



Glendale Heritage Preservation Newsletter

"Preserving the Past for the Future"

Please stop in the Black Squirrel gift shop for those special holiday gifts:

Children:	Friends or hostess gifts:
Youth train logo t-shirts	Glendale pottery vase or pot belly mug
Toddler engineer caps	Glendale holiday notecards
Train puzzles and toys	

Christmas Traditions

By Fiona Blaney

For many of us, Christmas trees are a traditional part of our family Christmas. It is the time of year when we climb into the attic or go down to the basement to search out the family Christmas box, and carefully unwrap our treasured ornaments to decorate our trees. While many of these decorations have no monetary value they are some of our most treasured possessions, connecting us to our families and long ago Christmases.

The decorated Christmas tree first became popular in the 1840s. These early trees were decorated with fruit, nuts, and berries, representing the certainty that life would return in the spring. German families, where indoor trees were first popular, also used gingerbread or other hard cookies, baked in the shape of fruits, stars, hearts, angels and bells to decorate their trees. By the late nineteenth century small gifts, placed in intricately woven baskets, or nestled in the crook of a branch, or just hanging by a thread or piece of yarn were also used to decorate the tree.

Around this time German entrepreneurs began to mass produce Christmas ornaments. They initially replicated fruits and nuts but soon expanded to manufacture hearts, stars, bells... discovering there was a huge market for these products they were soon creating molds of children, saints, famous people, animals and other forms. Some of the most popular glass ornaments include:

The Pickle: The Christmas pickle story tells of an old German Christmas eve tradition where a pickle ornament is hidden deep in the branches of the family Christmas Tree. The pickle was hung last after all the other ornaments were in place. On Christmas morning, everyone would hunt for the pickle, the most observant child would receive an extra gift from St. Nicholas, and the first adult to find the pickle traditionally gets good luck for the whole year.

Of course, anyone familiar with German Christmas customs can see the flaws in this "legend." St. Nicholas arrives on the 5th or 6th of December, and German children open their presents on Christmas Eve. But it's a nice story and a fun tradition to have in your family.

The Glass Devil Ornament: A Christmas tree seems a strange place to find the devil, but devils with red faces, horns and tails often played a significant role in early German Christmas celebrations. The Krampus was as much a part of the Christmas season as St. Nicholas - the two figures are often pictured together in Germanic Christmas lore. On the eve of December 6th, Krampus accompanied St. Nicholas as he left presents for good little boys and girls. For those children that have misbehaved during the year, Krampus could punish them by taking away their gifts. Extremely naughty children might even get carried off in his sack!

The Glass Carrot Ornament: The glass carrot ornament was very popular in Germany as a traditional gift for brides. It was believed to bring the bride good luck in the kitchen.

Does your family have a special ornament or tradition? GHP would love to hear about it.

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Newsletter

Bob Galbraith

GHP Museum Hours
Thursday & Saturday
11am - 3pm

Glendale, C H & D Railroad the Miami Canal: Three Great Ideas

By Nancy S. Gulick

George Crawford and Henry Clark had a great idea when they first considered establishing a subdivision called Glendale 12 miles north of Cincinnati in 1851. They saw Glen's farm as an ideal investment for themselves and their investors. The land was situated on the ancient transportation corridor molded eons ago by the glacial actions of the Ice Age. The ancient path through the Miami River Valley and the Millcreek Valley had served, each in their own time, prehistoric creatures ambling down to the Ohio River, ancient and modern American Indians slipping quickly down that trail to attack rival tribes and encroaching pioneer forts, and General Anthony Wayne's military forces marching forcefully from fort to fort and station to station to ensure the security of the frontier that was fast approaching from the East. The Miami & Erie Canal chose this same pathway to thread a waterway into Cincinnati and finally, rails were laid along that same route by The Cincinnati, Hamilton & Dayton Railroad Company (C H & D), ensuring the next great idea—Speed.

In 1825, the state of Ohio, emboldened by the success of New York's Erie Canal, plunged full force into creating two great canals to transverse the state from north to south. This had been the plan ever since the territory had become a state in 1803 and was seen as the way to open the breadth of the interior of the state for settlement, population growth and transportation of desperately needed goods and materials to markets worldwide.

