



THE HISTORICAL TIMES

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Industry in Licking County

Editor's Note: Professor Shirley Adams Palmer has taught sociology at the OSU Newark Campus since 1972. Her research includes a study of the different versions of Canadian history taught to French Canadians and English Canadians over a period of a hundred years, and how the resulting different perceptions of reality contributed to the Quebec Separatist Movement, a study of the conflict in Northern Ireland, and a study of the quality of work life for office workers. Now in semi-retirement, she makes educational DVDs, manages a tree farm and teaches one or two courses a year.

The production of goods and services has always been structured according to the connections between producing units and consumers. New

technological inventions and public works – the canal, steam engine, railroad, internal combustion engine and the interstate highway – have acted as catalysts in expanding these connections, determining the location of industry and the degree of specialization. The web of connections has gradually expanded from within small, local areas to a national and increasingly international arena.

It was only two hundred years ago that Europeans, in any numbers, came to Ohio. In 1802 Welsh settlers came to the Granville area followed, in 1805, by migrants from Granville, Massachusetts, who laid out the plan for the Village. Migrants from Virginia,



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De Bow's Marble Shop operated from 1839-1937 in the area just behind the current site of the First Methodist Church on Broadway and Main. Shown here in the late 1860s.

statehood in 1803, settlers started to stream into the area. Settlers were generally native-born; large numbers of foreign born did not come to Ohio until after the frontier period. Adaptation to frontier conditions shaped industrial development across Licking County. Agriculture and lumbering were the first industries. Settlers could bring few goods with them, but they brought many skills, especially the agricultural and wood-working skills vital in adapting to the virgin forest environment. The majority of settlers were farmers who grew food crops for sale and barter. Their first challenge was to clear the land of trees. After clearing the first twelve acres or so, farmers usually cut lumber only in winter. A farmer could sell the lumber and the wood ash, produced when the trees were burned. Wood ash was used to make lye for soap-making.

Water power was harnessed early. Saw mills were built on every suitable river and creek so that water power could be used in the processing of lumber. In 1820 Licking County had 29 saw mills. Once sawn boards were available simple frame houses replaced the original log cabins. Brick-making followed and a number of brick houses were built, many of them still standing in Licking County today. Water-powered lathes made coopering, the making of wooden utensils, possible. Water buckets, toys, plates, bowls, cups, whiskey kegs and containers of all kinds were made of wood. Some sawmills were later converted into grist mills to convert wheat into flour. Others were converted to textile production so water power could be used to run carding machines, spinning jennies and looms, replacing the tedious hand labor necessary to convert sheep fleece into wool and flax into linen.

Whiskey stills were numerous in the county. In 1827 there were six distilleries in the Granville area alone. Corn was the universal crop on the Ohio frontier. Any corn that was not used for feeding hogs or making cornbread was made into whiskey, which could be kept

indefinitely without spoiling. Farmers would often take a load of corn to the distillery and, in return, receive a barrel of whiskey. Heavy drinking was commonplace. In the 1820's tobacco was also extensively grown in Licking County.

Many small industries quickly arose to meet the needs of farmers and households. Farm implements were essential as was the equipment necessary to harness horses, the main source of transportation. Local blacksmiths, or plow wrights, crafted iron shares used by frontier farmers on their bull plows. They produced axes, hoes, scythes, harnesses, and bridle parts. Furnaces and foundries were built to make cast iron and shape it into usable products. For example, in 1816 the Granville Furnace was put into operation. It produced cast iron pots, pans, kettles, and skillets and later ornamental cast iron box stoves for heating and cooking. In 1817 a forge shop, designed to beat iron into steel, was created close to the Granville Furnace. Steel was important for carpenter tools, wagons and farm implements. Wild game was plentiful in the early years and local gun makers were kept busy. When the condition of the roads allowed carriages to be used, local wheelwrights made wheels. Tanners and curriers constructed leather goods of all kinds including saddles, bridles, harnesses, saddlebags, pouches, purses, and many other items. Clothing in the early years was made of homespun. Journeyman tailors traveled from house to house and, using their own patterns, created clothing from the homespun of the household. Shoes were made by shoemakers who often worked in their own homes, making shoes for specific individuals. The shoemaking trade usually involved the entire family. Many adults and most children wore no shoes in the summer months. Hats were in high demand and even small settlements like Newark and Granville had several hat shops. Taverns were plentiful and they were often run by highly influential individuals.

