Mysterious Oak Point

18900820 ed
Harvest Picnic

August 20, 1890

Fifth Annual Lorain County Farmers' Harvest picnic will be held at Oak Point Friday August 20th, 1890. A first-class orchestra will furnish music for dancing. Various other amusements will be provided for, Everybody cordially invited. Admission to grounds free.

J. H. Eckler, Man'gr.

18910620
June 20, 1891
Numerous Excursions,

The Nickelplate railroad is doing a heavy business in excursions this year. Today the Brotherhood of Locomotive Firemen will go to Oak Point. There will be about 1,200 persons on the excursion. Other excursions booked by the Nickelplate for the near future are: Sunday, West Side Street Railroad Co., 2,000 persons, to Oak Point, and Knights of Pythias excursion from Indianapolis to Cleveland, 500 persons; Monday, Bohemian Catholic Societies to Oak Point, 900 people, and Fourth Reformed Church to Dover Bay park, 400 people; Tuesday, Knights of St. John excursion from Cleveland to Ft. Wayne, 500 people, and excursion from Cleveland, Fostoria. And Bellevue to Oak Point, 1,000 people; Wednesday, Knights of Pythias of Newburg to Oak Point 500 people; Thursday, West Side Baptist churches, to Vermillion, 1,100 people; Friday, American Fraternal Circle, to Dover Bay park, 1,000 people, and West Side Lutheran Sunday school, 400 people, to West Dover; Saturday, Excelsior Iron works employees, to Vermillion, 800 people.

18920416 lcr

April 16, 1892

Negotiations for the sale of the Oak Point grounds are now going on between the owners of the place and a church organization. The church society intend making it into a resort similar to Linwood Park. Vermillion

18930921
September 21, 1893

Henry Kolb found a seal on the shore of Lake Erie, near Oak Point, last week It was three feet and six inches around the chest. It is supposed that it escaped from Put-in-Bay, as three were lost there recently.

18940628
ROLLER COASTER BROKE.

June 28, 1894

An Unfortunate Accident at the Street Railway Picnic at Oak Point

About 200 of the street railway employees, with their families, attended a picnic at Oak point yesterday. It was one of four days of recreation to be given by the union, the other holidays to follow. The day was delightfully spent and the only incident to mar the fete was the breaking down of the roller coaster. For a tine it was thought that several persons were seriously injured but an investigation snowed that outside of bruises and scratches the only one hurt was young girl, whose arm was broken and her thigh bruised.

18960111 ecr

January 11, 1896

It is said that an option has been secured on the Oak Point property by the Union Transit Co. of Cleveland. A map has been prepared showing piers and docks in Beaver Creek, and it is said a summer resort will be conducted there, to which boats will be run from Cleveland.

19000614 er
Picnic Grounds

June 16, 1900

On the Nickel Plate Road, Oak Point Beach, Vermillion and other resorts will soon be open for the summer. Church, Sunday school committees, school and camping parties desiring to arrange for picnics to these resorts should address B. F. Horner, G. P. A., Cleveland, O.. or Local Ticket Agent. No. 756 38:7

19010109
JANUARY 9, 1901. ELYRIA OHIO.

THE CROSSING COMPLETED

C. E. & W. Cars Now Running to the Square in Wellington.

The crossing of the Cleveland, Elyria & Western and the Big Four tracks on Main street at Wellington was completed on Sunday and the last car in the evening ran through town to the square and turned around on the Y. For the past week the car has run from Oberlin to the Big Four tracks and then backed down to

Oberlin again. It will now be possible to give better service over this end of the road as cars will be run oftener and cars make better time.

19010109
JANUARY 9, 1901.ELYRIA OHIO.

FIENDS' WORK.

Ties Placed on L & E Track to Wreck Passenger Car.

Ties on the L and E track about 2000 feet north of the Ridge road Wednesday night nearly caused car No. 88 in charge of Conductor Chelts and Motorman Dabbs with about 80 passengers to leave the track. Had this happened with the car going at a swift rate of speed, the result might have been terrible. As it was, the motorman saw the obstruction in time to slacken the speed so that only the scrapers were damaged and the passengers shaken up a little.

As soon as the car reached the barn an investigation was started with the result that Mike Grachan and John Sagina were arrested. 'The shoes belonging to the men were taken back to the scene and were found to perfectly fit the tracks made there.

The tracks in the snow were readily traced from where the men got off at the switch to the cemetery back to the track where the marks plainly showed they had placed the obstructions on the tracks. There were peculiar markings on the shoes and in the tracks that exactly agreed.

19010109
Many Steel Plants.
January 9, 1901

Conneaut, Mentor, Lorain, Norwalk and Youngstown have all had their recent flurries about large new steel plants and now comes Fremont with its claim.

The Fremont News commenting upon the talked of plant at Norwalk says:

The above sounds nice on paper but large steel plants are not being erected in inland towns these days.

The promoters are locating on navigable water and where railroads are handy. During the past few weeks various rumors have been in circulation here that steel plant promoters had been leasing many acres of land between Sandusky and Fremont on the Sandusky river and that the erection of a large steel plant on the land secured is a possibility. The above may be taken as a fish story but the News can assure its readers there is more truth than poetry in the statement.

19010109
Through Amherst Also.
January 9, 1901

The Sandusky & Interurban Electric Railway company has amended its charter so as to permit the building of a branch line from near Ceylon through Berlin Heights to Norwalk, and another from Oak Point in Lorain county, through Amherst to South Amherst. The stock of the company is held as follows: C. H. Stewart, 850 shares; John Sherman, 100; James B. Hogue, 400; E. W, Moore, 900; B. Mahler, 850; H. A. verett, 850; C. Wason, 100; J. Hanna, 150; W. H. Price, 900 and George A. Slanty, 100.

