

Old Stone School Corner of Mayfield and Green

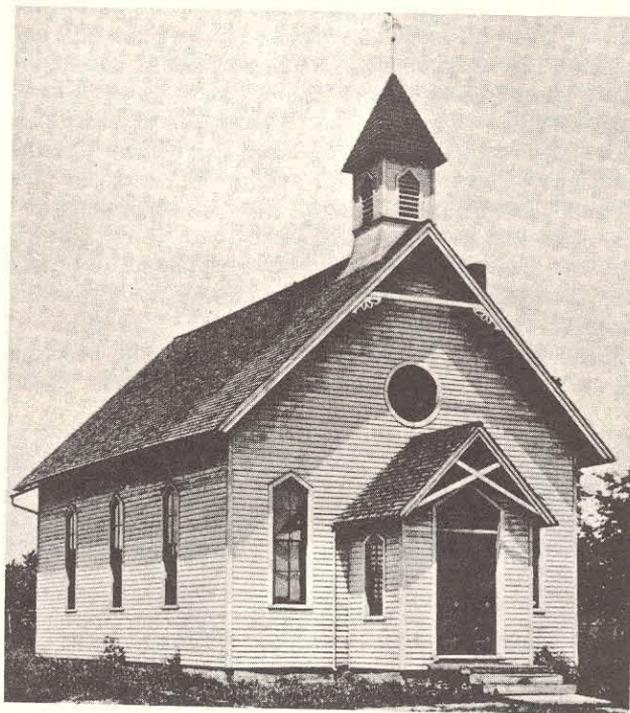
Road was named, Martin Dill, William Cozens, Lewis M. Gates, Olive C. Gates, William Marshall, Henry Gebauer, Heman Ellsworth, Fred Prasse, Ernest Prasse, Gerhard Henry Melcher, Frederick Melcher, Ernst Melcher, Frederick Wischmeyer, Henry Wischmeyer, Claymore Rolf, Gerhard Frederick Rolf, John Henry Miller, John Frederick Linnert, Ernst Henry Klaustermeyer, John Frederick Schaefer, John Henry Herbkesmann, John Frederick Leppelmeyer, Ernst Henry Schmidt, Kasper Schaefer, Frederick William Schwentker, Henry Hüge, Gerhard Henry Schroeder, William Emshoff, Ernest Henry Dremann, Ernst Frederick Dremann, Ernst Carl Hüge, Henry Frederick Elbrecht, Ernst William Holsing, Ernst Henry Fark.

By 1830 Thomas D. Webb had purchased 72 acres of land in the creek valley, now Belvoir Boulevard about where Bayard Road crosses the valley. Mr. Webb built a sawmill in the valley. The mill pond and race was located near Donwell Drive and Belvoir Blvd. The mill furnished most of the logs for the log homes being constructed in South Euclid. The abutment of the old Webb mill pond was removed about 1910.

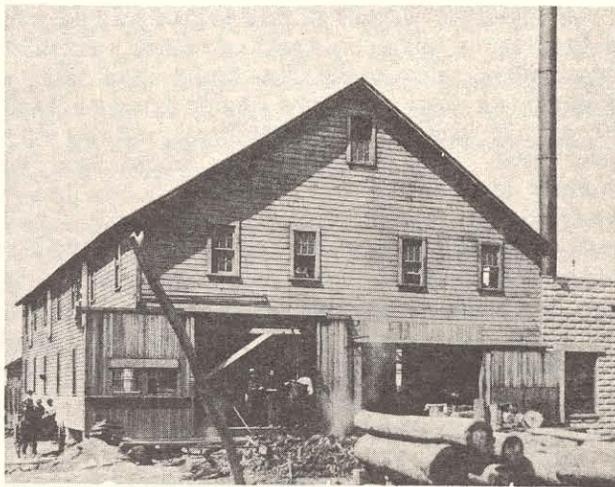
In the fall of 1831 Joseph King and his wife Betsy sold a parcel of land to John Kellogg for \$160. This property was located at what is now the southwest corner of Mayfield and Green Roads and contained 730 feet on Mayfield Road and 1458 feet on Green Road. This was later sold to M. A. Hart and others about 1874 with the exception of a half acre containing the Kellogg family cemetery. This remained as the Kellogg estate until 1898 when Ezra Kellogg and his sister Maria Ingraham gave the land to the Methodist Church (for church purposes only) with the stipulation that the church maintain the little graveyard, which it does to this day.

A legendary figure of this period was Andrew Ellsworth, a man of great strength, six foot, two inches, who made his home near what is now Green and Anderson Roads prior to 1840. He always wore deerskin clothes, and the story goes that when it rained, he would hide his clothes in a hollow log and work in his underwear to keep the deerskin from becoming soaked and stiff. He helped cut the trees in 1830 that widened Mayfield Road from an Indian trail into a wagon road. His son Heman Ellsworth lived on the same farm and was the great grandfather of Mrs. Robert Leist who still lives on Anderson Road.

The first frame house did not appear in South Euclid until James Harvey Hussong came home from the Civil War in 1865 and brought the new idea of home construction with him. He built the first frame house on a site just north of the present Society parking lot. That house burned in 1898 and the present house was built there.