resulted in local banks issuing their own money. Welsh stone masons built Granville's first bank, which now houses the Granville Historical Museum.

During the frontier period transportation was vital for farmers and small artisans to get their produce to market, but roads remained rough, rutted, and muddy for many years, so limiting development. Stage coaches appeared in significant numbers only after 1815. After the frontier period, transportation systems and their attendant technology were to be the major shaping force in the development and location of industry in Licking County. Roads began to improve when turnpike companies assumed a role in the building of Ohio's system of highways. The turnpike companies collected tolls at strategically placed gates. By the 1820s the National Road was being built in Ohio, running nine miles south of Granville.

CANALS

Canals were generally seen at this time as an efficient and relatively cheap mode of transportation.

The building of the Ohio canal system was a great impetus to the industrial development of Granville and Newark. The purpose of the Ohio and Lake Erie Canal was to link the Ohio River with Lake Erie. The state government sold bonds to finance the building of the canal. In 1825 work began at Licking Summit, three miles west of Newark. The canal was built in sections and each section was individually contracted.

Contractors hired local workers, farmers, and newly arrived Irish and German immigrants to clear the trees, dig the ditches, and build the embankments. The work was hard and dangerous. In swampy areas the workers had to do the 'mucking and ditching' while standing in water. In summer mosquitoes brought malaria, sometimes forcing the work to stop. Laborers worked from sunrise to sunset and were paid about 30 cents a day. Tools were primitive, mainly shovels and wheelbarrows. For the first four months each worker received a daily quarter pint of whiskey, but this was stopped when it interfered with work performance.

The Ohio and Erie Canal was opened in 1827. When completed it cost \$4.3 million. The first boats were towed down the central section in 1831. Farmers and merchants near the canal system could now get their wheat, flour, oats, lard, whiskey, pork, lumber, iron ore, coal, and manufactured products to wider markets. Goods that could also be imported at reduced cost disadvantaged local producers, which meant more



A scenic stretch of canal in Millersport.

GRANVILLE PROSPERITY

The building of the canal signified the end of the frontier period and a surge of industrial development in both Granville and Newark. Granville was connected to the main canal by a feeder canal. During the building of the canal and for a period thereafter, Granville industry was at its peak. In 1834 there were six mills grinding flour and sawing lumber, three brickyards burning out bricks, and three tanneries, one of which shipped leathers to Boston, New York, and New Orleans. There were factories for wool-carding, spinning, weaving, fulling, and dying. Furniture was being manufactured by Joseph Blanchard, who also built farm machinery and wagons. Mr. French, the clockmaker, produced more than a thousand clocks. In all, more than 45 manufacturing enterprises in Granville produced a hundred commodities. This prosperity was reflected in large, impressive houses such as the Mower residence and the Avery Downer House. But Granville's industrial base was not to last. While the canal made the export of products easier, it also allowed cheaper products to be shipped in, undermining local sales. The canals did not provide an adequate solution to the problems of transportation. In the best of weather transportation was slow. During dry summers the water level would fall so low that boats were grounded, and during icy winters all traffic was frozen out. When the railroads bypassed Granville in the 1850s, the industrial base of Granville gradually declined. For many years into the future, the main focus of Granville was not on industrial production, but on education.

