interest in all civic affairs. He was trustee of the sinking fund of Kent during 1922-23; was vice-mayor and president of council during 1924-25, and was elected mayor in 1930. He did not run in 1932. In addition to his municipal offices, Major Smith has served as president of the Chamber of Commerce, Rotary Club, Wranglers Club, and the Twin Lakes Country Club.

Major Smith is a member of the Masonic Lodge and is a Shriner; he was one of the charter members of the Elks Lodge, and has been a member of the American Legion Post since its organization. He was elected commander of the Post in 1932. He is a member of the following clubs: Union Club and University Club, Cleveland; Congress Lake Country Club, Canton; Ohio Society of New York, New York City, and the Twin Lakes Country Club, Rotary Club, and Wranglers Club of Kent. He belongs to the following technical societies: American Society of Mechanical Engineers, Society of Automotive Engineers, American Society for Testing Materials, American Society for Steel Treating, Cleveland Engineering Society, and the American Society for the Advancement of Science. He is a member of the Congregational Church.

On April 4, 1904, he married Jessie Duncan Munro of Providence, Rhode Island. They have four children: Laura Jessie Bemis, Martha Barret Smith, Alexander Munro Smith, and Roy Harmon Smith, Jr.

Henry Louis Spelman

Henry Louis Spelman was born February 21, 1852, on a farm west of Edinburg, Ohio, the son of Marcus F. and Mary Ann (Reed) Spelman. The Spelman family settled in Randolph Township in 1816 and two years later moved to Edinburg. Marcus Spelman was born in East Granville, Massachusetts, May 31, 1809. He taught school when a young man and became greatly interested in church and anti-slavery work. He was a deacon of the Congregational Church at Rootstown for forty years. His wife, Mary Ann Reed, was born at Rootstown in 1811, daughter of Abram Reed, who came from Connecticut. Marcus Spelman and wife each lived to be ninety-one years old and they were married sixty-nine years.



Henry Louis Spelman

Henry Louis Spelman was educated in the Rootstown schools and when a young man taught in both the district and "select" schools of Brimfield. During one summer vacation he bought several hundred maps of the United States and traveled as far west as St. Louis selling them, thereby gaining his first real business experience.

At the age of twenty he entered

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the mercantile business at Rootstown, operating a store with George B. Green as partner. Five years later he bought out his partner's interest. While operating this store, he became engaged in the produce business, buying butter and eggs in the surrounding territory. Around 1882, he moved his business to Canton, where he continued the produce business for nearly two decades.

In 1889, Mr. Spelman built the first ice houses at Congress Lake and immediately thereafter began engaging in the wholesale and retail ice business in Canton. On February 2, 1894, he entered into a partnership with J. W. Warwick of Cleveland that has continued since then as Warwick and Spelman with Rollin H. Spelman as manager

Expanding his ice business, Mr. Spelman in 1900 built ice houses at Brady Lake, after purchasing a tract of land and ice rights from A. Kellog. The ice houses burned June 6, 1924. In September, 1908, he leased the ice rights of Silver Lake from W. R. Lodge and shortly thereafter erected five large ice houses costing approximately \$20,000. These ice houses were sold to the Klages Coal and Ice Company of Akron in January, 1923.

For many years Mr. Spelman also was engaged in many other lines of business in this section of Ohio. In the Nineties he established a coal business in Canton which is still in existence. For fourteen years he conducted a creamery at Hartville. Later he owned and operated delivery systems for the delivery of groceries and meats in Cuyahoga Falls, Kent and Ravenna.

In December, 1903, the family moved to Kent and since then Mr. Spelman has been dealing extensively in

Kent real estate, specializing in purchasing homes and selling them to the laboring class.

For a half century, Mr. Spelman has taken an active part in the work of the Congregational Church. At various times he has served as deacon and treasurer and for nearly fifty years has been a teacher in the Sunday School. He was prominent in the prohibition movement in Portage County and served as the chairman of the dry committee which succeeded in making the county dry.

On September 9, 1874, Mr. Spelman was married to Miss Julia A. Burt, born in Brimfield Township, daughter of Washington and Electra (Babcock) Burt. Mrs. Spelman died January 19, 1925. The couple had three children: Comfort Carrie (Mrs. C. W. Mathivet) of Cleveland, Marcus Burt, of Kent, and Rollin Henry, of Canton. Mr. Spelman has five grandchildren. Three children of Rollin Henry are: Pauline (Mrs. George Armstrong), Palo Alto, California; R. Henry, Cuyahoga Falls, and Elinor (Mrs. Dwight Beatty), of Canton, Ohio. Two children of Marcus Burt are Comfort Carrie and Marian Elizabeth. Mr. Spelman also has one great-grandson, Dwight Beatty III.