19010130 er
January 30, 1901
Sued for $3,000.

Bessie A. Wright has sued the Nickle Plate for $3,000 damages. She says that she was one of those colored people who were badly injured by the collapse of a station platform on the Nickle Plate road at Oak Point on August 1. She recites the whole story of the catastrope in her petition and sets forth her injuries. Webber and Metcalf are her attorneys.

19010205 ss
SANDUSKY DAILY STAR

FEBRUARY 5, 1901.

TO NORTH AMHERST

Sandusky & Interurban May Speedily Push Forward.

Of electric railroad matters the Lorain Herald of last evening says:

“The people of North Amherst many have another line sooner than they expected. The Sandusky & Interurban crowd are negotiating for the old Clough quarry railroad right of way with a good prospect of closing the deal soon. If they get it cars may be running to North Amherst as soon as the line is finished to Oak Point. The grade is all made and ready for the ties so that the line could be finished with comparatively little expense and no delay. The property includes also the old pier at Oak Point which may some time be very valuable.

“The progress made by the graders for the new line is satisfactory for the winter season and is apparently going ahead with as much energy as if the company had the franchise matter in Erie county all settled. The company is under contract to have the line finished to Oak Point by June 5. All the right of way between Lorain and Oak Point has been secured except across the Fred Meister and Adam Kolbe farms. They are holding out for a higher price than the company is willing to give and a suit to appropriate the land will likely be commenced soon.

“The Oak Point resort is being put in shape for a lively summers business. Joe Blinzley has a lease on the property for three years and seems in a fair way to make a stake out of it.”

19010206
February 6, 1901

The C. E. & W. road was very fortunate in its experience with Monday's snow and ice storm. On their forty miles of track only one car was stuck and that for only twenty minutes, on the Lyndale division.

19010206 er
February 6, 1901

It is reported the Sandusky & Interurban road will utilize the old road bed graded from Oak Point to the Amherst quarries in building an electric branch from their main line at the Point to North Amherst.

Black River township, which voted saloons out several years ago because they made Oak Point resort so tough, will vote on local option again because some people wish to see the Point livelier. The drys carried the last election by two votes.

19010207 er
MORE ELECTRIC ROAD WAR

February 7, 1901

L. & C. May Enter Two C.E. & W. Towns.

That the Lorain & Cleveland electric road will run cars from Lorain as far west as Oak Point during next summer is now assured. There is a further rumor to the effect that the old Clough quarry route from the shore to Amherst may be utilized by this road to cut into the C. E. W's, traffic and North Amherst.

In speaking of the matter, parties who profess to know say that the L. & C. will not stop there but will extend to Oberlin through South Amherst.

19010418 er
THE ELYRIA REPUBLICAN.
THURSDAY, APRIL 18 1901.

"L0OKS LIKE ELYRIA"

What Kuhlman Says About Car Shop Location,

The Clevelander Visits Elyria and Meets the Chamber of Commerce Committee.

C. G. Kuhlman, proprietor of the Kuhlman car shops, which it is proposed to bring to Elyria, was in town on Thursday and had an extended conference with the committee from the Chamber of Commerce, which was appointed to investigate the affairs of his company and to report the sense of the Chamber

to him, That the conference was in a large degree satisfactory to both parties is shown by Mr. Kuhlmans' closing remark, " Well! It looks like Elyria."

Mr. Kuhlman Himself.

Mr. Kuhlman is a tall slender man of about forty. He is pleasant and unassuming in conversation and while his entry into the car manufacturing business was from the mechanical side, still he bears a reputation for considerable business shrewdness.

He presents his own case briefly as follows: He is sole proprietor of his business, valued at present at something like $15,000, He is crowded in Cleveland and lacks the facilities for turning out large orders which he receives from time to time, For this reason he has decided to form a stock company capitalized at $250 000 and to move to some location where he would have a little more room. Lorain, Berea and Ely1a have been the places under advisement. As a neighborhood he prefers Elyria to either of the other towns, He is also much pleased with the proposed location upon the Beeby farm. Tho only question is to what extent Elyria people will interest themselves financially in his enterprise.

What Mr Kuhlman Wants.

Berea has already offered Mr. Kuhlman a bonus of several thousand dollars to locate there and some stock has been subscribed conditionally upon the removal of the works to that town. Part of the Cleveland capital subscriptions may be withdrawn if the factories move out of that city. This leaves some doubt as to the amount Elyria will be asked to contribute, but in all probability $50,000 to $75 000 in subscriptions will be asked for.

Mr. Kuhlman visited the proposed site on the East Side. Its advantages impressed him. For receiving materials and making long shipments of cars the L. S. & M. S. just to the south of his plant would be a great convenience, while cars to be delivered to local or Cleveland companies could be placed upon the C. E. & W. track to the north and sent to their destination on their own wheels.

The committee is not at liberty to make public at this time all that transpired at Thursday's conference, but all seem much encouraged at the outlook.

19010418 er
THE ELYRIA REPUBLICAN.

APRIL 18 1901.

GETS HIGHWAY FRANCHISE.

The S. & I. Accommodated by the
County Commissioners.

The Sandusky & Interurban electric railroad got a franchise through Lorain county at the commissioners meeting on Saturday morning. The space in question is a distance of 7,200 feet along the highway west from Lorain to the Nichols farm.

It took a long session on Friday afternoon to settle the matter, as adjoining property owners had much to say. The adjustment was satisfactory to most of them.

The company is to give a five cent fare from Broadway in Lorain to the Nickle Plate crossing on the continuation of West Erie avenue, a mile and a quarter outside the city limits. The fare to Oak Point will be ten cents. The tracks are to be four feet south of the north line of the road. The company must grade the road, provide drainage and make good crossings, Stops are to be made at every farm and good crossings provided.