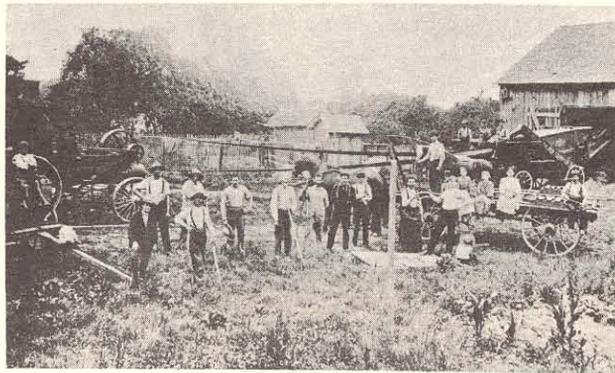


First Church built by the Methodists in South Euclid was this building erected on Mayfield near the northwest corner of Green in 1883.

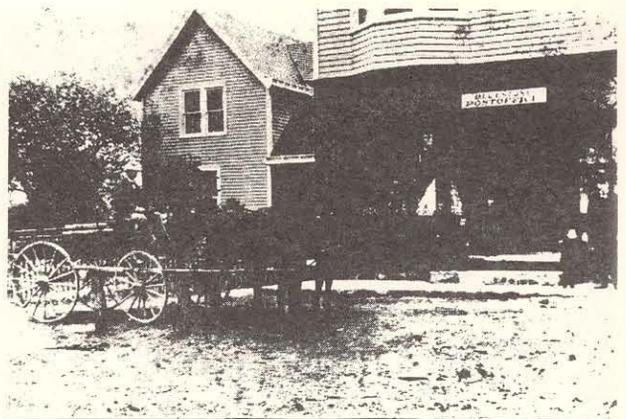


Early 1900's Prasse Basket Factory

The main early industry in the South Euclid area was farming. The forests were cut down and made into charcoal and hauled down to Cleveland for hotels and factories. Returning from the Civil War in 1865, Thomas Kirchner purchased a farm on Green Road, just south of what is now Rainbow Road. He started to grow flowers in a greenhouse for a flower store that he and members of his family had started in Cleveland. This business continued until July 1949. Later the farm was developed into Shirley Drive. The Henry Prasse Basket Company was founded in 1880 by Henry Prasse and operated for many years at what is now Green and Prasse Roads. The factory was destroyed by fire around 1910 and then rebuilt at its present site on Mayfield Road. In 1923 the factory was again destroyed by fire and rebuilt in the same location. It continued in business until May 20, 1966, supplying baskets to all the truck farmers in northern Ohio.



Threshing Time in South Euclid in 1896. This picture was taken on the Old Ernest Prasse farm on Mayfield Road near Belvoir Blvd. All of the farmers in the community helped with the threshing.

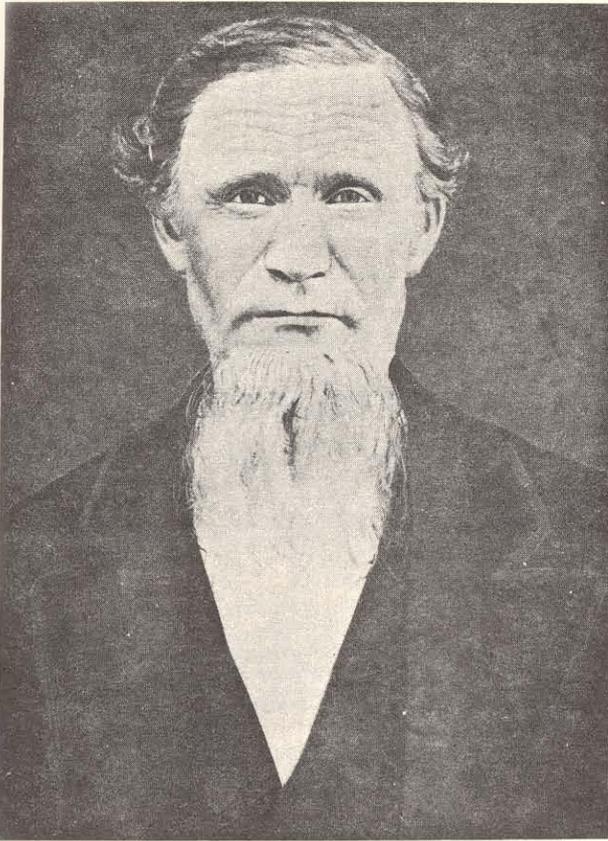


Bluestone reached such respectable proportions that a postoffice was established there, being finally abolished about 1908

Bluestone Postoffice

Following the Civil War the raising of grapes became a prime industry. A number of Bohemian families settled in the north end of South Euclid and in what is now Richmond Heights. Vineyards took the place of grain fields. Concord, Catawbas, Niagaras, Delawares and Martha grapes were greatly favored. Two major factors contributed to the grape growing success: 1. the slatestone-clay soil produced a hardy wood growth; 2. the nearness of Lake Erie tempered the atmosphere and prevented frost damage. Grapes were packed in six and nine pound grape baskets and shipped west as far as Denver and east to the seaboard cities, particularly New York. Wine competed with the grape, and enabled the grower to have a more stable year round income. Euclid wines and Euclid grapes became nationally known because of the delicious and distinctive flavor drawn from the sticky clay soil. This settlement included the Frank Verbsky's, Wrinzras', and Trosebizky's, and John Shabanek.