Marcus Burt Spelman, only child of Mr. Spelman who lives in Kent, is associated with his father in his business affairs and is a director of the Kent National Bank. For many years he has taken an active interest in community affairs, particularly in welfare and Boy Scout work. On March 16, 1905, he was married to Miss Jessie Hinds, of Kent. They have two children, named above.

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Earl C. Tatgenhorst

Earl C. Tatgenhorst was born in East Liverpool, Ohio, December 23, 1886, the son of Chris and Jennie (Bick) Tatgenhorst. He attended the public school of East Liverpool and later went to the Ohio Valley Business College from which he was graduated in 1904. He then went to Bond Institute in New York City where he took a commercial course, graduating in 1906.

Mr. Tatgenhorst was brought up in the dairy business, his father having established a dairy in 1878 in East Liverpool. During summer vacations, Mr. Tatgenhorst worked in the plant and when he finished school he went into the business with his father in partnership with his brother, Carl H. Together they built up the concern until it became the largest in East Liverpool. On October 1, 1919, the brothers sold out to the Crockery City Brewery and Ice Company.



Earl C. Tatgenhorst

Mr. Tatgenhorst then came to Kent where he purchased the Sanitary Milk Company, which at that time had three employees and a plant valued at about \$20,000.

Immediately he began installing modern machinery for the bottling of milk and the manufacture of ice cream.

At the present time, the plant has a capacity of 7,200 bottles of milk an hour and 350 gallons of ice cream. It is considered one of the most modern and best-equipped dairy plants in the state of Ohio. (See Industries of Kent.)

Since coming to Kent, Mr. Tatgenhorst has taken an active part in civic affairs. He is a member of the Rotary Club and is a director of the Chamber of Commerce. He also is a member of the Elks Lodge. For many years he has been a member of the Congregational Church.

On September 8, 1911, he was married to Eva A. Foutts. They have two children, Jane Ann who was born March 28, 1917, and who is a student at Roosevelt High School, and William Tatgenhorst, born April 18, 1919, who attends Central School.

Henry G. Taylor

Henry G. Taylor was born on a farm in Edwards County, central Illinois, on January 4th, 1885, the son of Henry and Alice (Levering) Taylor. He was the eldest son of a family of five boys and five girls.



Henry G. Taylor

The father was the son of George and Ann (Crackels) Taylor, who were born in Sheffield, England, and

who emigrated to America in 1847, locating in central Illinois, after traveling up the Mississippi, Ohio, and Wabash Rivers, from New Orleans. The mother, Alice (Levering) Taylor, was the daughter of Lewis and Sophia (Houser) Levering. The Levering family is traced genealogically to 1685 in the Clewell Family History (published at Bethlehem, Pennsylvania, in 1907), to a family of Huguenots named Clavel, later Americanized to Clewell. The Clewell History interestingly records the progenitor family having moved in 1685 from Dauphiny, France, to Auerbach, Baden, to gain religious freedom. The first of the family emigrated to America in 1737, on the boat Billender Townshead, landing in Philadelphia.

Henry G. Taylor was educated in the public schools of Olney, Illinois, and later performed the usual clerical positions which can be held by a young man in a small town. He then was employed as teller and general bookkeeper by the First National Bank of Olney, which position he held while pursuing a course in banking and accountancy. After completing the course, he entered the St. Louis staff of a national firm of certified public accountants, in which connection he served successively as junior, senior, and supervising accountant, specializing in bank examinations during the latter period; he thereafter became manager of the New Business Department.

Leaving public accountancy, Mr. Taylor became associated with Graham Brothers, of Evansville, Indiana, in an executive capacity, from which connection he accepted the treasurership of the Twin Coach Company, the position he now occupies.

Mr. Taylor was married 1909, to

Ora Poland, daughter of William E. and Mary Isabel (Combs) Poland. They have twin sons, Robert Henry and Edward Poland, who were graduated from Northwestern University in the class of 1932.

Mr. Taylor is a member of several Masonic bodies, including the Knights Templar and the Shrine. He is also a member of the Elks, the Akron City Club, and the Twin Lakes Country Club.