19010729 ec
Church in The Grove

July 29, 1901

Special to The Chronicle.

North Amherst. July 29.—St. Paul's church held their services yesterday at Menzs' grove. A number of Elyria people were present.

A large crowd was at Oak Point yesterday. As usual, the steamboat brought quite a number of people to this place to spend the day.

A number of Elyria friends called upon Miss Hattie Baker last evening.

19010801 ec
Bridge Gave Way

August 1, 1901

Special to The Chronicle.
Oak Point, Aug. 1: The bridge between the Nickel' Plate track and the grounds gave way today. Four hundred people were on the Bridge at the time. Only one person , a lady, was injured. It was almost a miracle that more were not injured.

19010801 er
ACCIDENT AT COLORED PICNIC

August 1, 1901

Foot Bridge at Oak Point Gave Way
Twenty Injured.

The colored picnic at Oak Point last Thursday was marked by a serious accident. As the crowd was leaving the train for the grove it passed over a foot bridge which spans a small ravine. The crowd was so great that the timbers gave way and 13) persons were precipitated into the gully twelve feet below. About

20 persons were more or less seriously injured. Among them were Miss Cleo Wright and Mrs. Nellie Walker, of Elyria. The injured were all attended to promptly by Lorain surgeons who converted the dancing hall into a temporary hospital. They returned with the balance of the excursion in the evening to their respective homes.

The picnic was composed of members of the Second Methodist church of Elyria, Russ Methodist church of Oberlin, the Second Methodist church of Lorain and Cory chapel of Cleveland.

19010822
For Right of Way.
August 22,1901

Another list of deeds for right of way to the Elyria, Grafton and South ern railway has been filed with Recorder Cahoon. They are from the following parties:

Samuel Alexander, Carlisle 1 9-100 acres, sections 15 and 16, $1.

Charles W. Kelley, Carlisle, strip across lot 6, $1.

Bernard Carr, Carlisle, 16-100 acre, section 16, BL.

Morduly Coleman, Carlisle, strip across lot 2, Kelly's addition, 81.

Maria Greesheimer, Carlisle, strip across lot 1, Kelly's addition, 81.

M. A. Lawson, Enton, 53-100 acre, lot 98, $1.

Frank J. Hicks, Carlisle, 7-100 acre, section 4, $1.

W. M. Lawson, Eaton, 24-100 acre,lot 98, $1.

Jacob D. Jonas, Eaton, 22-100 acre,lot 97, $1.

Steyr Grobowski, Grafton, strip across lot 36, Fowler's addition, $1.

Helen and Benjamin Kelley, Carlisle, strip across lot 5, Kelly's addition, $1.

Ella M. and C.L. Bennett, Carlisle, strip across lot 4, Kelly's addition, $25.

Olive A. Shay, Carlisle, a strip aoross lot 8, Kelly's addition, $1. Estate of Hiram Patterson, Carlisle, 56-100 acre, sections 4 and 6, 81.

Robert Ideson, Carlisle, 8-10 acre, lot 4, $30.

19010822
Lake Breeze.

August 22, 1901

Russ Walker, the R. F. D. post- man, had a narrow escape from being killed by an L. and C. car, at the Bennett road, last Monday.

19010822 er
Oak Point Disaster.
August 22, 1901

Damage suits from the victims of Oak Point bridge disaster are beginning to come in. Six claims were filled in the Cuyahoga county courts Monday asking damages from Nickel Plate Railway for injuries received at Oak Point August 1. Nellie Jackson, Hattie Jackson, Emma Hall and Sarah Williams each want $5,000 for damages sustained on account of the falling of the footbridge, and William Warren and Eva Waters will be satisfied with $2,000 each.

19010829 er
CORNELIA MILLER WANTS $1000

August 29, 1901

She Was Injured at the Colored
Picnic at Oak Point.

The accident at the Colored picnic at Oak Point on August has culminated in at least one law suit. Cornelia Miller was among those who were precipitated into the gully when the bridge gave way. She sues the Nickel Plate road for $1,000 for alleged injuries to her back, limbs and nervous system,

In the petition, the railroad company is charged with responsibility for the condition of the platform and foot bridge.

19010912 er
Hurt at Oak Point.
September 12, 1901

Lizzie Miller, a colored woman of Lorain, has sued the Nickle Plate railway for $500 damages. She was one of the victims of the Oak Point disaster on August 1 and claims that she has been permanently injured so as to prevent her from earning her living by physical labor as hereto- fore.

One other suit for $1,000 is already on file in this county on account of the falling of this railroad platform and there are six other suits in Cuyahoga county aggregating $22,000.

19010919 er
Work Progressing Slowly.
September 19, 1901

The work on the Lake Shore Electric is progressing slowly according to the following from the Lorain Times-Herald:

“If the electric line between here and Sandusky is completed by Christmas the public will have good cause to be surprised. Not a rail has been laid between the corporation line here and Oak Point. The graders have reached the Slater farm, but nothing has been done this side of there. The company expects to start east in about a week. Double tracks will be laid part of the way. The right-of-way to cross the Nickel Plate has been arranged, but now the company wants to lay double track over the right-of-way of the Nickel Plate and more delay will follow. The company’s promise to operate the road by October first will not be made good. No poles or wire are up yet.

19011013 er
Settled for Injuries

October 13, 1901

The Nickel Plate road has agreed to settle the claims for damages of David D. Coleman, of Oberlin, guardian of Helen and Samuel Coleman. The two latter were injured when the foot bridge gave way at the colored picnic at Oak Point last July. By the terms of the settlement Helen gets $50 and Samuel $5.