STEAM POWER AND THE RAILROADS (1860-1890)

The use of steam power for transportation and industrial purposes opened up a new era for Licking County. Steam energy not only powered locomotives, providing a fast and reliable mode of transportation, but also gave Newark the impetus to reach its peak of



Railroad crossing in Central City, an area in the West Main, Cherry Valley Road area, in the 1890s.

industrial performance. The first railroad locomotives burned wood to produce steam and were slow, with a speed limit of about 15 miles an hour. Coal soon replaced the wood, and speed increased. Building a steam engine was a difficult task. Engine parts had to be hauled by horses. A huge infrastructure had to be built to support the engine including railway tracks, water towers, coal stations, and signal towers. All this necessary preparation was a spur to industrial development.

Five railroads were important in the development of Licking County. By 1852 the Sandusky, Mansfield and Newark Railroad (SM&N) was running from Newark to Sandusky. In 1854 the Central Ohio Railroad ran from Columbus through Newark to Zanesville and then to Bellaire. These two railroads were eventually incorporated into the Baltimore and Ohio system. In 1855 a railroad was built running from Steubenville to Newark. It eventually was absorbed into the Pennsylvania Railroad system and became known as the Pennsylvania Panhandle. In the late 1860s the Newark, Somerset, Straitsville line was built. It was not until 1880 that the first railroad reached Granville,

the Toledo and Ohio Central. After a few years of brisk passenger service, the line limited its cargo to freight and coal. This line later became part of the New York Central System.

An added impetus to Newark industry was the large Baltimore and Ohio Railroad Depot built

in Newark in 1860. The depot covered ten acres and contained roundhouses, sliding tracks, and extensive car shops. The railroads gave work to thousands of people, and from the turn of the century the B&O was the largest employer in

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Giving Yesterday a Tomorrow

The 2006 Honor Fund to Benefit the Granville Historical Society

The Granville Historical Society is all about people: from those who arrived in 1805, to those who farmed and worked and built homes and town, and to us, those who live here now, 200 years hence.

In order to pass the essence that is Granville forward through its historical record, volunteers of the Historical Society need you to help us give yesterday a tomorrow. Each year, worthy projects and efforts are underway to keep moving forward. We carefully and conscientiously plan our year's work; we carefully and conscientiously execute it. We ask you to give generously.

How your gift helps:

Your generous support this year will help us:

- ▶ Enhance programming to the community
- ▶ Add docents at the Museum
- ▶ Maintain extended hours of operation at the Museum
- ▶ Publish historical documents on line
- ▶ Create Granville history postcards
- ▶ Protect historical maps and documents

Heirloom Blooms: a Garden Party Friday, June 30, 2006 in the Museum Gardens

To celebrate the life and well being of the Granville Historical Society, the Board of Managers held the first gathering for friends at *Heirloom Blooms, a Garden Party*, on Friday, June 30, in the gardens of the Museum on Broadway.

About 50 people attended for a taste of historical Granville drinks, entertainment, a visit by noted Granvillians of the past, a drawing for a cutting of the Granville rose and a short program describing the accomplishments of the 2005 Honor Fund and the immediate goals of the 2006 Fund.



Dressed in their lightly elegant finery, guests of the Granville Historical Society listen to Vice President Lance Clarke and Member Evelyn Frolking describe the advancements of the Society as a result of contributions to the Honor Fund.

Board Member Tom Martin was Historical Society Founder Charles Webster Bryant. He speaks with Society President Kevin Bennett and Member Tony Lisska.

Licking County. At this time the economy of Newark was one of the best in the state. The railroads were crucial in the development and maintenance of this prosperity, enabling farmers get their produce to market and factories to ship out their products.

INDUSTRIAL DEVELOPMENT IN NEWARK

When steam engines came to Licking County in the mid 1850s, agriculture was still the backbone of the economy. Steam power was quickly put to use in the manufacture of farm machinery, and it drastically changed not only the farm machinery business but also traditional farming practices. The manufacture of farm machinery, the building of steam engines, and the making of glass containers formed the base of Newark's industrial development.