Robert A. Thompson

Robert A. Thompson was born December 7, 1848, in Center County, Pennsylvania. When he was twenty-four years old he came to Kent and three years later purchased the drug store which was owned by Dr. J. W. Shively and which was then located on the southwest corner of Main and Water Streets. A year later, the building in which the store was located was badly damaged by fire but most of Thompson's stock of goods was removed before the flames reached the storeroom.

Mr. Thompson continued to operate the drug store until 1906 when he sold it to his son, Hale B. Thompson. Some time prior to the sale the store had been moved to South Water Street to the room now occupied by Hahn's Bakery. The store was moved to its present location in the Rockwell Building, in 1909.

In June, 1878, Mr. Thompson was married to Helen E. Allen, daughter of Holmes G. and Frances (DePeyster) Allen. Mr. Allen, who came from Martha's Vineyard in the early Thirties, was one of the founders of the original Episcopal Church. Mrs. Allen was the

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daughter of George B. DePeyster, one of the founders of the settlement of Franklin Mills.

Mr. and Mrs. Thompson had two children: Speer A. Thompson, born July 1, 1879, and Hale B. Thompson, born October 14, 1881. For more than forty years the family lived at 458 West Main Street. Mrs. Thompson died in 1922. Mr. Thompson's death occurred on November 19, 1924.



Hale B. Thompson

Hale B. Thompson

Hale B. Thompson was born October 14, 1881, in Kent, Ohio, the son of Robert A. and Helen E. (Allen) Thompson. He attended the Kent public school and was graduated from Kent High School in 1899. In 1903 he attended the Ohio Northern University School of Pharmacy from which he was graduated in 1904. He started working for his father in 1898 and has been in the drug business ever since. He held positions in Cleveland and Youngstown until February 1, 1906, when he purchased the drug store which his father had owned since 1875. Mr. Thompson has continued to operate the store ever since and by 1932 it had been in the family fifty-seven years.

Mr. Thompson has been a member of the Masonic Lodge for many years. He was Master of Rockton Lodge, F. and A. M. during 1912 and 1913, and High Priest of Tyrian Chapter, R. A. M. during 1913. He was a charter member of the Rotary Club and served as its president during the year 1931-1932. He is a member of the Twin Lakes Country Club, the Portage Country Club and the Ohio State Pharmaceutical Association. He is a member of the Congregational Church.

On September 26, 1905, Mr. Thompson was married to Olive A. Eckert, daughter of Herbert C. and Eliza (Ayliffe) Eckert. Her father, who was born in 1862 on a farm near Ravenna, came to Kent in 1888 and operated a livery business on East Main Street until 1912. He then sold out and established an automobile business at Main and River Streets, selling Studebaker and Nash automobiles. He served one term as member of the Kent City Council and two terms as mayor, being elected to that office in 1905 and again in 1907. He died July 17, 1917.

Mr. and Mrs. Hale B. Thompson have one daughter, Eloise, who was born April 25, 1910. She was graduated from Flora Stone Mather College in 1931.

Isaac Dexter Tuttle

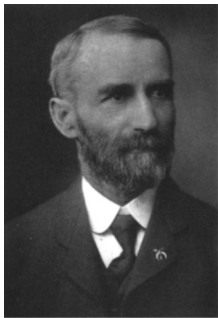
Isaac Dexter Tuttle was born October 1, 1849, in Palmyra Township, Portage County, and was the son of Isaac Tuttle who was born in the same township October 17, 1816. Isaac Tuttle was a son of John Tuttle who was born in Massachusetts April 8, 1763, and who came to Ohio from that state in 1805, locating in Palmyra Township. John Tuttle was a veteran of the

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Revolutionary War.

The Tuttle family traces its genealogy back through a long line of English ancestry. The original orthography of the name was Tottle, derived, according to mythological tradition, from the name of a son of one of the gods who held sway on the heights of Mount Olympus. The American branch was founded by three brothers who came to America during the first half of the seventeenth century and settled in New England.

Isaac Dexter Tuttle was educated in the common schools of Palmyra Township and from his boyhood he assisted his father in the work of the farm and also in carpentry and stone work, in which he became a competent artisan. When twenty-one years old he began his business career by contracting for masonry work. In 1880, he came to Kent where he supervised the masonry work on the new home which Marvin Kent was then building on West Main Street.