19011109
Street Railway Journal

Nov.9,1901

CLEVELAND, OHIO.—The Cleveland, Elyria & Western Railway, or, more properly speaking, the Pomeroy-Mandelbaum syndicate, has taken up the project started some time ago for the construction of an electric railway from Oberlin north through South Amherst and North Amherst and Brownhelm to the lake shore, and then west along the lake shore to Vermillion. A right of way and several franchises were secured by the original promoters. The line would make a direct route from Oberlin to Lorain and lake resorts, and it would open up a fine agricultural district. It will be operated as a part of the Cleveland, Elyria & Western system, connecting two divisions of that road.

19011114 er
ELYRIA REPORTER,
NOVEMBER 14, 1901.

AN INCOME.

Mrs. Maria Robinson Must have an Income from Some Source.

Maria Robinson, of Lorain, another one of those unfortunates who were in the accident at Oak Point on August first at the occasion of a colored Sunday school picnic, wants $8000 damages from the Nickle Plate railroad. A platform fell when It was crowded with people and several persons were injured. A number of suits have already been filed against the railroad in the Cleveland courts and here. Mrs Robinson says that she spent $30 for medical services and stayed in bed four weeks. She also claims that this injury has compelled her to give up an income of $5 per week and she wants a little compensation from the railroad company. She figures that she is going to live about 85 years or more yet and that her income for 31 weeks of $5 a week would bring her about $8,000 in that length of time. But if she can get $8,000 she will have an annual income of from $300 to $500, from $50 to $250 more than she has formerly been getting. Webber and Metcalf are her attorneys.

19011130 er
Sued for $3,000.
November 30, 1901

Bessie A. Wright has sued the Niokel Plate for $3,000 damages. She says that she was one of those colored people who were badly injured by the collapse of a station platform on the Nickel Plate road at Oak Point on August I. She recites the whole story of the catastrope in her petition and sets forth her injuries. Webber and Metcalf are her attorneys.

19011130 er
THE ELYRIA REPORTER,
NOVEMBER 30, 1901.

STREET NOT A DEPOT

Mayor Reefy Does Not Think That Street Railways Have a Right to Unload Freight into the Streets.

Mayor Reefy is going after tho electric railways in Elyria on one proposition and he says that he will be at the next council meeting to bring it before the councilmen if he has to be carried in. The freight and express question is tho one which is bothering him now. He believes that tho street railways have no authority to make use of the streets as a railway freight depot. Express cars come into Elyria several times a day and tho business of the Electric Package company is so extensive in Elyria that a regular express wagon is constantly in use. The United States express company only employs one expressman with one wagon, so it can readily be seen that the electric business, while not as large as that of the steam roads, is cutting large figures in express traffic.

Mayor Reefy does not object to the business but he does think that the interests of the railway company and the public will be best served by taking this freight traffic, as he calls it, out of the street. The merchants are restricted in their use of the sidewalk for business purposes and there is no reason why the street railway company should have unusual privileges of this nature. Cleveland had the same trouble with the suburban lines running into the city. The employees would unload express and freight, milk cans and mail, into delivery wagons waiting for them in the most crowded part of the city, tho downtown district. The wait blockaded street car traffic and the wagons in the street hindered the traffic there. The city authorities finally insisted on a change and at freight and express station was soon established in a comparatively quiet part of the business district. All the suburban cars carrying freight or express now unload at that place. The business has become so great in Elyria that perhaps some provision of this sort should be made here. If the mayor and council get alter the C. E. and W. something will probably drop.

19011203 er
Oak Point Again

December 3, 1901

Frances Perry. Of Lorain, commenced a $3,0000 damage suit against the Nickel Plate Railway Co. For injuries sustained in the Oak Point platform collapse last September. Webber & Metcalf are attorneys for the plaintiff and P. H. Boynton for the company.

19020213 er
New Rural Delivery Route
February 13, 1902

The post office department is about to establish a new free rural delivery route west from Lorain. The route will extend from Lorain west to Oak Point, south to the ridge and cover all the territory within that boundary. The route will be about 20 miles long and will serve about 250 families.

19020628 ec
CLOUD BURST

June 28, 1902

At Lorain, Merchants and Street Car Company Heavy Losers

Lorain, O June 28: (Special) As a result of a cloud burst and electrical storm here this afternoon much damage was wrought Every merchant in the city that utilized a basement suffered loss The sewers were simply inadequate to take away the water and it backed into cellars and basements, doing great damage, One business block owned by Mrs X. C. Crawford of Cleveland st. was completely flooded and the stocks

of Eldred & Co booksellers, and Miller & Hoffman grocers were badly damaged. Repairs were being made to a skylight and 1t was not properly covered when the storm broke.

Two cars on the C E & W and Lorain & Elyria electric lines were burned by the attendant electric storm. The electric laid played havoc with telephone wires and the company's damage will be heavy Telegraph wires south are also all down.

19030206 er
ELYRIA, OHIO
FEBRUARY 6, 1903.

AUTO-CAR

System of Automobile Routes With Regular Service Elyria a Central Point.

A company has been organized with a capitalization of $25,000 to run auto-cars resembling street cars over a system of routes throughout the northern part of Ohio with charges and regular schedules similar to those on the street car lines,

The proposed routes radiate from Elyria to five different directions.

19030206 er
ELYRIA, OHIO
FEBRUARY 6, 1903.

SETTLED

First of the Oak Point Platform Damage Suits Comes to an End.

The suit of Mrs. Robinson, of Lorain, against the Nickel Plate Railway for injuries sustained by the falling of a platform at Oak Point last year, came to an end in court last Friday morning, after a number of witnesses had been heard; the parties having agreed to settle on terms satisfactory to the plaintiff.

The amount of the settlement is not given out, but it is understood to be about $1,000. The railway company offered to settle on a basis of $800 at the beginning of the trial.

19020719 ec
OAK POINT CASE

July 19, 1902

Again in Court,Anna Quinn Sues Nickel Plate for $10,000.