The Newark Machine Company began building farm machinery, saw mills, and fodder cutters in 1854. The company employed a competent machine man, Joseph Holmes, and sent him to Europe to study engine building. When Holmes returned he designed a line of portable engines. In 1860 the company went bankrupt and sold out to the Blandys of Zanesville. The Blandys built the Holmes-Blandy engine and built and repaired locomotives. During the Civil War the Blandys had government contracts to maintain the railroads, which were vital to the war effort. In 1865 the Blandy Works burned down and the plant was sold in 1879. The plant was later incorporated as The Newark Machine Company and the Walker Traction Engine, designed by a young Canadian inventor, was built there. After another disastrous fire in 1884, the Newark Machine Co. relocated to Columbus for a short time, but in 1913 returned to Newark and, under the Blair manufacturing Co. motor trucks were eventually built there.

Two men important in the steam engine industry in Newark were John McNamar and Reinhard Scheidler. In the 1860s and 1870s McNamar and Scheidler formed a partnership to build engines and

sawmills. When the partnership ended, each man set up business for himself. McNamar, as a young machinist, had worked in the Newark Machine shops. He built quality machines, changing his pattern only when he was certain the change would improve the engine. Because of this, his engine changed little over time. At its height the McNamar Works employed 50 workers and produced 60 steam engines and 75 sawmills a year.

Scheidler Machine Works, created to build small engines for the railroad pumper stations, became one of the largest industries of its kind in the state. Sixty people were employed there making 75 steam engines, 80 sawmills, and 50 grain separators a year. In addition, they did general machine and boiler work and repair. Scheidler changed his designs continually. He held more than 67 patents on improvements in steam engine design. However, the Scheidler Engine had an unfortunate weakness: it sometimes blew up. One such blowup cost Reinhardt Scheidler his life. Over time the demand for steam engines declined and the McNamar Works and the Scheidler Machine Works became more and more custom machine and repair shops. The last engines were built in these plants in the early 1920s.

Some plants that started out building steam engines turned to other enterprises. The Moser, Kingsbury Iron Works, was an early manufacturer of small steam engines, but evolved, by 1891, into a major stove manufacturer known as the Wehrle Company. Approximately 1,500 people were employed by Wehrle, which was considered the largest stove foundry in the world. The Wehrle Company plant, also known as the Licking Stove Works, produced stoves under its own name and also contracted to build stoves and furnaces for Sears, Roebuck and Company. During World War I, stove production was cut back in order to produce shell casings. In the 1920s Florence Stove bought the Newark plant.

GLASS MANUFACTURERS

The natural resources of Newark – abundant water, sand, and coal – made it an ideal location for glass factories, but it was railroads that made it possible to ship glass containers to customers all over the country and beyond. In 1873 the Newark Star Glass Works was founded. Some very innovative canning jars were developed and sold to places as far away as Manila, the West Indies, and South America. About 100 workers were employed and when wages were cut, due to a downturn in the economy, there was a major strike, which resulted in the sale of the company to Edward Everett in 1880. Everett expanded the plant and by 1896 five hundred men were working at the Everett Glass Works. Everett also owned a sand quarry near Black Hand Gorge where 50 workers processed rock into fine clean sand used to make a variety of glass bottles including the famous Self-Sealing Lightning fruit jar. In 1903 a technological innovation was instrumental in transforming the local Everett Company into a national company. A Toledo workman, Michael Owens, built a bottling machine that could replace the work of forty-two men and boys. Everett acquired the Owens Machine and reorganized his company into the Ohio Bottle Company. Two years later it became the American Bottle Company. In 1918, The Newark plant was purchased by Owens Machine Bottle Company of Toledo. The Great Depression ended a period of prosperity. In 1930 the bottling plant was shut down due to over capacity, leaving thousands of empty bottles lying in the yards. Four years later the plant reopened to house experimental fiberglass and the empty bottles were melted down to make fiberglass. In 1938, Owens Illinois and Corning Glass joined to form Owens Corning Fiberglass, which has operated its plant on Case Avenue since 1938.