Isaac Dexter Tuttle

During the next few years, Mr. Tuttle had the contract for many of the largest construction projects in Kent. In 1881, he and F. M. Townsend secured the contract for making a passage under the Main Street bridge for the P. Y. and

C. railroad, now the Baltimore and Ohio. Later he erected the stone wall alongside the railroad track north of the bridge. In 1886, he built the waterworks building for the Kent Water Works Company. During the summer of 1889, he erected the Odd Fellows Building and Opera House. A year later he had the contract for the construction of the first Rockwell Building.

During the next decade, Mr. Tuttle handled many construction projects for the Big Four Railroad, erecting some of the road's largest bridges. In the beginning he operated independently; later, he bought out the Fisher Construction Company of Cleveland, retaining that company's forces. He continued to maintain his office in Cleveland until the time of his death on March 5, 1909. Throughout this period he kept his home in Kent. He was one of the chief stockholders of the Kent National Bank and was elected its vice president in 1909, a short time before his death.

Mr. Tuttle was a member of the Masonic Lodge for many years, being identified with the Akron Commandery, Knights Templar and the Al Koran Temple of Cleveland.

In 1873, Mr. Tuttle was married to Phoebe Olmstead, who died in 1876. On January 25, 1884, Mr. Tuttle married Miss Frankie Newnham. They had two children, Isaac Leigh, who took up his father's business and is now head of the I. D. Tuttle Construction Co., of Springfield, Ohio; and Harriett Ruth, who is now the wife of Mr. Glenn Reed.

Mrs. Tuttle was born in Akron, the daughter of John and Harriett (Cuthbert) Newnham. Her father was born in England and came to America with his cousin, George Barnett, who

operated the Kent Flouring Mill for many years. Mr. Newnham died when Mrs. Tuttle was a small girl, and she was reared with her mother's family which lived in Kent.

William Alfred Walls

William Alfred Walls was born September 10, 1882, in Rural Dale, Muskingum County, Ohio, the son of James and Mary (Elliott) Walls. Mr. Walls graduated from the Salineville High School in Salineville, Ohio, in 1900 and received a teacher's certificate. During the next four years he taught in the rural schools of Columbiana county and Salineville. He meanwhile attended summer school at Mount Union College. He entered Mount Union College at Alliance in 1904 and received his A. B. degree three years later—in June, 1907. In the summer of 1908 he was enrolled for four weeks in the University of Chicago. He attended summer school at Columbia University in 1909, 1911, 1912 and 1913 and received his M.A. degree from Columbia in the summer of 1913. He has since done graduate work on his Ph.D. degree at Columbia University in the summers of 1919, 1930 and 1931. He has also done graduate work at Western Reserve University.



William Alfred Walls

While attending Mount Union College, Mr. Walls taught Latin and physics in Mount Union Academy. Since then he has had the following positions: principal, high school, Kent, 1907-10; superintendent of public schools, Kent, 1910-15; instructor in methods of teaching arithmetic, summer schools of Kent State Normal, 1914-15-16; superintendent of public schools, Martins Ferry, Ohio, 1915-19; supervisor, Army Educational Corps, France, January, 1919, to June, 1919; superintendent of public schools, Claymont, Delaware, August-November, 1919; training asst. Federal Board for Vocational Education, Cincinnati, Ohio, November, 1919, to June, 1920; superintendent public schools, Kent, July, 1920, to date; instructor in the department of education, summer schools, Kent State Teachers College, 1920, 1921, 1922, 1923, 1925, 1926, 1927, 1928, 1930 and 1931. He was also summer school instructor at Akron University in the summer of 1929.

Mr. Walls is a charter member and was chairman of the organizing committee of the Kent Rotary Club and served for one and a half years as its president. He has been chairman of the committee on crippled children for the Rotary Club since his retirement from the presidency of the club. For two years he was secretary of the finance committee of the Kent Welfare Association and for one year chairman of the finance committee. He is a member of the Chamber of Commerce and of the Board of Trustees of the Kent Free Library.

He is a lifelong member of the Methodist Episcopal Church. At the present time he is chairman of the

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finance committee and of the Wesley Foundation committee, which carries on work for the students of Kent State College. He has repeatedly represented the local church in the Laymen's Association for the North-East Ohio Conference and served as president of the association for two years. He has also been a member of three quadrennial General Conferences of the Methodist Church — in 1916 at Saratoga Springs, New York, in 1928 at Kansas City, Missouri, and the last General Conference in 1932 held at Atlantic City, New Jersey. He has also served as a member of the General Conference Commission which wrote the Reserve Pension Plan for the Methodist Episcopal Church in the United States. At the present time he is a member of two General Conference Commissions of the Methodist Episcopal Church, namely, the Commission of Legislation for Ministerial Pensions and a member of the Advisory Committee of the Commission on Temperance, Prohibition and Public Morals.

