

THE HISTORICAL TIMES

NEWSLETTER OF THE GRANVILLE, OHIO, HISTORICAL SOCIETY

Volume VI Number 1

Winter 1992

TIED AND BOUND BY MORE THAN A ROAD

A LOOK AT THE HISTORICAL RELATIONSHIP BETWEEN GRANVILLE AND NEWARK

When Denison students return to Granville from Newark today, they speed over highways that bring them here in 10 to 20 minutes, depending on their route. They don't pay much attention to how many streams they cross. Nor do they worry about getting bogged down in the mud. It's all so simple, so easy—it just consumes about 20 to 30 cents worth of precious fossil fuel.

It was far different when the main party of Granville settlers came here in 1805, from Granville, Mass. They had been on the road since the last week in September; it was now the 11th of November. In the tiny village of Newark they inquired about the best route to reach the new Yankee settlement.

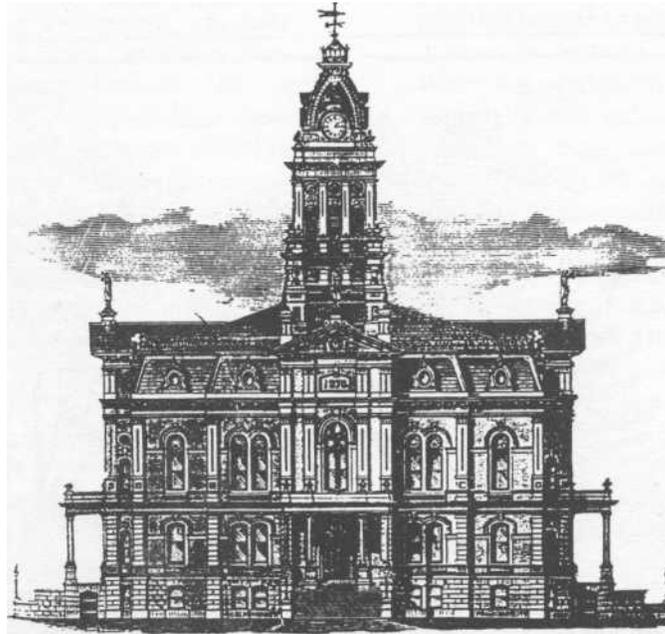
There was no "Dugway" then between the bluff and Raccoon Creek. So they were advised to ford the creek west of Newark, drive five miles or so through the groves of cherry trees, and then ford the creek again for the last mile's haul to their pioneer outpost. I don't know how many hours it took them to make that last eight miles, with two fordings of Raccoon Creek, but they probably didn't mind—not after seven weeks on the road!

This comparison of travel in 1805 and 1974 suggests

a useful approach to my theme. For the historical relationship of Newark and Granville can be laid out in broad strokes relating to transportation: The Era of Road and River (- 1830); The Canal Era (1830 - 1860); The Railroad Age (1860 - 1890); The Interurban Era (1890 - 1920); The Automobile Age (1920 - 1950); and The Truck and Air Age (1950 - 1980). Let me say just a few words about each of these thirty-year periods. And of course, bear in mind that these periods really overlap—but for brevity and comprehension such a scheme can be helpful.

The Era of Road and River (Before 1830)

The word "road" unduly flatters the rough, rutted, muddy tracks that passed for avenues of transportation in these early years. And the rivers were not much better for traders, for though you could ship produce out via the Licking and the Muskingum, into the Ohio and the Mississippi, it was hard to make the return trip just walking, let alone carrying any load. So in this era the small communities of Granville and Newark had to be relatively self-sufficient. They each developed their own grist mills and distilleries and tanneries and iron works. They were not too dependent on trade outside the region, or even on trade with each



Licking County Courthouse

other. They were self-contained market areas in a largely rural, frontier setting.

The Canal Era (1830–1860)

The opening of the Erie Canal in 1825, and the subsequent construction of an Ohio canal which by 1831 connected Newark (and Granville) with Cleveland, marked a new era in the region's development. Newark's importance as a milling and shipping center speedily rose—as indicated by an increase in population from 999 in 1830 to 2,705 in 1840, an increase of 170 percent in just ten years. And though Granville was only connected to the canal by a feeder, its citizens, too, were optimistic at the opening of the decade. Their optimism over the town's prospects helped to locate the new Baptist college here in 1831, but the Panic of 1837 punctured any dreams of being a prosperous trade and industrial center. Indeed, better transportation was a two-edged sword: it gave a town like Granville a wider market, but it also opened up this self-contained area to greater competition from outside. Against that competition Newark might do quite well, at least for the moment, but Granville could not. Slowly but surely, Granville settled into its role as a college town.