In 1866 Duncan McFarland purchased the farm where the first bluestone around here was discovered. The following year he opened a quarry along the east bank of Euclid Creek, and in 1871, two of his sons, James and Thomas, opened one on the other side of it. Soon another quarry was started along Nine Mile Creek, nearly a mile west of McFarland's. The Maxwell brothers, Robert and John, and Harry Malone, operated it, and part of their financial backing was supplied by one of Cleveland's most prominent men, L. E. Holden, who owned the Hollenden Hotel and the Plain Dealer. The McFarland brothers sold their property during the middle 70's to John Holland and Thomas Manning, owners of the Forest City Stone Co., and that quarry and the one over on Nine Mile Creek (Belvoir Blvd. and Monticello) later became two of the largest producers in the area.



Duncan McFarland opened a quarry in 1867 at Bluestone and started a business which lasted forty years.

An interview with Mrs. Robert H. Maxwell, daughter of Duncan McFarland was printed in the Plain Dealer Sept. 30, 1934 telling the story of Bluestone. Mrs. Maxwell said, "Nearly everything was done by hand in those days. The soil and shale above the solid rock had to be taken off, so that the bluestone could be gotten at, and this material was taken away in wheel-barrows or wagons and piled up. They hired a number of men to do the work and that is how the village got its start".

"During the early '80's more land was stripped, new quarries opened and Bluestone continued to grow. The finished stone was no longer hauled on wagons down the creek road to Nottingham. The Euclid Railroad, that weed-covered, single track line which crosses Euclid Avenue near Green Road, was opened. It extended from the New York Central tracks to the Malone property along Nine Mile Creek; and spurs were laid into the other quarries along Euclid Creek". (Today that track still exists lying east and parallel to Green Road, and did serve the present South Euclid industrial area. On April 6, 1967 the

ICC gave Euclid Railroad Company permission to abandon its line. Efforts are being made to acquire the right of way for future rapid transit for South Euclid.)

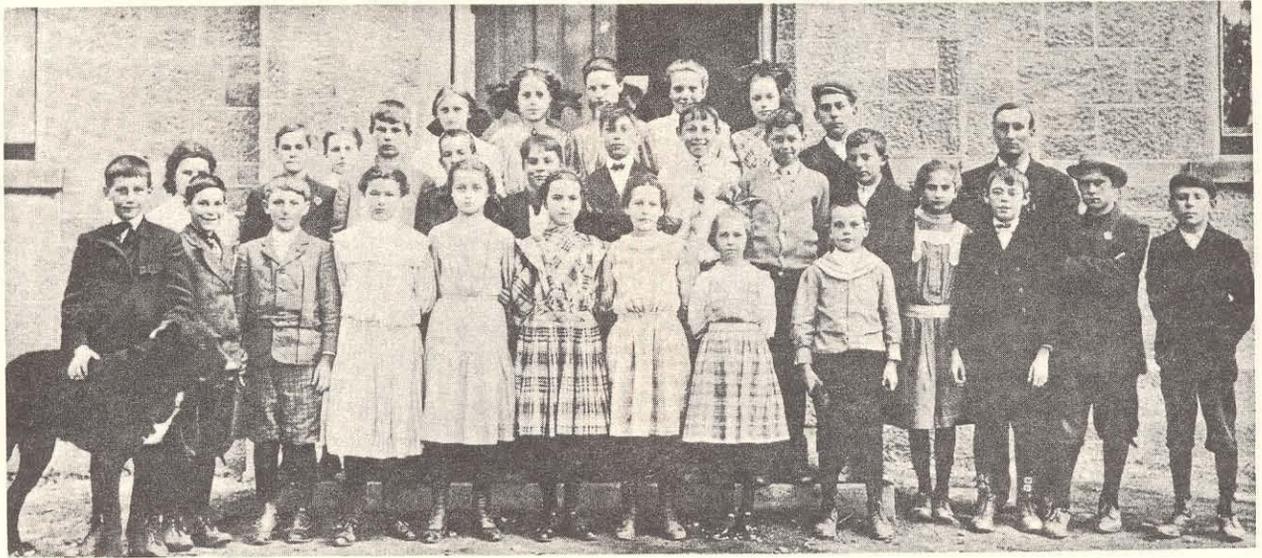
"At this time, too, Fred and Ernest Benty opened a saloon on the north side of Bluestone Road, a few hundred yards west of Green. The Bentys also sold groceries, and the building which housed their activities was still there in 1934, vacant and forlorn, with a sign on its door bearing the somewhat euphemistic legend: Bluestone Grocery".

"The hamlet's first postoffice was in L. L. Murray's General store, which stood on the south side of the road near what is now Belvoir Blvd. Mr. Murray died, and the post-office was taken over by his rival storekeeper, Edward Schroeder. The mail was obtained from the South Euclid post office by messenger".

Mr. Schroeder's widow said: "The post-office was in front of the store. The people would come here to get their mail. In the store itself we sold a little of everything - shoes, hardware, china, groceries, men's furnishings, tin ware and lots of other things".

Life was not at all easy for the women living in the town. There were epidemics, and all too frequently a sudden shrill note on one of the quarry's whistles would blast an ominous portent, terrifying all who heard it. Mrs. Schroeder explained: "Whenever the whistle blew all the women around here would run down to that quarry to see if it was her husband who had just been hurt, or killed." It was also learned from her that all the killings in the village were not quarry accidents. Some resulted from brawls; for many of its inhabitants liked alcohol too well.