Another suit has been filed against the Nickel Plate Road for damages for the Oak Point platform wreck which occurred a year ago, the platform going down, with a crowd of colored excursionists. The other

suits were all settled recently. Now comes Anna Quinn who sues for $10,000 damages for injuries received

19030206 ec
SETTLED

February 6, 1902

First of the Oak Point Platform
Damage Suits Comes to an End.

The suit of Mrs. Robinson, of Lorain, against the Nickel Plate Railway for injuries sustained by the falling of a platform at Oak Point last year, came to an end in court last Friday morning, after a number of witnesses had been heard; the parties having agreed to settle on terms satisfactory to the plaintiff.

The amount of the settlement is not given out, but it is understood to be about $1,000. The railway company offered to setle on a basis of $800 at the beginning of the trial.

19030430 er
QUARRY LINE

New Road Will be Built for a Stone Run

April 30, 1903

It now develops that the railroad recently incorporated and named the Lorain, Amherst and Wellington Railway, is to be used for the stone quarries purchased by Cleveland men outside of the Cleveland Stone Company. The property was bought by a combine and some one tried to make out that it was for a large concern. The idea of a road to the lake to handle stone is an old one. The bed of an old road used during the war for the shipment of stone from the quarries to the lake is still in existence at Oak Point and it is only in the last few years that the dock has been broken away by the waves.

19030817 ec
ELYRIA, OHIO. MONDAY, AUGUST 17, 1903

MERRY PICNIC ENDS IN TRAGEDY

Four Women Run Down by Lake Shore Electric car Near Oak Point...One Dead, One Dying and Two others Seriously Injured.

Four women were run down by a Lake Shore Electric car on a trestle near Oak Point, Sunday, Mrs. James Schweda was instantly killed and Mrs, Louis W. Holliday, Mrs. Louis Goerz and Miss Martha Schmenkel were seriously injured. All the parties were from Cleveland.

The women went to the resort to attend the annual picnic of the Williams-Abbott electric companys employees, in company with their husbands. Shorty after four o'clock they took their baskets and started out to gather blackberries. They attempted to cross the trestle of the Lake Shore Electric railway just east of the picnic grounds and while the middle of the trestle heard a car approaching from the west.

Bystanders who saw the accident say they became panic-stricken at the noise of the approaching car, and did not seem to know just what to do. There is a curve in the track just west of the trestle, and it is believed the motorman did not see the women until the car was on the trestle They yelled frantically and waved their baskets, but could not stop the car, which struck three of the women and hurled them from the structure with terrible force. Miss Schmenkel jumped from the trestle just before the car hit her sisters, and thus probably saved her life.

Mn. Schweda, who was killed, was hurled to the round, and her head struck against a pile of ties lying near the trestle. Her skull was split and fractured.

Mrs. Goerz and Mrs. Holliday were fortunate enough to strike on the ground, and although their injuries are serious, they have a chance to recover.

Mrs. Goorz sustained a dislocated hip. An injury to her spine, and bad bruises. Mrs. Holliday is suffering with a broken collarbone and a badly bruised side.

A crowd of picnickers soon rushed to where the dead and injured women were lying, and lifted the prostrate forms. The car ran three or four hundred feet before it could be stopped, and then backed to the scene of the accident. All the victims were taken to Cleveland later in the evening.

19030825 ec
ELYRIA, OHIO,

AUGUST 25 1903.

INQUEST

INTO OAK POINT DISASTER FINISHED AND VERDICT WILL PROBABLY BE MADE IN A FEW DAYS

Conflicting evidence has been met with in the Oak Point disaster inquest. One witness, Charles Bebout, claims that he saw the motorman reading a paper just before the accident, but this story is discredited by all the other witnesses, who state that Mason did all he could to stop the car. The verdict will probably be given out in a few days.

19030827
TESTIMONY
IS CONFLICTING,

August 27, 1903

The coroner commenced the inquest into the terrible accident on the Lake Shore Electric at Oak Point in which three women were run down by a swiftly moving car while they were walking upon a trestle, one of them being instantly killed und two more seriously injured.

The testimony was most conflicting. One witness testified to seeing the motorman reading a paper while others said he was standing up with his hands on the controller and looking straight ahead.

19030903
MOTORMAN NOT TO BLAME.

September 3. 1903

The coroner completed his investigation into the accident at Oak Point on Sunday August 18th, in which four women were run down by a Lake Shore Electric car and one of them killed. He finds that no criminal neglect can attach to the motorman of the car, as the women were walking upon the private right of way of the line and he did all in his power to stop the car.

19030903 er
Oak Point Victim Leaves Hospital.

September 3, 1903

Miss Matie Schmenkel. One of the women who was hurt in the Oak Point accident on Sunday, August 18, had so far recovered Saturday as to leave for her home in Cleveland. She was the least injured of the three who were taken to the hospital at Lorain. Her recovery is considered as very rapid, Mrs. Goerz, the woman who was injured the worst, is getting along nicely and will be able to leave for her home in two or three weeks.

19040314
ELYRIA, OHIO,
MARCH 14, 1904

LOCAL OPTION

A Would be Saloonist Wants to Get Rid of it.

There will be an election in Black River township on the first Monday in April. A petition started by J. B. Blinzley, manager of Oak Point, was presented to the township trustees asking for an election to cast off local option. The petition was signed by 89 voters. The law in the matter made it the duty of the trustees to grant the request in view of the number of petitioners, A resolution was passed at once calling for an election on the fourth of April. If no regular election is held then a special election will be called. This election will bring out every vote in the township.

19040404 ec
WET OR DRY

BLACK RIVER TOWNSHIP DECIDES THIS QUESTION MONDAY.

April 4, 1904

A local option election is being held today in Black River township. Which has been dry for the past two years.