The Railroad Age (1860–1890)

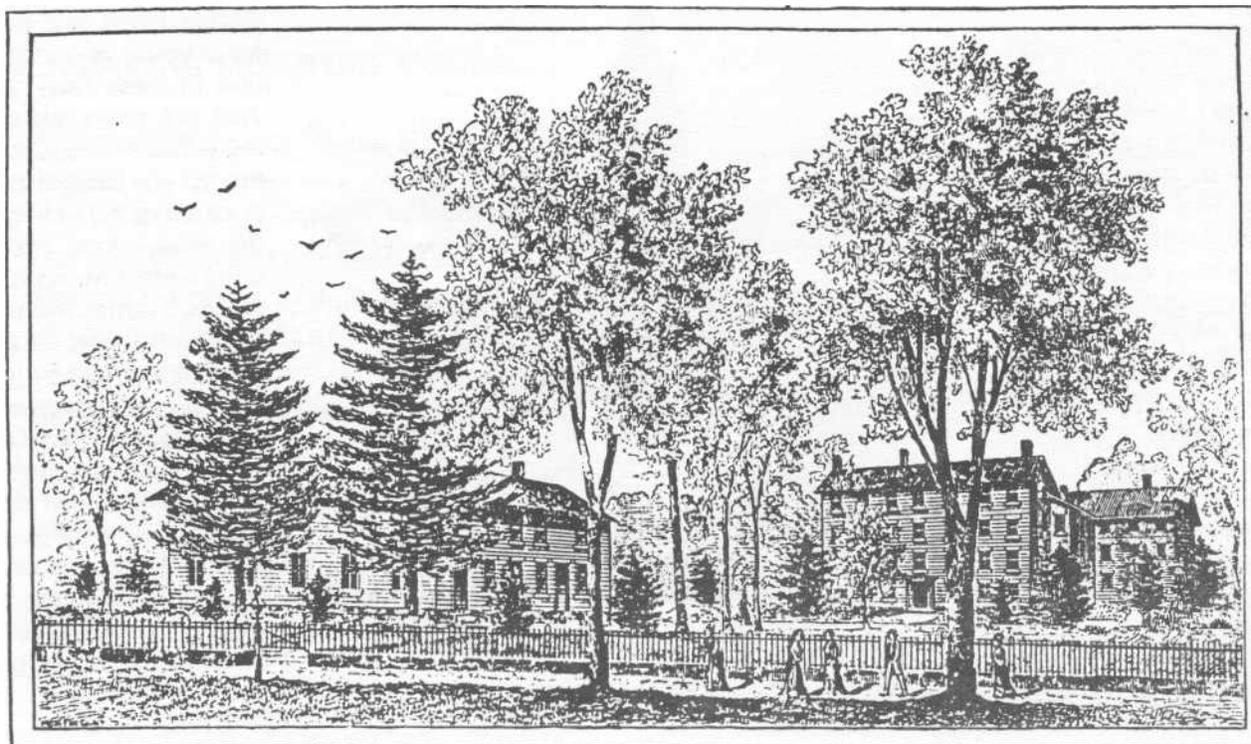
The coming of the railroad to the Newark area in the 1850's only accentuated these changes. Granville did

not get a railroad until 1880, and then it was the Ohio Central, which served mainly as a coal road for the developing industry in northern Ohio. But the B & O and the Panhandle (the Pennsylvania) placed Newark upon major arteries between the eastern seaboard and the midwest. As freight and passenger service boomed, Newark became an important railroad town: the B & O located repair shops there and became the city's largest single employer. The canal fell into disuse, became an eyesore, was blamed for noxious odors and disease. Newark was ready for its period of greatest growth—into an industrial city.

The Interurban Era (1890–1920)

The years 1890 to 1920 saw Newark develop into a major producer of glass, stoves, and an assortment of other industrial products. But in the relationship of Newark and Granville, the chief development was the interurban that linked them in 1890. The next year the line received a federal mail contract—the first interurban in the country to be awarded that privilege. And soon the swift cars had settled into a regular pattern of eight round-trips daily. In fact, by 1900 you could leave the Granville station every hour on the hour from 5:30 a.m. to 11:30 p.m., and could return from Newark on the hour.