Another building that was near Bluestone deserves to be mentioned here. On the bank of Euclid Creek, a few yards south of Anderson Road stood Temperance Hall, headquarters of Cliff Division No. 98, Sons of Temperance, whose membership was largely made up of farmers and villagers from Nottingham, South Euclid, and Cleveland Heights. It was a large frame building, with a basement whose entrance was on the edge of the stream. The main floor was used for recreation and dancing, being rented for this purpose by many other groups from the surrounding country-side. The temperance advocates, of course, actively campaigned against what they sometimes called "Rum and Ruin", pointing to tiny Bluestone as a locality notorious for the prevalence of both. Indeed, the hamlet was regarded by most of its neighbors



5th thru 8th Grades - 1909 - Green Road Stone School. 1st Row Left to Right: Walter Dorsch with dog Dewey, Arden Rowland, unknown, Ethel Mae Morlock, Ruth Cliff, Helen Brandis, Esther Sherwitz, Irma Brandis, Wm. Dorsh. Second Row: Unknown Miller, Homer Rowland, Ed Markowitz, Unknown, Maurice Bilkey, Henry Faust, Lyle McFarland, Unknown, Earl Gerstenberger, Theresa Markowitz, Leo Murray, Francis Telling, Henry Office. Third Row: Johnson, Alice Worthington, Grace Jordan, Esther Miller, Mable Dorsch, Unknown, Elvey Allbright. Mr. Lash, Teacher.

as the abode of "a pretty wild bunch". However, there were many hardworking and godfearing people who also lived and worked there.

During the '90's Bluestone probably reached the peak of its boom. Five bluestone quarries were being worked, and although those were "the good old days", wages ran from about 75 cents to a top of \$1.25 a day for the average workmen, most of whom were newly-arrived immigrants, Swedish, Italian, French-Canadian and Irish.

A stone crusher was erected along Euclid Creek by Clarence H. Burgess and technological unemployment made its first appearance here with the introduction of channeling machines, used in cutting the blocks of stone from the solid rock.

The Swedish people at Bluestone asked permission from St. John's Lutheran Church to hold church services once a month in their old church building which was being used as a school. Finally, Bluestone's only church was built. In 1898 the Maxwell-Rolf Stone Co. allowed the congregation of Swedish workmen and their families to erect an edifice on its land, overlooking Euclid Creek, rent free as long as the building was used for religious purposes. Thus was initiated the hamlet's Swedish Evangelical Lutheran Church, in which ser-

vices were held every other Sabbath, a pastor coming out from Cleveland to conduct them. One of its former members, Mrs. Abraham Hansen, described it as a small, white, frame structure, "with yooost a little steeple". The church was torn down in 1930, when the Metropolitan Park Board purchased the land, although there had not been more than a score of services held within its walls in the previous decade. Many of its members joined with St. Johns Lutheran congregation.

By 1910, the quarries were beginning to feel the first chill of the paralysis that would finally claim them before another decade had passed. Already their greatest market, the sidewalks, was being invaded by the still youthful cement industry. Gradually, their operations ceased, and their workers moved elsewhere. The Bluestone post office operated for 26 years, suspending operation in 1910. The postmasters were Noah L. Murray, 1884-1887, Edward T. Schroeder, 1887-1890, Horace R. Fowler, 1890-1891, and Edward T. Schroeder, 1891-1910.

The pupils from the Bluestone School were transferred to Green Road School in 1917 and the settlement merged with South Euclid that year. All that remains of old Bluestone is Bluestone Road and the many fine members of the old families that live around South Euclid



Only Hotel ever operated in South Euclid was John Trumpp's Hotel and Livery Stable which stood on the Corner of Mayfield and Sheffield Roads - 1897.

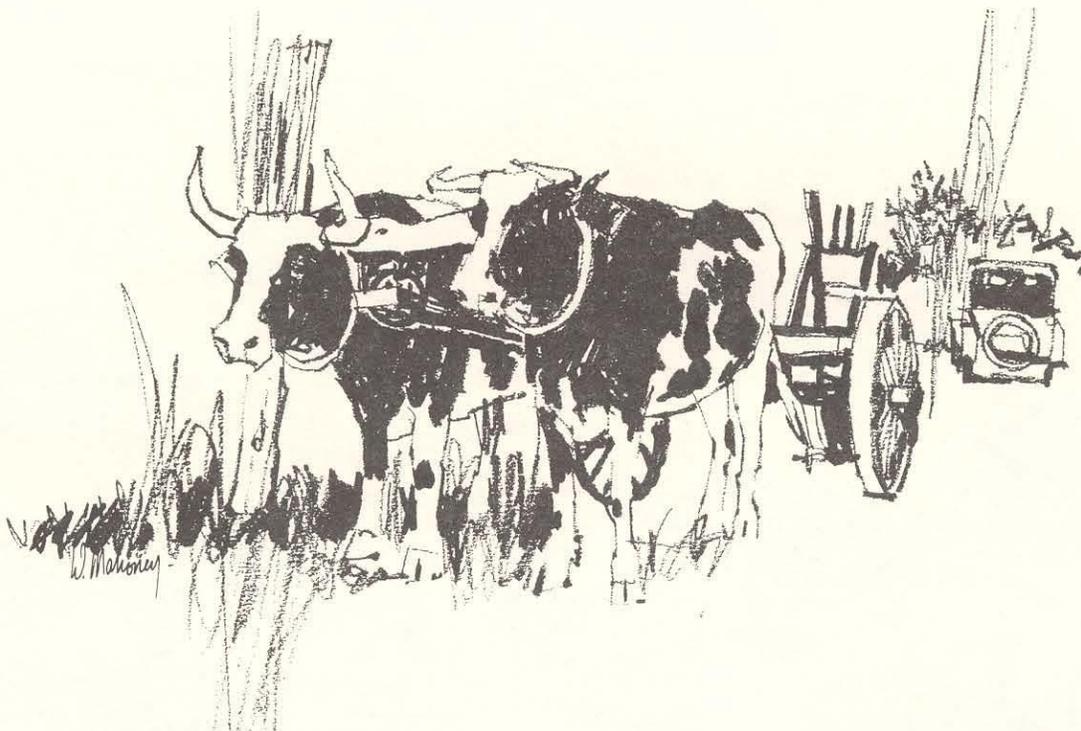
today, and the many walks around the older streets made of bluestone. (Euclid bluestone is a bluish-gray sandstone. It is dense and fine-grained, very hard and strong and ideal for flagging.) Quarry Park is the site of the Maxwell, Malone quarries. The city incinerator and dump is also the site of these quarries.