Manager Blinzley of Oak Point park has circulated a petition and secured enough signers to secure this special election. He desires to run a bar in connection with his pleasure resort..

19040404 CSW ec
IMPORTED MEN TO RUN CARS

ELYRIA. OHIO, MONDAY, APRIL 4, 1904. Sentiment Among Men Unanimous to Insist On the Discharge of Manager Nichol. They Charge Him With Uncalled For Severity. No Consideration For Men or Their Rights Complete Statement By the Men Explaining Their Position.

The following is a statement of the grievances of the employees of the Cleveland, Elyria & Southwestern electric line. They should be read by every person; so that each may understand the nature of the claims of the employees at this crisis:

We, district lodge, No. 380, of the Amalgamated Association of Street Car & Electric Railway Employees have several grievances, which. We are trying to adjust with the C.& S. W. T. Co. This being the critical time of adjustment, we feel it our duty to inform the public of our differences, which are as follows:

1. Abolishing of seven and eight hour runs.

2. That runs finish as near as possible to their starting point.

3. That employees be paid for all over time

4. That time be paid for dead heading when crews are sent out on the road for cars, until they get back to starting point.

5. That under the system of steam railroading which has recently been adopted and also calls for watch inspection which also makes operation of car more hazardous to employees and the public, which necessitates the purchase of new watches by all employees without any consideration ..... in fifteen days and was forced to buy a new watch before commencing work April 1.

6. Mens' rights as to selecting runs, oldest men in service to have first choice.

7. Motormen greasing cars, conductors sweeping out cars and cleaning windows, not consistent with Rule, No. 97, of Rule Book, which reads as follows: "Conductors and motormen must report for duty clothed in full regulation uniform, and must be clean and neat."

8. Extreme penalty for minor offenses.

9. Dismissal from service or penalties given without a hearing. Part of paragraph 99 of Rule Book: "A hearing by the superintendent awaits every employee who has any grievance to state. Bulletin order; No. 46, The C. &.S. W. T. Co. March 21, 1904 Notice to motormen and conductors: "Your attention is called to Rule No. 104 of the Rule Book. This is being disobeyed by some of our men, and should they continue to allow people to ride in the vestibules. With; them, they will be summarily dealt with without a hearing. Approved by H. A. Nicholl, G. M".

10. That this Company have a line, of promotion for its employees.

This item, 10, we consider important from the fact it is an incentive to good service, discipline and the general welfare of the Company. The public and employees. Such has not been the case. In the past year, four strangers have been brought in to the service, consisting of two dispatchers, one superintendent, and a general manager, who has displaced former superintendent, Mr. Coe, who was not partial, but a man among men; who saw justice was given every man, until the present Mr. Nicholl appeared on the scene, vested him of those privileges, who has bore down so hard on the employees of this Company that there has become an unbearable feeling between the men and Mr. Nicholl. It has gone to such an extent that we, members of this organization, think it is to the interest of both the Company and the general public that HE, or the employees, sever their, connection from the same.

Now, then, we have a few items which we submit to the officials and the public which we feel are sufficient to impeach the president of our country, let alone the removal of a general manager, H. A. Nicholl.

With our former superintendents removal which was seemingly our only protection, now places the whip to Mr. Nicholls' own hand.

11. Such as laying a man off for thirty days for permitting his motorman to run a car alone firom Wooster to Winters' switch, a distance of two miles, while dead heading a car. The fact that this car was taken there to remain for the night only, the Company not being permitted in the streets of Wooster, would make it necessary for both men to walk back to Wooster.

12. An employee, guilty of a minor offense of smoking while on duty, was ordered discharged; this the superintendent refused to do, the G.M. saying: "If you do not discharge this man I will discharge you." The result bears out the assertion.

13. The, baggage run the southern division finishes at Wooster Switch, and has bees doing so nearly all the winter, which is two miles from Wooster. The crew could walk back to Wooster or stay in their car for the night. This run finished at 10:45pm and started at 4:45am. During the cold weather of this winter it was preferable for crews to stay with the car, having nothing but electric heat; when the power was off, no heat. It was necessary for crews to walk from one end of the car to the other to keep from freezing, and a 4:45 take their car to ....remaining with car.

14. When extra men have this run it is necessary for them to leave Berea, which is headquarters for all of that division, two hours ahead of the baggage run, without pay, there being orders permitting no employee, except operators of the train, from riding thereon.

We wish to state to the officials and the public that we have fifty items or more along the lines which have been previously stated. In the short time of our organization which was from the 28th day of March until the present time, every member and official of this organization has been in the harness, working for its interest, both day and night, shows the disposition and determination of this organization, and we feel that rest is more needed, at the present time than to continue this statement for present.

When the committee waited on Mr. Pomeroy. Previous to appointment of Mr. Nichols, he stated that it mattered not whether a man was placed on, the road in.the capacity of superintendent. Or general manager, if he did not treat the men as men, he would be immediately removed. We now in a body request Pres. Pomeroy to keep his word.

GEO. STEWART
R.J. NODERER
C. SOUTHAM

C.L.BEHNER
W.F.KEARINS
Wm. LYNN

Executive board

19040404 ec
IMPORTED MEN TO RUN CARS
Elyria Ohio Monday, April 4, 1904

New Men Brought to Elyria to Run Street Cars Employees Notified to Report at Car. Barns in Elyria by 6 O'clock P. M. Monday Wm. Mahon, International President of the Amalgamated Association of Street Railway Employees in Elyria.

A number of men from Chicago and from the east have been coming into Elyria during the past thirty-six hours, who are supposed to be strike breakers and who are to take the places of the motormen and conductors who have walked out.