Newark interests had pushed the new interurban link; the merchants of Granville had generally resisted it. Although I know of no study of its exact effects, the



Young Ladies's Institute, later Shepardson College, in 1879.

interurban no doubt did more for Newark's economy than for Granville's. For decades, of course, there had been a hack line between the two towns, but it only made two round trips daily. Now one could speed to the downtown shopping and amusement area much more swiftly and conveniently. And townspeople and college students took advantage of the opportunity.

Bus Roberts, a Granville resident, once remarked that when he was a boy, his father used to give him a dollar and he'd go to Newark on Saturday and go from movie house to movie house until his money was exhausted.

"Sin vs. Salvation"

Many a Granville resident—both town and gown—found pleasure in dinners and parties at the Warden Hotel, or entertainments at the Auditorium theatre, or visits to one of Newark's many saloons. When the police raided Mae Miller's place of prostitution in March 1902 they reportedly found seven Granville student visitors who gave such fictitious names as "John Adams" and "Frank Schultz" and "Fred Smeld." Such loose living was hardly possible in Granville, where college and town authorities badgered any proprietor suspected of selling liquor out his back entrance. Newark was coming into its own as a city of sin—while Granville waxed ever hotter for salvation.

The interurban to Granville was one thing; the interurban that ran from Zanesville to Newark to Columbus, completed soon after the turn of the century, was quite another. Soon the competition from Columbus merchants was beginning to be felt in Newark. "Buy at Home!" proclaimed the Newark *Advocate*. "Buy Newark-made Products!" trumpeted the Newark Board of Trade. Newark businessmen consciously began to cultivate the farmers of the county by supporting the Good Road Movement and the Licking County Agricultural Society Fairs. Newark was finding, in short, that it really needed the county—even though the county caused Newark citizens pain by pushing for country-wide and then nation-wide prohibition.

Newark Students at Denison

On the other hand Granville—or at least Denison—began to see more virtue in cultivating Newark, too. The number of Newark boys and girls who went on to college had not been great before 1890; after 1890, as more and more young people completed high school, and college training became necessary in many walks of life, the number mounted appreciably. The interurban clearly

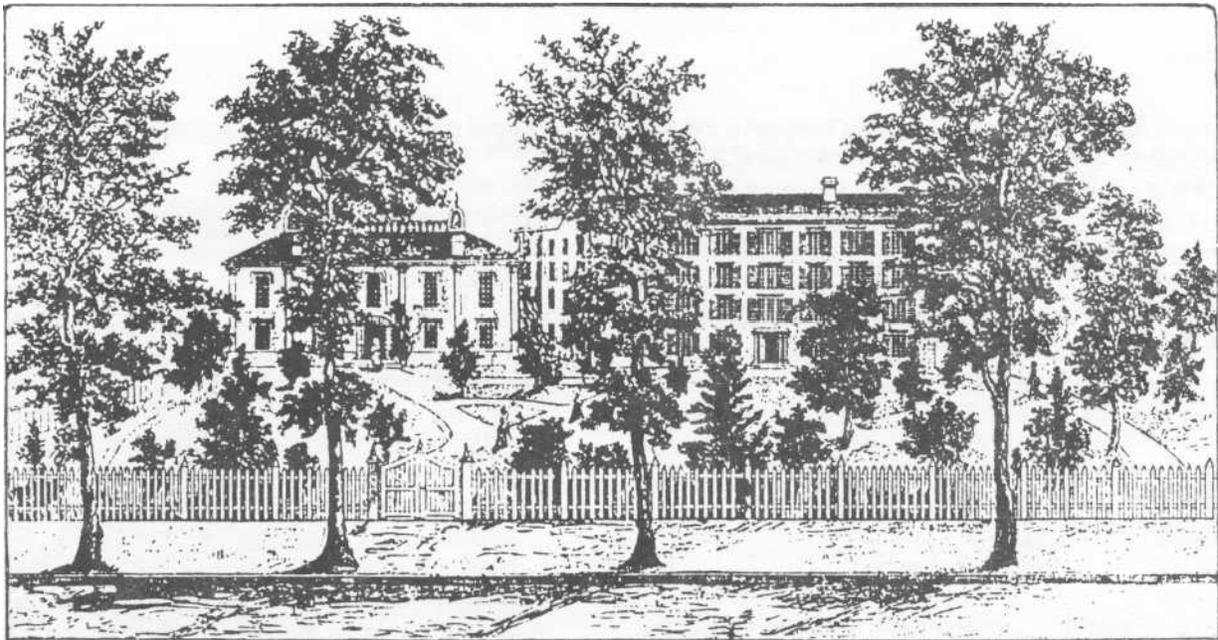
enhanced Denison's attractiveness. As the weekly *Advocate* noted as early as 1892, in an article entitled *The Tie That Binds*