Also about 1910, the farmers started to raise strawberries around South Euclid; the Whighams, the Lusters, the Maxwell's, Dr. J. E. Rowland were a few of the first growers. Strawberries require a lot of hand work and care before picking and the people walked all the way from Little Italy each morning carrying work clothes on their heads, picked strawberries all day, changed clothes and walked back to Little Italy in the evening. The young people in the community also earned a little spending money in this way. It was a very lucrative business for quite a while because of the large nearby Cleveland market. The berries were taken downtown in wagons, and had to be picked under just right conditions, because they were very perishable, and refrigeration was unheard of then.

TRANSPORTATION

"In the early 1800's the location of what later became the Mayfield Plank Road was a wilderness so heavily timbered that cabins were not visible to neighbors a few hundred feet away. It was not long before there was a blazed trail, made by slashing the bark of the trees on each side of the path. This was probably about 1830. With the arrival of more settlers, the State laid out and cleared a road extending from Cleveland to Meadville, Pa. At first this was little more than a logging road; for ox teams were the mode of transportation except for perhaps a weekly stage coach and an occasional person in a great hurry or going a long distance, who traveled by horseback".

"After the turmoil of the Civil War in the 1860's, the second and third generation of settlers began to consider ways of bringing about some means of ease and convenience to their hitherto harsh ways of living. The wilderness had been conquered, the Indians driven westward, the bears as well as the passenger pigeons and the



wild turkeys had been exterminated, the virgin forests cut down. Farm land lay smooth and fenced, comfortable frame houses had replaced log cabins in most instances, although here and there they persisted until 1895. Although the successful farmer still had plenty of hard work to do, there was some leisure. There was time to pause on the road for a chat with a neighbor, and always there was the restless, peculiarly American urge to strive for better living".

"The open winter of 1876 with its appalling muck and mud, resulted in a meeting held in the old Stone School near Green Road, and a company was formed in late February of that year to build a plank road. Capital was speedily raised and the Cleveland and Mayfield Plank Road Company was incorporated, to run from the top of the Gates Mills Hill to the foot of Mayfield Road Hill, to what was called Little Italy, a distance of eight miles. The work was done by one, Dave Cramer. The planks were sawn eight feet long, three inches thick, and were of slightly varying width, averaging perhaps fifteen inches, and were of oak and hickory. In building the road these planks were laid on stringers and a drainage ditch ran alongside, with frequent spillways to drain the water from beneath the planks. (Even with this precaution a rapidly driven rig would sometimes cause water to spurt high between the planks and spray horse and driver.)"

"The road was opened in December, 1877 and later a crew of men were usually at work replacing wornout planks and shoring up the dirt on the side opposite the ditch, covering

up the ends of the planks so that turning off would be easier and smoother, for one lane of the road was dirt. Loaded wagons had right of way by courtesy. The cost of the road was something over \$25,000 and it proved a well-paying investment to its stockholders. It paid some dividends as high as 10%. (The Plank Road Company often held its annual meetings at St. John's schoolhouse and Ernest Melcher was one of the trustees.)"

"A toll house was built about half way between Lander and Brainard Roads, but was soon replaced by a larger building at the corner of Brainard and Mayfield, on one quarter acre from a corner of the Rudd farm. This building combined an office for the gate-keeper and living quarters for his family. A well was dug, and at twenty-four feet the water flowed in clear and cold and found its way out again through a seam in the rock, three feet above. A barricade of a plank nailed to posts protected the hand pump, and on it was hung a pail for watering horses, and a dipper for humans. This was the East Toll Gate."

"The gate-keeper was paid \$25.00 per month with a stipulation that he was not to draw any of it until after the middle of the month, when he could take \$13.50. He was given a place to live, rent free, coal for the office stove and as many discarded planks as he cared to cut up for use in the family stove. These tough planks were not easy to chop up and the gatekeeper added to the supply by buying cord-wood at his own expense".

"The West Toll Gate stood at Noble Road, but was later moved to Superior and Mayfield and was a one room affair, a house in the rear being the residence. Tickets were issued by each gate-keeper to be shown at the other gate. The toll was two cents a mile for two horses, one and one-half cents for a single rig, one cent for a man on horseback and one-half cent a head for stock."