In 1895, a second glass factory, the Heisey Glass Factory, was enticed by the Newark Board of Trade to locate in Newark by the offer of a free site and income from land sales. The ‘modern’ factory was heated by

steam and lit by electricity. At its peak the Heisey plant employed 700 workers, including a number of women, all of whom belonged to a union. In 1932 Emile Krall, an expert glass cutter and formerly an engraver in the household of the Emperor of Austria, brought his artistic skill to Heisey. The innovative company introduced new glass colors on a regular basis and made good use of advertising. In the 1950’s with a downturn in the glass industry nationwide, Heisey closed. Today Heisey glass is sought after by collectors.

Heisey had a close relationship with the third Newark Glass Factory, Holophane. Heisey produced shades for Holophane lights, so it was logical that the first Holophane plant, not much more than a shed, was built next to the Heisey factory in 1898. Holophane owed its existence to the invention of the electric light bulb in 1879. The first electric lights did not produce a bright light, but as improvements were made, the light became brighter – much too bright to be looked at directly. The light needed to be softened without cutting down the light. Two French scientists conceived the idea of making a globe of crystal glass with scientifically designed ridges and grooves that would allow most of the light to get through, but would diffuse the light so that the entire globe was luminous. The inventors formed the Holophane Company of France. The invention was patented in Europe and the United States. An Englishman bought the patent rights and established Holophane in the United Kingdom and in the United States. In the late 1920s several employees in the United States bought the United States operation from the English parent. Holophane has consistently been a leader in the development of glass to serve special purposes. In World War II, black glass globes that would transmit infrared light without transmitting visible light were developed there for use by the Navy. Holophane remains an important industry in Newark. The Jewett Car Company built cars for the interurban and sold them all over the United States. In 1900, The

Newark Board of Trade enticed the Jewett Car Company to relocate to Newark by offering a free building site and additional financial incentives. By 1907, Jewett employed 600 men and the factory occupied ten acres with enough floor space to construct 125 interurban cars. However, the automobile was already on the scene and in 1919 the company ceased operations.

The E. T. Rugg Company made rope for halters and cow ties. In 1893 the Newark Board of Trade persuaded the Company to move from Alexandria, where it had been since 1883, to Newark. At that time the factory employed 65 workers, including a number of women. In 1928 the Rugg Company started making lawnmowers. Although the railroads made the growth of Newark industry possible, the repeated efforts of the Newark Board of Trade to attract industries was a vital element in that development.

SMALL INDUSTRIES IN NEWARK

Beside the large industries that flourished in Newark during the late 1800s and early 1900s, there were many smaller industries such as the Scott Chair Company, the Styron Beggs Company (manufacturing chemists who made drugs and flavorings), and the Smith Shoe Company. The Burke Golf Company produced golf clubs, balls, and bags. In 1911 it was said to be the largest exclusive golf supply manufacturing plant in the world with 175 employees producing 5,000 clubs a day. Swisher and Son manufactured cigars and the Consumer Products Company made soft drinks and

beer. Weiant Greenhouses claimed to be the second largest greenhouse of its kind in the country, with eight acres under glass.

Another technological innovation, the electric trolley, contributed to the health of Newark's business and industrial enterprises at the expense of the businesses in Granville.