...as an accessory to popularizing education in Newark the Newark and Granville electric railway must not be omitted. It forms the link between us and Granville, whose very atmosphere is redolent with

educational fragrance. It is not long since Newark was the avowed enemy of Granville. We thought the classic village flaunted its prominence too conspicuously, and was hostile to everything (in Newark). Now, however, our interests begin to blend, and a compromise has been effected of undoubted benefit to both parties. By coming so intimately in contact with Granville, an impulse, a flavor, has been given to education in Newark, not especially noticeable because so generally diffused, yet recognized and appreciated by our thoughtful citizens. In return we have contributed to Granville the business impulse so characteristic of Newark, and our classic neighbor now gratefully acknowledges a business as well as an intellectual activity. Just what the ultimate prospect is, must at present be a matter of speculation. But we may confess with confidence many grand possibilities. Whether Newark and Granville will eventually coalesce into one great city is a problem for the future only to solve, but at any rate, we shall be bound by kindred interests. Granville will enrich our public coffers with many a generous transaction, and we, in our own humble way, may be of great assistance to Granville in helping her maintain her reputation as the most thoroughly intellectual centre in Ohio.



*First National Bank Building
(South Park & Third Streets)*



GRANVILLE FEMALE COLLEGE

By 1915, with the Denison student body numbering 469, as many as 68 students from Newark were enrolled at Denison; the next year, out of 100 Newark High School graduates going on to college, 27 were going to Denison. President Clark Chamberlain of Denison made no secret of his desire to double the student body - and he certainly wanted students from Newark. As he told a group of Newark leaders at the Hotel Warden in December 1915, Denison was really "Newark's University." By 1917 Chamberlain was even more graphic; he regarded Denison, he said, as "one of Newark's industries!"

The Automobile Age (1920-1950) and The Truck and Air Age (1950-1980)

By 1920 the mass-production line in automobiles - and increasingly, in every sort of manufacture - was swiftly moving Granville and Newark into a new age. I have distinguished two periods since, but in many ways the two blend into each other in their total effects on the Newark-Granville relationship. Without going into any detail as to cause and effect, I would say that "the tie that binds" the two communities has been weakened in some part by the nationalizing of our mutual endeavors. Newark business and industry, for example, has become less home-grown - it is tied in with giant chains or with large manufacturing combines, and decisions made at a national level affect the area's development. At the same time Denison's constituency has become much broader - we have become much less dependent upon Licking County and Ohio. The Newark branch of Ohio State University bears eloquent witness to the change in the old Newark-Granville relationship. Indeed, if anything,

Granville is now sending more college students to Newark than Newark is to Granville.

But if "the tie that binds" has weakened in some ways, it still retains a strength. The hospital, the symphony, the art association, the vocational and academic facilities - these we share. Many who have their business in Newark live in Granville. Many shop in both areas. And, of course, as long as Granville township has no state liquor store we will be quite dependent upon Newark.

As I look toward the future, with its many problems, it strikes me that the two communities would do well to build upon that strength. We have been friendly rivals ever since the first organization of this county, back in 1806, when Granville leaders graciously yielded to Newark's desire to obtain the county seat - in return for a share in the county offices! And now [Sallie Jones Sexton's Bryn Du Farm was coming up for sheriff's auction later that summer of 1974] we face the prospect that soon some developers may drastically reduce the open countryside between us. Will Granville and Newark "eventually coalesce into one great city," as the *Advocate* speculated in 1892? Well, that's always a possibility, "but at any rate," as the *Advocate* said then, "we shall be bound by kindred interests."

G. Wallace Chessman
Denison University

This article is adapted from a speech given by Dr. Chessman before the Granville and Newark Rotary Clubs on June 10, 1974.