"Roland Price was keeper of the East Toll Gate from the opening of the road until his sudden death from apoplexy in 1882 at which time Gordon Abbey, a retired farmer, took over and served until within a year or two of the closing of the road, a service of nearly twenty years. A Mr. Smith, a genial well-liked man, kept the West Toll Gate through all the years of the road's existence. (Mr. Smith finally died in the destruction by fire of Rainbow Cottage on Richmond Road near Mayfield in 1904.)

In 1836, Kirtland, the home of the Mormons in Lake County, was a hustling farming Community of more than three thousand souls. It was the "Stake of Zion", a frontier outpost that offered fertile grounds for the reception of the religious ideas of Joseph Smith.

The Mormons had established an unchartered bank in their midst but unwisely issued more paper money than their capital stock could

guarantee. In the end this fact brought about failure and caused its leaders to flee with Smith to escape the sheriff.

The group split up at this point, and as the Mormons headed west, one group under Brigham Young, then an obscure preacher of Mormon doctrines who had joined the church but five years before, followed the Chippewa Indian trails that led through what is now Mayfield Village to what is now Wilson Mills Road to Anderson Road, to Green Road, and then to State Road (Mayfield Road).

As the caravan made its way along what is now Anderson Road, the heavily loaded oxen-drawn wagons soon became stuck in the mud of the pioneer Indian trail. The legend goes on to say that a heavy wine barrel was on the first of the wagons to be bemired. After more than a week's work the caravan continued on its way west, but only after Young had put a curse on the road to make it a mud hole forever and strangely enough, old-time residents of Anderson Road will tell you that the road was impassable from November to May for years before the pavement was installed.

Before the days of the interurban car line, South Euclid was served by coaches of the Cleveland & Chardon Stagecoach Line. Passengers, mail and freight were carried on these light, fast stages. A footman met the stage at Green and Mayfield Roads and carried the mail to the Bluestone Post Office. Near today's Dean Drive stood a large Colonial house known as G. S. Rathbone's Tavern. The renowned Daddy Rathbone, a fat, chubby, bald-headed Englishman, kept an inn, and stage coaches stopped here on their way across the state. Tommy Whigham also fiddled here with all his might and main, while blushing maidens and brawny swains danced the Virginia Reel.

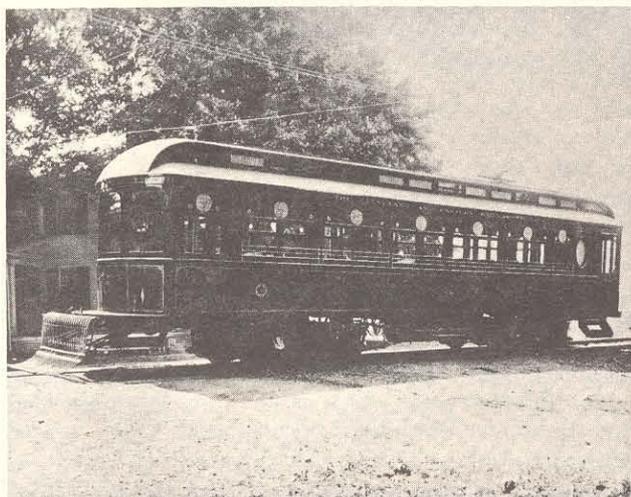
Shortly after the turn of the century a toll gate was located on the site of Al's Men's Shop and Ed Riddle was the keeper. The thrifty farmers of this section disliked the toll gate. In fact, they disliked all toll gates and everything connected with them. So when Keeper Riddle went visiting friends in Cleveland one night; the toll gate, office and all caught fire and was destroyed. Shortly after this fire a long row of unsightly bill boards that adorned the northwest corner of Mayfield and Green Roads were destroyed by fire under mysterious circumstances. Constable Bilkey was unable to solve either of these mysteries.

The plank road was allowed to deteriorate and complaints were many. Under pressure



the County Commissioners bought out the stockholders, paved half of the roadway with brick and made it an open highway. The last planks were torn up in 1909.

The year 1898 saw the start of the Cleveland and Eastern Railway Company (the "old red line") which operated an electric railway line to Chardon, Burton and Middlefield. This line did a large freight business in addition to carrying the mail and passengers. The railway was of standard gauge and it was not an unusual sight to see several freight cars going out Mayfield Road.



Old Red Car #18 - The Cleveland and Eastern Railway Company

One could reach downtown Cleveland from South Euclid in 55 minutes. The "Red Cars" were so on schedule along Mayfield Road that people could set their clocks correctly when they heard its whistle (at Sheffield Road). Later that whistle caused trouble. St. John's Lutheran School requested that they ding a bell softly at the crossing because the whistle distracted the pupils from their lessons. The village fathers also requested that the "red cars" not exceed 15 miles an hour going through town and eliminate passenger stops in the middle of the intersection of Mayfield and Green Roads. The Cleveland and Eastern Railway suspended operations in 1926, without paying its stockholders any dividends.

Later the Cleveland Railway came out as far as Lee Road, and one could walk to the car line or wait indefinitely for a bus that never ran on schedule. In 1929 the car line was extended to Noble and Mayfield Roads which

did not take as long to walk to. This trip took a good hour and a half to get down town, and the cars rocked and shook so, that if one was inclined to sea-sickness, they were in poor shape by the time they arrived at the park at the bottom of Cedar Hill. There was a further delay and passengers often took a walk in the fresh air, before boarding the next car at 105th and Euclid. The bus service to the end of the car line continued to be rather sporadic until 1948, when South Euclid purchased its own buses, and made an agreement with CTS for transfer privileges.