Bedding, blankets and pillows have been purchased by the company for the use of the new men. Sign boards bearing the inscription "U. S. mail" have been brought to Elyria, and it was expected that the mail cars would be running today. A committee, representing the employees, offered to furnish crews to run the mail cars, but were given no answer.

A bulletin has been posted at the car barns in Elyria requesting all conductors and motormen to report for duty not later than Monday evening, April 4, at 6 o'clock, u. m., but does not state what the penalty will be if the men do not report for duty. No cars were running at the time of going to press.

Word has been received that the employees at Berea and the divisions of the lines running south from Cleveland have agreed .....at Elyria

William Mahon, president of the Amalgamated Street Railway employees has been in conference with the executive committee of the local lodge at the Andwur hotel today, and also had a short conference with Pres. F. T. Pomeroy of the electric line, who said_he would come to Elyria on the first train.

Pres. F. T. Pomeroy and other officials of the road arrived in Elyria at 11:25, and went into conference at the Andwar hotel with the committee of the local union

William Mahon, president of the Amalgamated Association. Of Street Railway Employees, and Michael Goldsmith of Cleveland, secretary of the Ohio Federation of Labor, were also in the conference.

The officials of the road withdrew from the conference, but refused to talk. The officers and the committees of the unions are now in conference, discussing a proposition which has been made to them by the officials, after which a meeting at the lodge will be called and the situation explained to them. At the time of the going to press, it is expected that the company will attempt to move their cars at 6 o'clock.

19040414
Lake Breeze.
April 14, 1904

Charlie Ross is back again as motorman on the L. S. E.

It is rumored that the L. 8. E. motorman and conductors will give a dance at Alten's hall in Lorain, the 18th of this month.

It is rumored that Seymour Pratt will resign his position as section foreman of the L. S. E.

1900414
INJUNCTION

Asked Against City of Lorain

by the C. L. & W. Ry.

April 14, 1904

A petition was filed in the court of common pleas on Wednesday by the attorneys of the C. L. and W. asking for an injunction against the city of Lorain. Lorain desires to extend Tenth avenue across the tracks of the railroad company. To bring this about the council passed the resolution necessary, which was vetoed by Mayor King. On Tuesday night this was passed over the mayors' veto. The railroad wants the city enjoined from putting the street across their tracks, basing the request upon a recent supreme court decision which says that railroad Land may not be occupied by municipalities, where such occupation interferes with the operation of the road in any way. F. G. and H. C. Johnson and L.M. Lessich are attorneys for the railroad.

19040414
PREPARED TO CONTEST ELECTION.

April 14, 1904

Believing that he was treated unfairly in the Black River township local option election held last Monday. Joe Blinzley, manager of Oak Point park, has prepared to contest the election. He will file his protest in the probate court as soon us all the evidence can be secured.

Blinzley must, before a new election can be granted, show that the two voters, whom he objects to, were only residents of the township six days, when it is necessary for a married man to live 1n a voting precinct ten days and an unmarried voter twenty days before he is entitled to vote.

The township went dry by two votes, and these are the two that Blinzley claims were "ringers". If another election should be granted and it should result in a tie, the election will be decided by lot as provided by law.

19040611
LAKE SHORE ELECTRIC
June 11, 1904

SUED BY THE RENOURD. FAMILY TO THE AMOUNT OF $2000. AS RESULT OF "THE WRECK OF JULY 6, 1903

The Renourd family have filed three suits against the Lake Shore Electric Railway. They were all more or less seriously injured in the wreck near Norwalk on July 6, 1903. Raymond R. Renourd $500. Nellie Renourd $5000, and Lorenzo $10,000. Fred F. Thomas is the attorney for the plaintiff.

19040611 ec
LS&MS

Low Rates Every Sunday
Lake Shore Railway.

Every Sunday during spring and summer, agents of the Lake Shore & Michigan Southern Ry. Will sell tickets at reduced rates between points where passengers can go and return same day. M-w274

1904611 ec

WOLVIN SAILS

June 11, 1904

BIG FREIGHTER SAILS WITH FULL CREW ON BOARD.

Lorain, June 10—The steamer Augustus B. Wolvin with her 10,000 tons of coal left here this morning on her maiden trip up the lakes.

The boat is headed for Duluth. She will be closely watched as she is the largest boat on fresh water and because of her running at this time when the masters and mates are having trouble with their employers.

19040611

ON TRIAL
June 11, 1904

QUINN VS. NICKEL PLATE HURT WHILE AT PICNIC THREE YEARS AGO

June 11, 1904

The case of Anna E. Quinn vs The New York, Chicago and St. Louis Railroad. Is on trial in common pleas court, with Judge Hayden on the bench.

Mrs. Quinn was attending a Sunday school picnic given by the colored people at Oak Point, Aug. 1, 1901, at which time a bridge broke down at the station and the plaintiff was seriously injured. Metcalf and Cinegar are attorneys for the plaintiff.

19040613 er

SUES NICKEL PLATE FOR DAMAGES
June 13, 1904

The case of Mrs. Anna Minn against the Nickel Plate road is on trial before Judge Hayden, Mrs. Minn attended a Negro picnic at Oak Point on July 2, 1901

She claims to have been injured when the platform near the tracks broke under the weight of the crowd. Metcalf and Cinniger represent the plaintiff. P. H., Boynton is the Nickel Plate attorney.

19040613 er
ELYRIA, OHIO,
JUNE 13. 1904

ROBBED

An Elyria Man the Victim of Smooth Pickpockets at Cleve land on Saturday Night.

Frank Willman of Elyria, went to Cleveland on Saturday and fell the victim of smooth pickpockets while riding upon a Euclid avenue car. He was standing upon the back platform with three other men who had gotten on at different times after the car had left the square. The three neither spoke or otherwise indicated that they knew each other.