HENRY HOWE'S VISIT TO GRANVILLE

.....
1886

Henry Howe visited Granville in June 1886. He was travelling throughout the state to collect material for a new edition of his Historical Collections of Ohio, which contrasted the Ohio of 1846 with 1886-90. He describes Granville in 1886 as, "a spot where learning welcomes you as you enter, looks down upon you from the hills as you pass through, and bids you farewell as you leave at the farther end. In other words, at each end of the main street is a female seminary, while on a hill, overlooking all, stands Denison University. . . . Granville is mainly on a single street called Broadway, 100 feet wide from curb to curb. It is well lined with trees, while the dwellings stand well back, half concealed in masses of shrubbery." He climbed the hill to the University and, "looked down upon the nestling village below me with its rising spires, and then stretching for miles away the broad and beautiful valley of the Raccoon."

On June 18, 1886, he visited the "Old Burying Ground" in company with Charles W. Bryant, President of the Granville Historical Society. He notes that, except for Marietta, he knows of no graveyard in Ohio to compare in interest with Granville. "It is in the valley, within five minutes walk of the centre of the village, contains three acres, and is partly enclosed by a stone wall. The dead who lie buried here are about 2,000 in number, thus nearly doubling the living population of the village. The spot is thickly dotted with grave stones, largely sand-

stone slabs, many of the older ones with elaborately carved artistic, eccentric devices and quaint inscriptions. Many of the stones are leaning over and in varied directions, making it evident that their friends, whose duty it is to keep them in order, have also passed away or gone hence. . . . Mr Bryant had copied into a book all the inscriptions that could be deciphered, and therein they are numbered, 928 in all." Henry Howe quotes several of the inscriptions for his readers and remarks on the large number of children's monuments.

From the Old Burying Ground, the two men went to the Welsh Hills Cemetery. Howe notes that the artistic work on the Granville sandstone monuments was largely done by a sculptor named Hughes and "my old friend "Poor Tom Jones' who began on monuments before essaying busts."

The same day they visited the Alligator mound, and the new Maple Grove Cemetery. Henry Howe concludes the account of his visit to Granville, "Thus ended my day among the graves. Shortly after my visit my obliging, gentlemanly companion, in the very prime of his life, fell sick unto death, when he, too, became a tenant of a grave."

(Charles W. Bryant recorded the inscriptions on the gravestones in the Old Burying Ground in May and June 1886. He died of typhoid fever on August 31, aged 37.)

PROGRESS ON THE OLD COLONY RESTORATION

The Historical Society Old Colony Restoration Committee has prepared a slide presentation about the restoration of the Old Colony, *A Place of Peace in Pieces*. Please contact a member of the committee if you would like to schedule this presentation for your group or club.

The Union Cemetery Board has adopted regulations for the Cemetery and these will be posted at each entrance. Mike Frazier has agreed to serve as clerk of the Union Cemetery Board. Arrangements have been completed to bring a water line into the cemetery; this water is needed for the restoration work. The line will be installed in February.

LATE NEWS: Work on the gravestones will begin the first week in May! The Fannin-Lehner Preservation team from Concord, Mass., will be in Granville May 1-7. They will conduct a training workshop for volunteers on May 2-3, to teach simple restoration procedures. Trained, dedicated volunteers are essential for our restoration effort. If you can help, please call and leave a message at 587-3951.

CIVIL WAR ROUNDTABLE

The Roundtable meets monthly on the third Tuesday at 7:00 in the D-Room of the Denison University Fieldhouse. The scheduled presentations for the remainder of the Winter and Spring are the following:

February 18: "Civil War Medicine," a discussion of medical practices during the war—surgeons, hospitals and the ambulance corps. Tom Hankins

March 10: "General Willard Warner: Granville Native/49er/Civil War Officer/Alabama Carpetbagger," a biography of a relatively unknown Granville native. Tony Lisska

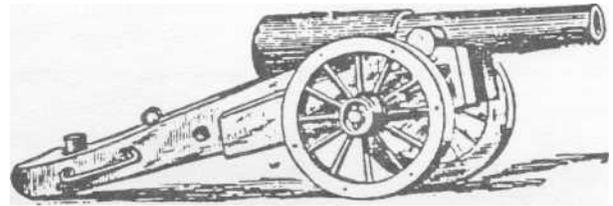
[Note—the March Meeting is on the second Tuesday.]

April 21: "*The Red Badge of Courage* and Chancellorsville," a new interpretation of this Stephen Crane classic novel about the Civil War. Professor Perry Lentz [Kenyon College].