Mr. Walls is a director of the Ohio Society for Crippled Children and served as president of that organization during the year 1930. He is a member of the Ohio Assembly of Churches and is a representative of the North-East Ohio Conference. As the president of the Lay Electoral Conference of 1931, he will serve as joint chairman with Bishop Smith of this area in the first annual conference in which laymen will be seated with ministers which will be held in the fall of 1932.

Mr. Walls is also chairman of the legislative committee for the International Society for Crippled Children at the present time. He is chairman of a committee of this

organization which is planning for a section for handicapped children in the National Association of Welfare Agencies in the United States.

Mr. Walls is a member of the following educational organizations: Northeastern Ohio Teachers Association, Ohio State Teachers Association, National Education Association and National Society for Study of Education. He is also a member of the following fraternal organizations: F. and A. M, Kent; Chapter R. A. M., Kent; Knights Templar No. 25, Akron; A.A.O.N.M.S., Tadmor Temple, Akron.

Charles A. Williams

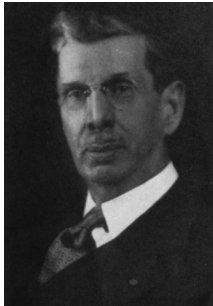
Charles A. Williams was born November 28, 1859, on a farm about a mile north of Kent, the son of Austin and Adaline (Knowlton) Williams. He was a grandson of Dudley Williams, one of the pioneer settlers of Franklin Township who brought his family here from Massachusetts soon after the War of 1812. They traveled by ox-drawn covered wagon.

Mr. Williams was educated in the Kent public schools and in the Western Reserve University. Late in 1879, Mr. Williams joined with his brother, S. T. Williams, in establishing the Williams Brothers Mill. The project was based primarily upon the idea that the soft red winter wheat grown in this locality should be particularly well adapted for cracker flour; when the mill was placed in operation early in 1881, the brothers proceeded to develop a cracker flour which proved to be superior to any which was then on the market. The result was that an industry was established in Kent which has existed for more than a half century. For

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many years, the mill has specialized in the manufacture of high-grade cake and pastry flour. (See Industries of Kent.)

During the past fifty years, Mr. Williams has given his support to countless civic projects. Although he has devoted a large part of his time to the development of his business, he nevertheless has managed to find time to aid any project for the good of the community. He has taken great pride in the beautification of the grounds around his home on the Twin Lakes Road. He is a member of the Rotary Club, the Twin Lakes Country Club and the Knights of Pythias. He is a member of the Congregational Church.



Charles A. Williams

Mr. Williams was married November 20, 1888 to Mary L. Emery, the daughter of W. R. and Sarah Emery. They had three children: Austin, who died when three years old, Dudley A., born December 27, 1894, and Marion A. Williams, born June 7, 1897.

Dudley A. Williams, who is now president of the Williams Brothers Company, received his education in the Kent public schools, the Hill School, of Pottstown, Pennsylvania, and Yale College at New Haven, Conn., from which he was graduated in 1918. During the war he served as instructor of

artillery at Camp Jackson, Columbia, South Carolina.

On November 20, 1920, he was married to Katharine Moller, daughter of Reverend C. Nelson and Vennette Moller, of New York City. They have two sons: Charles A. Williams, II, born September 30, 1921, and Joseph A. Williams, born March 21, 1923.

Joshua Woodard

Joshua Woodard was born either in Norwich, Connecticut, or New London, Connecticut, or in the vicinity of one of those towns. The date of his birth and all trace of ancestral connection were lost in the ravages of Indian warfare. He and a brother, Charles, were survivors of a massacre on the frontier of New England in which the other members of his family were killed. His first memory was of being bound out as a semi-public charge to an unsympathetic family in Connecticut.

The boys were badly treated and they soon ran away and made their way to New York State. They finally made a stop at Waterloo or near there and bound themselves out to a man by the name of Foster Barnard who was an old-fashioned clothier. They remained with him seven years and learned the trade thoroughly. Joshua married in 1806 to Rebecca Wooden and remained in or about Geneva until 1811 when he and his wife moved to Ohio. Charles remained in New York for some time and then moved to Michigan.