In 1890, the first electric trolley (known as the interurban) traveled from Newark to Granville. It was one of the first attempts in America to link two towns by trolley. It took 14 minutes to go from Granville to Newark. The small stone bank building on East Broadway (now the Granville

Historical Museum) became the Granville interurban depot. Granville storekeepers and businessmen did not welcome the interurban. They were afraid that it would send trade to Newark, which in fact it did. Prices tended to be lower in Newark, and Granville enterprises suffered, especially the tailoring shops, shoe stores, and dry good stores. Granville business men dubbed the interurban the 'town robber.' In contrast, Newark leaders actively supported the interurban and quickly granted the interurban right-of-way. Newark, by this time, was a bustling railroad town that attracted many visitors. Every day, in the early 1900s, 60 high speed electric trains left the Newark sheds and journeyed to Granville, Columbus, Zanesville and Buckeye Lake. While the interurban gave Newark a business advantage over Granville, it was not long before it became apparent that Columbus merchants were reaping an advantage at the

GRANVILLE WAGON & CARRIAGE WORKS!
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SMITH WORK, HORSE SHOEING, IRONING, JOB WORK
IN WOOD OR IRON PROMPTLY DONE.
 Shop, Prospect Street.



expense of Newark businessmen. In 1923, after 33 years of service, the interurban was closed, driven out of business by the automobile and motor bus lines.

OIL and GAS

Just as steam power had transformed industry in the mid to late 1800s, so oil and gas were being developed to do the same thing in the 20th century. Oil and gas were discovered early in Licking County. Before 1899, petroleum was used mainly to produce kerosene for lamps. In the 20th century gas and oil became the important sources of power. The Pure Oil Company started out in Columbus as a gas company. Later it focused on oil and in 1920 built the Pure Oil Refinery in Heath. From 3,000 to 4,000 barrels of crude oil were refined there daily, along with gasoline and other petroleum products. Besides making glass and glassware, the Everett Company had 50 producing gas wells in Licking and Knox Counties and an oil well on a Newark farm. Tanks for hauling the oil were made by the Wyeth Company. In the early years the tanks were loaded on carts and pulled by horses, but later tank trucks were used. In the 20th century petroleum opened the door for motor vehicles, airplanes, farm tractors, and diesel engines.

Throughout the history of Licking County, new technology has been the impetus for widening the web of connections, changing the location of industrial production, and expanding the area of consumption. During the frontier period the circle of production and consumption was small. It widened in the early 1800s when the canal made the transportation of goods feasible. Industries multiplied in Granville and Newark to supply this wider market. The coming of the steam engine and the railroads determined that, by the time of the Civil War, Newark, rather than Granville, would become the industrial hub of Licking County. The invention of the internal combustion engine and improvement in the

road system precipitated further evolution and enabled state and national connections to emerge. Following the 1920s there was a gradual decline in the number of Newark industries. Some companies, either because they were unable to deal with increased competition, or because they were technologically obsolete, were shut down. Some successful companies became national in scope and their center of production shifted from Licking County. The massive infrastructure of the railroad system gradually declined, as cars and trucks became the preferred means of transportation, a trend hastened by the construction of the interstate system of highways. Industrial production moved to other parts of Ohio and to other parts of the country. Now, in the 21st century, much production is centered overseas.

Innovations in the means of communication have played a major role in strengthening the web of connections between Licking County and the nation. The telegraph, so important in the Civil War, gave way to the telephone. The radio became important in the 1920s and was a vital source of news in World War II. In the 21st century the introduction of the computer has enabled the current transformation of industrial production and communication to occur. Now the web of connections reaches around the world.

---Shirley Adams Palmer

A Note on Sources

Book sources include the well-known book by Henry Bushnell, *The History of Granville, Licking County, Ohio*; William Utter's books, *Granville, The Story of an Ohio Village* and *History of the State of Ohio Vol. II. The Frontier State*; Douglas Hurt's *Crucible of the Old Northwest 1720-1930*; Horace King's *Granville: Massachusetts to Ohio: A Story of the Migration and Settlement*, and Carl T. Winegardner's *Historical Account B&O Rail Lines 1830-1989*. Materials used from the Licking County Historical Society included the Newark Board of Trade publication *Greater Newark, Ohio*. Materials from the Granville Historical Society included Richard William's *The Era of Steam in Licking County, Ohio: The Agricultural Aspect*.