POST OFFICE

In 1881 the South Euclid post office was established with Henry W. Hart as postmaster at the northwest corner of Green and Mayfield. During the eighty-six years since then South Euclid has had nine postmasters and four superintendents of the South Euclid Branch of the Cleveland Post Office. One postmaster, Adam Hoffman, was the founder of the Adam Hoffman Ice Cream and Candy Company of Cleveland.

South Euclid Postmasters

Henry W. Hart, 1881-1885
 Adam Hoffman, 1885-1890
 Martha A. Hussong, 1890-1891
 Samuel Smith, 1891-1892
 Hannah Smith, 1892-1898
 Christopher C. Dill, 1898-1910
 Bronson O. Brott, 1910-1922

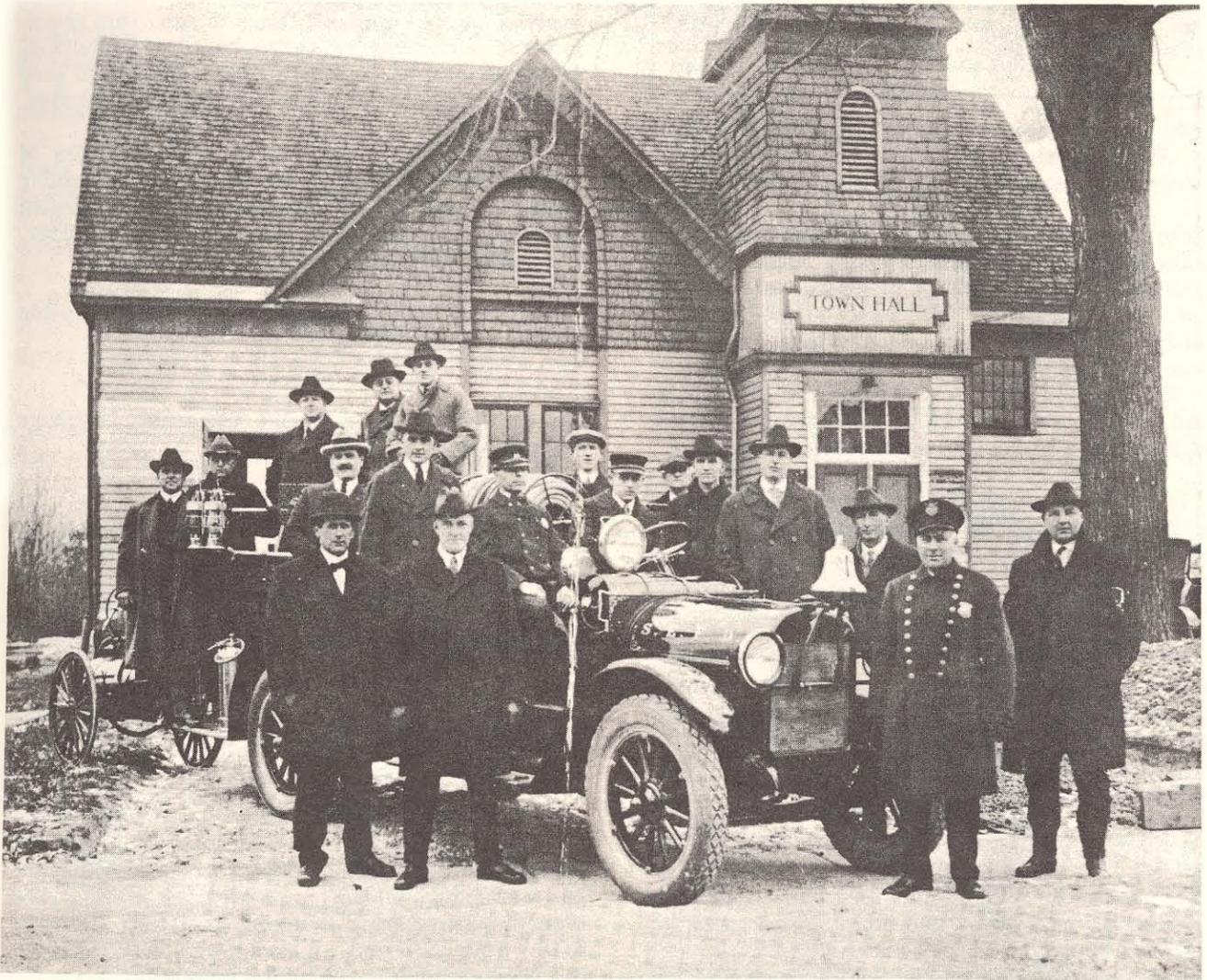
The South Euclid Post Office advanced to the Presidential Grade July 1, 1918.

Dwight D. Fierbaugh, 1922-1935
 S. Bruce Lockwood, 1935-1936

The South Euclid post office became a branch of the Cleveland Post Office on July 31, 1935 with S. Bruce Lockwood as superintendent.

Robert P. Ward, Superintendent, 1936-1953
 William Keske, 1953 - Aug. 1, 1963
 James Galloway, Aug. 1, 1963 to
 Dec. 31, 1963
 Arthur P. VanKannel, Jan. 1, 1964 -

The post office was located in the Mayfield-Green area until the brick post office building was built in 1931 on Rushton Road. They remained there until they moved to the present location on Mayfield and Winston Roads Sept. 1, 1941. (The Rushton Road building has had many uses through the years: Post 308 American Legion and Auxiliary, Recreation Commission, Civil Defense, Nazarene Church, and presently the headquarters of the Heights Council #3087 of the Knights of Columbus).