Upon coming to Ohio, Joshua located in Ravenna and erected a sawmill, gristmill and a wool fulling establishment.

In the fall of 1812 he commanded a detachment of militia which was formed to join the Army of

the Northwest and help turn back a threatened British invasion. Perry's victory of Lake Erie enabled his men to return soon to their stations in private life.

In 1818, Woodard decided that he would rather have his manufacturing enterprises located on the banks of the Cuyahoga and he moved to the infant settlement of Franklin Mills where he entered into a partnership with Frederick Haymaker. Together they financed the building of a small woolen factory and dye house on the east side of the river near the Crain Avenue bridge, and a small cabinet shop on the west side of the river just below the bridge. They also erected a number of houses, a store, and a tavern. In 1826, they dissolved partnership, Haymaker retaining the woolen factory and cabinet shop while Woodard kept the tavern. Haymaker soon sold out but Woodard continued to operate the tavern for a number of years. About the same time he formed a partnership with Benjamin Hopkins and David Ladd. The firm started numerous small establishments in and near the village and helped in no small degree to launch Franklin Mills into its period of initial growth.

About 1834, Mr. and Mrs. Woodard moved to Illinois where they remained a few years. Later they returned to Franklin Mills where they lived until the time of his death.

The couple had six children: James, Mrs. Abigail Longcoy, Mrs. Lucy Russell, Mrs. Lucretia Hopkins, William and Charles. All remained here except Charles who moved to Illinois and Lucretia who went to Portsmouth, Ohio.

Simon P. Wolcott

Simon P. Wolcott was born at Northfield, Summit County, January 30, 1837, son of Alfred and Mary Ann Wolcott. Alfred Wolcott was a native of Connecticut and was a surveyor for the Connecticut Land Company in the Western Reserve. While engaged in that duty he selected land in Portage County and remained there improving the farm. He was elected to serve as a member of the State Legislature.

Simon P. Wolcott was educated in the country schools of Summit County and later was a fellow student with James A. Garfield in Hiram College. He then attended Western Reserve University, from which he was graduated in 1862. In 1864 he was admitted to the bar and from that time until his death in 1901, he was engaged in the practice of law in Kent. He served four years as mayor of Kent, ten years on the school board, and in 1881 and 1883 was elected to the State Legislature. From 1884 to 1888 he was attorney for the State Food and Dairy Commission and in 1894 Governor McKinley appointed him one of the managers of the Ohio State Reformatory. He was reappointed by Governor Nash about a year before his death. On July 17, 1866, Mr. Wolcott was married to Miss Mary Helen Brewster, a lineal descendant of Elder Brewster of New England, a daughter of Anson A. and Sallie (White) Brewster. They had three children: Nellie B. (Mrs. F. A. Allen), Jennie (Mrs. Ed S. Parsons), and Duncan B. The mother died in 1910.

Duncan B. Wolcott

Duncan Brewster Wolcott was born in Kent May 9, 1873. He attended the public schools and in 1892 was

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graduated from Western Reserve Academy at Hudson. He then entered Western Reserve University, completing the classical course in 1896. In 1899 he received his law degree from the same university and for about a year practiced in Cleveland.

Upon the death of his father he returned to Kent and took up his father's law practice. In 1904 and again in 1908 he was elected county prosecutor, serving in that office from 1905 to 1911. He was president of the Silver Lake Park Company, a trustee of the Silver Lake Estate, and was a director of the Kent Building Company. He was a member of the Kent School Board for many years and played an active part during the construction of the Roosevelt High School. He was a Royal Arch Mason, a member of the Rotary Club, and a director of the Silver Lake Golf Club. He was a vestryman of the Episcopal Church.

On May 9, 1906, Mr. Wolcott married Miss Evelyn Daisy Lodge, who was born at Silver Lake, daughter of Ralph H. and Julia (Plum) Lodge. They had four children: John L., Duncan B., Roger, and Henry. Mr. Wolcott died March 14, 1930.

Oliver H. Young

Oliver H. Young was born in Kent July 2, 1877, the son of Alexander B. and Mary E. (Newberry) Young. His father supervised construction of the water works system in Kent and was superintendent of the Kent Water and Light Company for years. His mother was the daughter of Oliver and Mary Newberry, both of whose families were among the early settlers of Franklin Mills.