Editor's Note: This is an expanded version of a presentation that Professor Palmer gave at the annual meeting of the Granville Historical Society. Professor Palmer is an Assistant Professor in the Department of Sociology at The Ohio State University-Newark. She has lived in Granville for many years.

Retracing settlers' route by bicycle

Editor's Note: The following article is reprinted in part from the Granville Sentinel.

As rivers slid by and hills rose ahead, veteran bikers Ken Apacki, Bob Rush and Eddie McPeek, felt something of what it must have been like to travel close to the ground from Granville, Massachusetts to Granville, Ohio, 200 years ago.

Although times differed with sleek bikes replacing lumbering wagons, noisy traffic instead of wooded solitude and quick days over long months, the feelings of journeying, comradeship and adventure brought them close to the spirits of those who went before them.

"We discovered a close affinity for what they would have experienced," Rush said. "Being there helped us feel what they really did."

The trio – Apacki and Rush from Granville, and McPeek from Newark – retraced the original route of the first settlers as close as possible, leaving Granville, Mass., on May 23 and arriving in Granville, Ohio, 12 days later on June 4, 2005.

They rode into town on this bicentennial year about 10:30 a.m. and put their feet on the ground at the stone stump marker on the northwest corner of Broadway and Main, placed there during the centennial celebration in 1905 to commemorate the founding of the congregational church, today's Presbyterian Church.

"Riding into town was bittersweet," Rush said. Good to be home, he said, but already missing the sweetness of traveling by bike through countryside alive with purple and white Dame's Rocket, meeting people who buy you breakfast and living minimally by wearing the same clothes day after day.

The bikers, all veterans of national and international long distance trips, began planning this bicentennial trip more than a year ago. By consulting available histories of Granville, seeking advice from local bike clubs in the states through which they would travel and using a computer mapping program to locate and lay out the 700-mile route, they targeted a departure date and stepped up their training.

They arrived on Sunday, May 22, to a potluck dinner "where it seemed like everyone in the town was there," Apacki said. Acting as ambassadors from Granville, Ohio, the trio presented the town with the three-volume set of bicentennial history books published by the Granville Historical Society.

Their ride officially began the next morning when the police chief escorted them the half-mile to the public school where school children and "every official in town," lined the street with signs and good wishes. "We felt like kings," Apacki laughed.

They rode touring bicycles, with Apacki's and Rush's fitted with both front and rear panniers that held sleeping gear, clothes, supplies and some food. "It was Duquesne during the French and

Indian War. Forbes Road offered gradual inclines and reduced the distance by more than 10 miles, Rush said.

"The settlers must have taken this road," Apacki said. "It doesn't seem like they would go the extra 10 miles to go around. This road traversed the ridge."

"It was a revelation to us," Rush added. "We thought they would have stayed on Rt. 30, the old military road. We feel like we've further uncovered part of the history." Rush and his companions hope to brainstorm with local historians to see if this could be a new piece of history.

Hill climbs, the rigor of touring on any bike trip, became the daily challenge the trio faced for much of the trip. With the Alleghenies between them and their destination, they were always looking to the next hill. In some cases, where cars traveling on the toll road would tunnel under mountains, they laughed about having to follow the smaller roads up and over. "We had to reach down pretty deep," Rush said. ---Evelyn Froelking



Bob Rush and Ken Apacki review their route before the trip. With Eddie McPeek, they bike the route.



The route

GRANVILLE MASSACHUSETTS TO OHIO - Way Points and Comments. With references noted.