South Euclid's First Fire Truck in 1922. Front row from left to right: Wm. Fibich, Walter Eckert, Marshall J. H. Bilkey, Fire Chief Walter Brown. Second row left to right: Mayor Charles Havre, Fred Fark, John Arndt, M. Opper (at wheel), Godfey H. Hoffmeyer, Charles Lasch and Ed Prasse. Back row left to right: Ernst Warnke, Councilman H. G. Stalnaker, Councilman Wm. Dougherty, Councilman Wm. Nolf, Court Telling, Herbert Hoffmeyer and J. A. Falkner

VILLAGE HALL

In 1885, the Euclid Township trustees had an opportunity to acquire three acres of land on the Township Road for the future location for a township hall or general meeting place for the people of South Euclid. The old deed on file at the City Hall, shows that trustees, D. Water, Ashley Stevens, and Wm. Dodsworth received a quit-claim title to the property on Sept. 2nd, 1885 from Hannah Wade, a widow

of Robert, for \$5.00 with the consideration that the trustees would provide for Mrs. Wade for the balance of her life. However, nothing was done about the land until 1898. The old Stone School was then used as a meeting place. On Feb. 26, 1898 the Euclid Township Commissioners received a petition from the people in the South Euclid area requesting that a town hall be built and that costs not exceed \$1500. Notices were posted for a special election on April 4, 1898.

Vote	Euclid Precinct	South Euclid Precinct	Total
For	112	154	266
Against	202	6	208

Bids for the hall were advertised for in the Plain Dealer December 1, 1898 and the Village Hall was built on Green Road in 1899.

On August 31, 1906 an election was held on the sale of intoxicating liquors outside municipalities. Notices for the election were posted at C. C. Dill store and Post Office in South Euclid, the Toll Gate on Mayfield Road, W. Thomas Blacksmith Shop on Mayfield Road, E. T. Schroeder's Post Office on Bluestone Road and at the corner of South Euclid Road and Highland Road (later named Trebisky).

Euclid Township voted to be dry at this election, forcing the saloons to close. This action brought final victory after a thirty year campaign to Cliff Division, No. 98, Sons of Temperance.

The village hall had many uses through the years: - official meetings, elections, parties, dances, plays, movies, school, church, and village council meetings and mayor's court were held there until it was replaced by the new Municipal Center in 1954.

The Birth of the Village of South Euclid

As early as 1915 there was some talk and study about making South Euclid a real village. A group of civic minded residents formed the Citizens League of South Euclid to push for incorporation. William Miller was President; Horatio Ford, Vice President. Other members were W. R. Carson, Erny Faust, J. A. Morlock, C. C. Rankin, Mary E. Ensign, J. E. Rowland, H. M. Wilkens, P. H. Jordan, F. J. Langer, Gus Hoerr, Wm. T. Arnos, Val. Demerle, Ollie Whigham, and L. A. Black. The object of the League was "to make a study of conditions in Euclid township; to ascertain the conditions of living most conducive to the development and conservation of the highest manhood and womanhood; and to stimulate that interest which will develop those conditions by holding Public Meetings." They dealt with such subjects as incorporation, "City-County Consolidation Movement", Street Lights, City Water, Prohibition, Widening Mayfield Road, and Additional School Facilities. The Re-appraisal of the entire Village from farm valuation to village lots; Township ditch in the northwest section of the village, Sunday labor, building inspector and a South

Euclid Band, Transportation, zoning, and sanitary sewers, were additional subjects. They surely had their work cut out for them because South Euclid needed all these things. This group, led for a number of years by Clay P. Hellwig, acted as a goad to the Village Officials to keep South Euclid moving ahead through the Twenties.

On September 29, 1917, the Trustees of Euclid Township met in the Town Hall in regular session, with Jacob Sulzer presiding, present were A. J. Clark, L. Fielitz, and J. Sulzer. They received the following petition:

"Petition to the Trustees of Euclid Township for the Incorporation of South Euclid"

To the Trustees of Euclid Township, Cuyahoga County, Ohio:

The undersigned being 30 electors, a majority of whom are freeholders and all of whom reside in the following described territory situated within Euclid Township, Cuyahoga County, Ohio. To wit: -

Being a part of original Euclid Township and is bounded and described as follows:

"Beginning at a stone monument in the center line of Cedar Road and marking the southwest corner of the original Euclid Township Lot No. 24 (referring to the area west of present day Warrensville Center Road and including Warrendale, Colony, Eastway, and East Antisdale and the shopping area to Washington Blvd.)"

"An accurate map of which territory is attached hereto (this included present day South Euclid with the addition of Quarry Drive, Keystone Drive, and Northhampton Rd.), respectfully represent that the number of inhabitants residing within said territory is 1500 and respectfully petition your honorable body that said territory may be organized into a Village in the manner provided by law, and that the name of said Village may be the "Village of South Euclid", and hereby designate T. W. Francis, their agent to act for them in all matters relating to the hearing upon this petition and in other matters relating to the incorporation of said territory into a Village, and further petition your honorable body that an election may be ordered to obtain the sense of the electors of said territory upon the question of its incorporation into a Village prayed for in this petition."