The Miami & Erie Canal began modestly enough with ground breaking in Middletown on July 1, 1825 and, almost simultaneously, in Cincinnati on Main Street on July 21, 1825 and was called, simply, The Miami Canal. It was designed to connect Middletown and Cincinnati with plans to extend it further north. With uncharacteristic speed, the state completed those 45 miles, with 21 locks and seven aqueducts between Middletown and the Ohio River in two years, four months.¹ The first watercraft to journey from Middletown to Cincinnati was a packet boat on the Farmers' and Merchants' Line on November 28, 1827.²

The towns and settlements along the Miami Canal grew by leaps and bounds. The success of the canal underwrote the further extensions of the canal north of Middletown, first to Dayton, then Piqua and bit by bit to Toledo. The little canal would grow up and be designated as the Miami & Erie Canal by virtue of joining the Miami Canal to

Lake Erie and in June, 1845 the first boat traversed the 250 miles from Toledo to Cincinnati.²

Enter Crawford and Clarke, who could see where this canal activity was going and knew it for sure when the C H & D railroad laid tracks in 1851 right through the property that would be developed as Glendale. Anyone with sense could see that train travel was the new frontier and would soon supersede canal travel. The journey by rail into Cincinnati only took 30 minutes and could provide the developing Glendale residents with reliable and rapid transit into the city. Crawford and Clarke were enticing home owners to build on the beautiful, rolling hills of their subdivision. By 1855, some fifty families had built structures and were enjoying the benefits of modern village life far from the crowds and dirt of the city. Plus, rail transportation provided easy access to that city when necessary. By 1870, Glendale had grown to 1,780 persons.

At this point in history, the canal was destined for decline, but its proximity to Glendale still provided residents with some necessities, as well as entertainment. Although boat traffic had dropped drastically from the 71 boats daily in 1829, the canal was still a viable waterway for most of its length as late as 1900. As a state controlled resource, water could be withdrawn, at a fee, for use by farms, factories, mills, ice ponds, etc. By means of locks, the canal was raised 395 ft. above Lake Erie and 513 ft. above the Ohio River. Thanks to gravity, the rush of water passing through a lock's waste way was harnessed, by hundreds of factories and mills located beside a lock, to turn turbines, cool machinery or manufacture goods. Glendale residents, such as the Richardson Family, owned or worked in canal side factories located nearby. Fox and Friend Paper Mills were located at the locks in Rialto (Lock 38), Crescentville (Lock 39) and Lockland (Locks 40, 41, 42, 43).

A mile or so down Sharon Road from the Village Square, the canal was an almost unbroken seven mile stretch of water between Lock 39 in Crescentville and the upper Lock 40 in

Lockland. It was a made to order playground for

daring and playful Glendale youth. The more

daring boys might have tried to hitch a

ride by jumping onto one of the

commercial boats as it passed

under the Sharon Road bridge.

Then, there were those who, on a

dare, dove into the canal to swim

under a boat as it passed by.³ Since

the canal was usually only 4-6 ft. deep, it

was a chancy move. But, it was a perfect place

to swim, to fish and to put in a canoe or homemade

raft and drift for hours. Even Glendale adults had canoes or little

motor launches to drop into the canal and take advantage of

similar peaceful hours. In winter, that same stretch of canal was

a frozen pathway for long distance ice-skating; fingers and toes



were warmed along the way at convenient fires placed out for the skaters. Glendale kids enjoyed the long distance skating as opposed to the confines of skating on Lake Hennegen.

The canal proved to provide entertainment of a distinctive nature; as a quiet waterway winding its way through the unspoiled countryside north of Cincinnati, it attracted picnic outings for various Cincinnati groups, as well as Glendale residents. These could be church groups, factory workers' parties, family reunions who would hire a boat for the day. They would bring on board barrels of Cincinnati beer, picnic fare and a band and spend the day drifting north for four hours, then turning south, arriving home in the glow of the setting sun. A report by Bruce Brown, raised in Glendale, described an overnight camp outing of Mr. Blinn's Sunday School class from the Glendale Presbyterian Church on a canal boat. They boarded the boat at Richardson Company's dock in Lockland and ended by spending a couple of nights in abandoned buildings of an old amusement park on the Miami River (Woodsdale Island Park, c. 1890, which had provided entertainments and camping and could be reached by canal excursion boats and the C H & D railroad). Glendale kids would often travel by canoe up the canal and cross the Miami River to camp, which they named Camp Sycamore, on the island. Although the campers were mainly boys, they were later joined by adventuresome girls (and their parents) Margaret Johnston (later Mrs. Charles Sawyer) and Margaret Burchenal (later Mrs. Roger Rogan.)⁴

As the Glendale kids grew up, they continued their love affair with the canal and the freedom to establish their territory up



The "Shack" on Woodsdale Island, about 1910.

on the Miami River. They could canoe up the canal to the Miami River and Woodsdale Island and, if expecting a female visitor, canoe up the river to Hamilton to meet her and bring her back to the island camp. By this time, the fellows had built a shack, named after Lewis Webb of Wyoming, which became a weekend vacation place. Webb Shack housed young men from Wyoming, Lewis Webb, Dick Sanford and Charles Kinsey and