Also called

Today's Roads

- | | | | |
|-----|---|---|-------------------------------|
| 1 | Granville, MA | Southwest MA
near Springfield,
MA | |
| 4 | Cross MA-CT line by way of the Farmington River Valley | | |
| 1 | Northern Counties of Connecticut | | |
| 4 | West 16 miles to the Housatonic R. | | |
| 1 | Housatonic River - turn south | | |
| 4 | South 25 miles down the Housatonic River Valley | | |
| 1 | West to Fishkill , NY | Fishkill Landing
Fort Edward - 2 | CT 4, NY 343,
US 44, NY 82 |
| 1 | Cross Hudson River to Newburgh | | |
| 4 | West thru NY to Hudson R. below Newburgh - ferried across | | |
| 1 | Post road from Albany | | |
| 1 | Cross Northwest corner of New Jersey | | |
| 4 | South through New Jersey to Easton, PA | | |
| 1 | Cross Delaware River to Easton, PA | | |
| 4 | Easton, PA - Ferry the Delaware R. then follow the Lehigh R. valley
to Allentown | | |
| 1,4 | Kutztown, PA | | |
| 2 | Reading, PA | | |
| 4 | Reading, PA - ford the Schuylkill R. | | |
| 1,4 | Lebanon, PA | | |
| 2 | Harrisburg, PA | | |
| 4 | Harrisburg, PA - ferried the Susquehanna R. | | |
| 4 | Joined the rough road from Philadelphia to Fort Pitt. | | |
| 2 | Carlisle, PA | | |
| 1 | Take the Pennsylvania Highway - Philadelphia to Pittsburgh | | PA Turnpike |
| 4 | Roughly the Pennsylvania Turnpike | | |
| 1 | Cross the Kittatiny Ridge | | |
| 1 | Cross the Tuscaroras Ridge | | |
| 1 | Cross the Sideling Ridge | | |
| 1 | Bedford, PA | | |
| 1 | Cross the Allegheny Ridge | | US 30 |
| 4 | From Fort Bedford, the route went to the region of Greensburg, then southwest to ford
the Monongahela R. on the way to Washington. | | |
| 1 | Cross the Monongahela River at Greensboro, PA | | |
| 2,4 | Washington, PA | | |
| 2 | Wheeling, Virginia then, now WV | | |
| 1,4 | Cross the Ohio River, ferried | | |
| 1,4 | Take the Zane's Trace | | US 40 |
| 2 | St. Clairsville,
Belmont County, OH | | |
| 2 | Cambridge, OH | | |
| 2 | Washington, OH | | |
| 2 | Zanesville, OH | | |
| 1 | Cross Muskingum River | | |
| 1 | Follow the right bank (east) of the Licking R. | | |
| 1 | Skirt Black Hand Gorge | | |
| 1 | Bowling Green Township | | |
| 1 | Newark, OH | | |
| 1 | Cross Raccoon Creek on West Main | | West of Dug Way - 1 |
| 1 | Cherry Valley Road | | |
| 1 | Newark-Granville Road | | |

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1. *Granville - The Story of an Ohio Village* by William T. Utter. 1956, pg 48 - 51
2. *The History of Granville* by Rev. Henry Bushnell, 1989, pg 40
3. *Wild Turkeys and Tallow Candles (Granville, Ohio)* by Ellen Hayes. 1920 - pg 20+ same as Utter
4. *Granville Massachusetts to Ohio* by Horace King, pg 18+



Terri Hostetter, a new docent at the Granville Museum, looks through the training manual with Docent Coordinator Jodi Chiles, to help her get started in her new volunteer position.

Make a difference

Become a docent at Granville Museum

Chances are that you are reading this publication because you are a member of the Granville Historical Society, you enjoy history and the preservation of our heritage. That is perfect because you are just what this Museum is looking for. The Granville Historical Society needs help with its docent/volunteer program. With the extended hours and the new exhibit of the Opera House fire, the Museum has seen an increase in visitors as well as donations. Please call today to become a docent and begin enriching the lives of others. Call Jodi Weaver Chiles, Docent Coordinator, at 587-3951 or email: office@granvillehistory.org

Heirloom Blooms, a Garden Party

Dressed in period or for the summer garden, guests enjoy cool drinks of Summer Switzer and Cherry Bounce, beverages served in Granville in the 1800s. The event was held on Friday, June 30, in the Museum gardens.



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celebrating its 20th year of publication

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