May 19: "Albert Sidney Johnston: Confederate Enigma," a presentation about a prominent Civil War officer. Kevin Bennett

June 16: "General Lee Considered," an analysis of recent published work on Robert. E. Lee. Keith Hoover

All members of the society are welcome to participate in the Roundtable discussions.



CIVIL WAR LETTERS DELIVERED

The Publications Committee of the Society is interested in assembling and editing a collection of civil war era letters from various veterans who resided in Licking County. If any member of the society is interested in assisting in this project, please contact Flo Hoffman or Tony Lisska in care of the Society.

THE HISTORICAL TIMES is a quarterly publication included with membership in the Granville Historical Society and is sent to all members.

Questions, comments and suggestions may be sent to:

The Editors
THE HISTORICAL TIMES
P.O. Box 129
Granville, Ohio 43023-0129

Editorial Board: Maggie Brownfield, Florence Hoffman, Anthony Lisska, Samuel Schaff, Robert Seith, Richard Shiels

MEMBERSHIP RENEWAL TIME!

Now is the time to renew your membership for the Granville Historical Society. Membership dues continue to be \$5 per person for the calendar year. Membership includes the reception of THE HISTORICAL TIMES four times a year, invitations to programs sponsored quarterly, assists in the on-going projects undertaken by the society, and provides for the maintenance and upkeep of the Museum and the Old Academy Building. If you have not renewed your membership already, we trust you will do it right away.

RICHARD SHIELS NEWEST HISTORICAL TIMES BOARD MEMBER

Professor Richard Shiels, a member of the Department of History at the Ohio State University, has joined the editorial board for this quarterly newsletter. We are pleased with the historical expertise which Dick brings to the editorial board. Long interested in historical issues central to Ohio's development, Dick published an early article in *THE HISTORICAL TIMES* on the Religious Roots of Granville. Dick also continues as Program Chair for the Society.



PRESERVATION COMMITTEE DEVELOPS MISSION STATEMENT

Bill Heim has developed a statement concerning the role and function of the historical society's efforts regarding preservation of historic buildings and properties in the village. There will be a standing committee of the society concerned with matters of historical preservation. Members interested in this work should contact Bill in care of the society.

SOCIETY HAS NEW BROCHURE

Tom Gallant, chair of the publicity committee, has worked with his committee in the design and preparation of a new brochure for the society. The Board of Management appreciates Tom and the Committee's efforts to more readily make our message accessible to interested persons. Brochures are available at the museum or from Tom in care of the society.

NOMINATION COMMITTEE SEEKING CANDIDATES

President Tony Stoneburner is in the process of setting up the Nomination Committee for this year. If any member has suggestions for officers of the Society or members of the Board of Management, please give your suggestions to Tony who will be in touch with the Nominations Committee. Elections will again take place at the annual meeting in April.

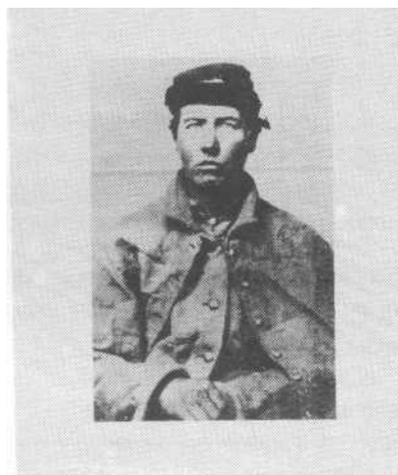
FROM THE TREASURER:

Society Treasurer, David Neel, has requested line item budgets from each of the standing committees of the society. This practice has been in operation for the past three years. This accounting and budget process has

provided a more sophisticated financial record and assures the members that the funding is appropriated as necessary for society projects.