Roger Rogan, Franklin Leach, Maynard French and George Poor of Glendale. Also, Louis LaBoiteaux of College Hill. The Shack grew in size and population and even provided accommodation for dinner parties that were catered with vintage wines and designed menus. Some of these dinners were bachelor dinners as the men became engaged and this soon led to fewer and fewer trips up the canal to The Shack. In 1910, younger men took over and continued to expand The Shack. This group contained Stanley and William Allen, Hall Feemster, Sterrett Thomson, Melvin and Edward Southworth, Stuart, Samuel and George Thompson, Robert Kinsey, Fred Shepard, John Starr, William Haldeman, Edward Forbes, Robert, Milton and Bruce Brown.⁴

Who could know that these carefree days would come to an end so abruptly? In March of 1913, the state was hit with three winter storms which dumped 8-12 inches of rain onto frozen ground within the Miami River watershed. Dayton, Piqua, Troy, Hamilton and Cincinnati were devastated. Throughout Ohio, extensive miles of canals were wiped out, never to be rebuilt. And, as for The Shack, all was swept away leaving only the three front steps.

In Cincinnati, plans were in place to close the canal, develop a subway in the former bed of the canal and cap it off with a lovely parkway. In 1920, Cincinnati closed the canal permanently at Mitchell Avenue, diverting any further flow from the north into the Millcreek. The work on the subway and parkway continued and in November, 1928 Central Parkway was dedicated with a half-completed subway beneath.

An official closure ceremony of the Miami & Erie Canal occurred in 1929, in Middletown exactly where it began almost a hundred years before.

Sources:

- (1.) Twenty-first Annual Report of the Ohio Board of Public Works-1859
- (2.) Triplett, Boone "Canals of Ohio: A History and Tour Guide" 2008, CreateSpace Publications
- (3.) Ludwig, Charles "Playmates of the Towpath", the Cincinnati Times-Star, 1929 (Reprint 1986 Ohio Book Store)
- (4.) Brown, Bruce W. "Some Reminiscences of the Old Canal", Bulletin of the Historical and Philosophical Society of Ohio, Volume 17, No.2, April 1959, pp. 135-140

Correction

The June GHP newsletter included an article on 40 West Fountain, prepared in May, by Rebecca Fenner and Beth Sullebarger and subsequently updated by Bob Galbraith. I apologise for leaving Becky's name off the by-line as she was a major researcher for the article. Bob Galbraith



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GHP Donor Spotlight

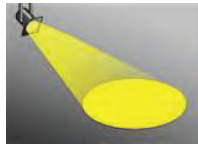
By Joanne Goode

In this issue of our newsletter, we would like to shine our Donor Spotlight on three individuals. They are Laurence Bonhaus, Music Director of the Cincinnati Civic Orchestra, Edward F. Howard, Composer and Assistant Conductor of the Orchestra, and Donald E. Hoffman.

The donation is a signed copy of the musical score, "Glendale A Tone Poem." The music was originally performed in Glendale during the 2005 summer concert for the Village's 150 yr. anniversary. The music was composed by Mr. Howard and performed by the Cincinnati Civic Orchestra under the direction of Mr. Bonhaus.

On October 28, 2012, the music was again performed by the Civic Orchestra at the Glendale Lyceum during the Civic Orchestra's Fall Concert, "The American Civil War: Our History, Our Music." Mr. Hoffman, a patron of the Orchestra, was instrumental in coordinating the donation of the score to Glendale Heritage Preservation.

GHP also would like to recognize the following for recent donations to our Archive Collection
Diana Cain of Glendale, Ohio
Ann Wagner of Mason, Ohio



We would like to congratulate two more home owners who have received Plaques for their houses. Lee and Robert Lewis, 475 East Sharon Avenue, and Joseph and Jade Staft, 920 South Troy Avenue.

GHP awards Plaques in recognition of the age of the structure and its contribution to the beauty and historic

character of the Village. The Victorian Era Plaque is put on houses or other types of buildings if the structure was built in or prior to 1901. Structures built after 1901, that are at least 100 years old, are eligible for a Centennial Plaque. Costs are \$50 for a deed search and \$250 for the Plaque itself. The deed search authenticates the age of the house and determines the name that will appear on the Plaque, typically the family who first lived in the house. GHP pays the remainder of the cost. and will install the plaque for you.

If you are interested in applying for a plaque, stop by the depot for an application (Thursdays and Saturdays 11:00 to 3:00) or contact us by email at ghp@fuse.net.