Mr. Young was educated in the

public schools of Kent and when seventeen years old started working in the Hawkins-Barber Tool Works, a Kent concern which had a brief existence. In October, 1895, he started working as a fireman for the Kent Water and Light Company. He worked his way up to chief engineer and later was transferred to Wabash, Indiana, where the water and light systems were owned by the same holding company which owned the Kent systems.

In 1911, Mr. Young resigned from the company and returned to Kent where he engaged in farming on the Woodard farm for six years. He then entered the grocery business and was for several years in partnership with Art Trory. In January, 1923, immediately after the city had completed arrangements to buy the water works system from the N.O.T., he was made superintendent of the water works department. He has held the position ever since.

Mr. Young is a member of the Masonic Lodge, Rotary Club, and the Chamber of Commerce. He has been a member of the board of governors of the Chamber of Commerce for a number of years. He is a member of the Congregational Church.

On November 22, 1899, Mr. Young was married to Mary J. Woodard, daughter of Charles R. and Elizabeth (Morgan) Woodard. They have two sons: Charles, born April 6, 1907, and Herbert, born December 5, 1908. Charles was graduated from the Western Reserve University School of Pharmacy in 1928. On October 9, 1930, he was married to Tullis McCreight, of Willard, Ohio, and has one daughter, Mary Kathleen, born September 9, 1931.

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Notes

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- ¹ This site is near the northern boundary of Riveredge Park. There is a bronze marker at this site today.
- ² Grismer did not quote Cackler precisely. The actual statement can be found on p. 39 of *Recollections of an Old Settler*.
- ³ Many versions of this story show up in different histories throughout the region. What actually happened is obscure, although Grismer's version is similar to most accounts.
- ⁴ The official designation was Range 9, Town 3.
- ⁵ The original edition of Grismer incorrectly gave this date as 1799. The date was corrected in the second edition and stands correct here.
- ⁶ Hudson, which was part of Portage County until 1840, was also settled in 1799.
- ⁷ These are the townships of Springfield, Tallmadge, Stow, Hudson, Twinsburg, Coventry, Portage (Akron), Northampton, Boston, and Northfield.
- ⁸ The actual year for the division was 1840. In addition to the ten townships taken from Portage County, four were taken from Medina County and two from Stark County.
- ⁹ A hominy block was a tree stump with a cavity burnt into it that was used in a manner of a mortar and pestle.
- ¹⁰ Today, this is known as Pioneer Cemetery and is south of Haymaker Parkway.
- ¹¹ Now called "Lisbon", the county seat of Columbiana County.
- ¹² Parts of the canal were handling traffic by 1827.
- ¹³ Grismer did not quote William Henry Perrin precisely. The actual statement can be found on p. 440 of Perrin's 1885 *History of Portage County*.
- ¹⁴ Madder and indigo are dyer's herbs.
- ¹⁵ This building stood at the southwest corner of the intersection of Fairchild Avenue and Mantua Street.
- ¹⁶ Dr. Earl's home was near the site of the Central School building.
- ¹⁷ Isaac Russell's home was on the south side of Lake Street, near the intersection with Willow.
- ¹⁸ John Perkins lived on the west side of town, near where Longmere intersects with the Haymaker Parkway today.
- ¹⁹ For more information about church history in Kent, see *Kent, Ohio: the Dynamic Decades*, Kent, Ohio: Kent Historical Society, 1999.
- ²⁰ Today, this building is called Rockwell Hall.
- ²¹ Many auto owners would store their vehicles in barns, setting the autos on blocks, draining the radiators, removing the batteries and wheels for the winter. Most cars did not have heaters until some time in the 1930's
- ²² Most of the dam's arch held, even though blocks were dislodged from either end.
- ²³ Holm would later be the editor for *Portage Heritage*, a county history published by the Portage County Historical Society in 1951.
- ²⁴ This is currently the courthouse building.
- ²⁵ It is unclear when the Query Club became the Thursday Club.
- ²⁶ By 1935, these Scouts were sponsored by Christ Church Episcopal; the first Scout in the troop was George White.
- ²⁷ Note that in most townships in the Western Reserve, the churches were called "Congregational" even during the period of the Plan of Union.
- ²⁸ Dean's service record is obviously in error, since he could not have enlisted after his discharge.
- ²⁹ Note that Grismer has Guy V. Nelson being discharged before his service ended.