THE ENVELOPE, PLEASE... HISTORIAN OF THE YEAR TO BE NAMED IN APRIL

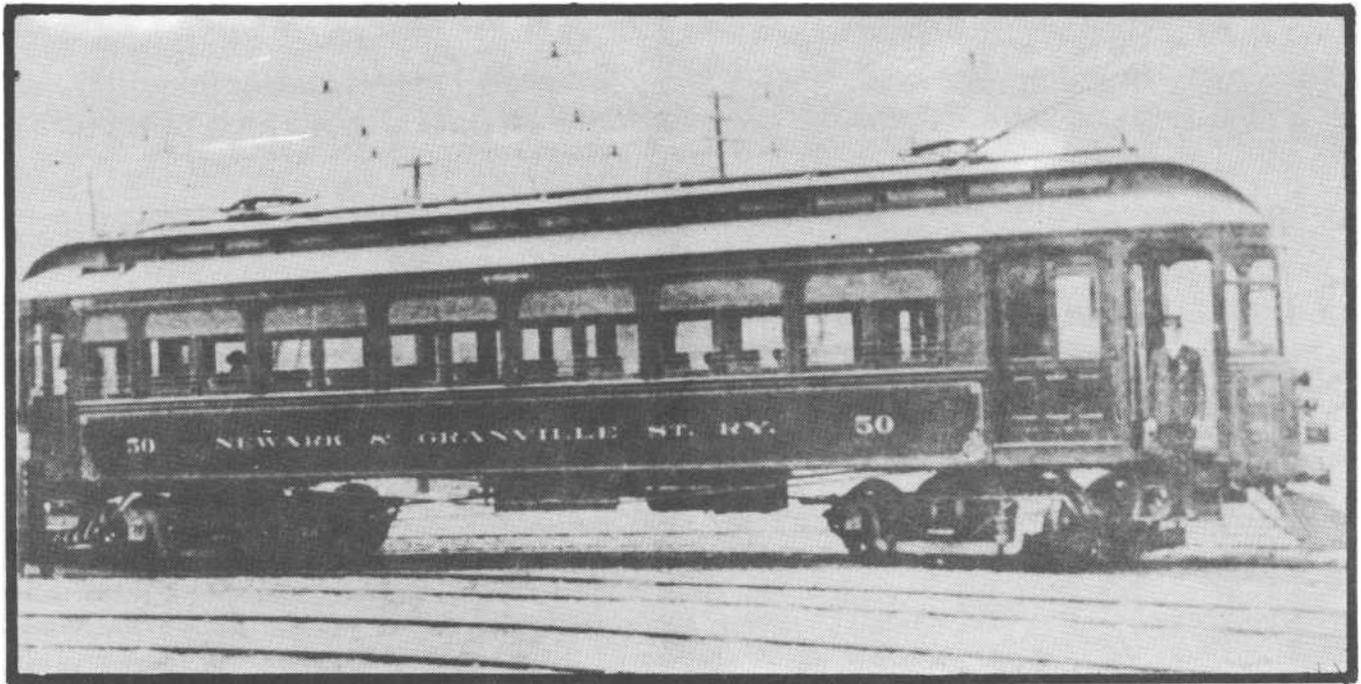
Board member Iry Chotlos has chaired a committee charged by President Stoneburner to make recommendations to the Board of Management for a person to receive the "Historian of the Year" award from the Society. The recipient of the award will again be named at the annual meeting in April.



Leonidas Inscho

LEONIDAS INSCHO VISITS GHS

On January 21, E. Chris Evans presented his first person account of Lt. Leonidas Inscho, the first Licking County native to receive the Congressional Medal of Honor. Mr. Evans gave an account of Inscho's life and the events at the Battle of South Mountain which led to the reception of the Medal of Honor. The first person account rendered by Mr. Evans was spell-binding and contributed a sense of the horrors of a Civil War Battle. Mr. Evans uncovered the facts about Inscho and helped secure the actual medal itself for the Licking County Historical Society; he brought the medal for the audience to see.



From the Archives:

"Old Number 50": The Jewett-made car on the Newark-Granville Electric Street Railway, about 1905. The Jewett Car Company was a major Newark manufacturer at the turn of the century.

APPEARING IN FUTURE ISSUES...

- **William Cramer: A Welsh Hills Legend**
- **Our Lady of Mercy School: The Story of a Private School on the Site of Today's Bryn Mawr**
- **Granville Native Willard Warner: '49er, Civil War General, and Carpetbagger/Senator from Alabama**
- **The Life of Leonidas Inscho**

GRANVILLE HISTORICAL SOCIETY BOARD OF MANAGEMENT

PRESIDENT:	Tony Stoneburner
VICE PRESIDENT:	Thomas Gallant
SECRETARY:	Kevin Bennett
TREASURER:	David Neel
Term ends 1992:	Irving Chotlos Daniel Freytag Robert Seith
Term ends 1993:	Harold Sargent Florence Hoffman Anthony Lisska
Term ends 1994:	Ann Stout William Heim Richard Shiels