Willman was leaning over the railing and dreaming of greenfields and rippling brooks when one of the men seized him by the neck forcing his head upward He resisted aud in the excitement a valuable diamond pin was taken from his tie. As soon as his assailants had relinquished their hold upon him he seized the bell cord and fiercely endeavored to bring the car to a stop The three thieves did not wait to be captured, however, but jumped while the car was still going at a high rate of speed. It is believed that one was seriously injured.

19040615
ELYRIA, OHIO,

JUNE I5. 1904

Royal Arcanum Picnic.

A union Royal Arcanum picnic will be held at Mitiwanga and Ruggles Beach Thureday, June 28, 1904. As it is the 27th anniversary of the founding of the order, a large delegation is expecting to be present from this city. All councils and their friends in this section have been invited and reports indicate a large turn out provided the weather is favorable.

The program will include a basket picnic, two or three addresses by the most prominent Arcanum speakers of the day and a dance in the evening. Band music, boating and bathing will also be enjoyed. The above named beaches are considered the best on the lake. Tickets now on sale at Eldreds' book

store are good on the green line to Lorain and the Lake Shore Electric to Ruggles on any regular car during the day.
Price 50c round trip. Get your tioket. Do it now. All are invited.
227t6 Committee.

19040616
AWARDED DAMAGES

ELYRIA, OHIO, JUNE 16. 1904

The jury 1n the suit brought by Mrs. Anna Minn against the Nickle Plate railroad brought 1n a verdict 1n favor of the plaintiff on Tuesday for $1,000. Mrs. Minn was 1njured at Oak Point in 1901. A platform leading to the resort from the railroad broke onder the weight of the crowd

19040616 nr
VULTURES

ELYRIA, OHIO, JUNE 16, 1904

Of the Law Hover Over Victims of the Wreck
Pester Injured With Applications Looking
Toward Legal Proceedings Against Trolley Company.

Norwalk, June 8: The Lake Shore Electric horror has furnished material for a feast for the vultures that exist mainly upon occurrences of a similar nature. Two or three of this choice band of legal talent have been in Norwalk for several days looking for business and in attempting to ply their trade, ran up against the real thing.

The seriously injured patients at the St. Charles hotel were the instruments desired by these lawyers for gouging the Lake Shore Electric and no matter how serious the injury, or how great damage might result to the patient, attempts were made to obtain an audience with them.

It is reported that among the number is one lawyer from Lorain.
Lorain Dalily News.

19040720 ec
GREAT TERMINAL OPPOSITE STEEL PLANT
July 20, 1904
GIGANTIC PLANS OF THE LAKE ERIE AND PITTSBURG RAILROAD TO COVER FIFTY-FIVE ACRES

A separate appropriation suit filed yesterday afternoon by the Lake Erie & Pittsburg reveals the terminal plans of that road. The land sought to be appropriated is fifty-five acres in an angle of the river north of the steel plant, the property at present being owned by Lilly M. Stone.

Ore docks, work shops, side tracks, depots and a round house are to be constructed here. The plan, filed in connection with the railway's petition, shows a proposed slip, which will be dug in an easterly direction from the river and extend several hundred feet in length. Ore hoists are to be erected beside the slip as well as on the parallel stretch of river to the south so that ore will be dump- ed from both sides upon a narrow stretch of land between the slip and the river. This strip of land is a grid iron of tracks, giving opportunity for unloading by fast hoists into cars as well as into stock piles for storage.

The machine shop and round house are located ta the north of the docks. From this point the tracks will run due north for a distance of about half a mile, where it will join the main line, a short distance east of the Nickel Plate bridge.

The land is nearly all of lot 52 Sheffield township. Besides this suit about thirty more parties in Sheffield Avon and Ridgevile townships are made defendants in a blanket action filed the same day.

The suit against the Day estate now in progress. Willlam A. Doaaldson testified Tuesday morning that 200 houses would shortly be built south of the tube works and east of the Lorain street railway company. The Day land is directly across the river from the tube mills and the defendant wants $250 an acre for it.

19040720 er
ANOTHER SUIT FILED AGAINST
ELECTRIC RAILWAY

July 20, 1904

$55,000 Claim Filed In Cleveland Court As A Result of Oak Point Trestle Disaster Last August

The Lake Shore Electric Railway company was made defendant yesterday in damage suits aggregating $55,000 for personal injuries stated to have occurred on August 18, 1903 at Oak Point Park.

Mr. and Mrs. William Holliday .... Point park..... Mrs. Holliday and Mrs. Goerz under= took to cross a trestle over which the cars of the electric railroad run. When partly across, they allege a car descended on them at full speed preventing them returning to the end of the trestle. Mrs Hollidy, she says jumped fifteen feet to the ground, and Mrs. Goerz, according to her petition was struck by the car and badly injured.

Mrs. Holliday sues for $20,000 and Mrs. Goerz for $15,000. William Holliday for $10,000 claiming the ..... she was confined to hjer home by the injuries, and Georz asks for the same amount on the same grounds.

A third woman, sister of the two mentioned, was killed at the same time.

19040722 er LS&MS
THE ELYRIA REPORTER.

ELYRIA, OHIO, July 22, 1904

DOES THE LAKE SHORE OWN THE L.E. & P.

Report That the Vanderbilts' want to Get in the Band Wagon and are Constructing Road Connecting the Big Steel Centers.

The report is now out that the Lake Shore Railway is building the line of the Lake Erie and Pittsburg from Youngstown to Elyria. It is now known that the Lake Shore is building the line from Elyria to Lorain to get in touch with the new steel mill which is to be located at that place.

For some time the Lake Erie and Pittsburg road has been building from Elyria to Youngstown. There have always been questions about who the backers of the road are. No positive statement has ever been made. It was assumed, therefore, that there was some secret about the deal. The road has been progressing along the most aggressive lines. The backers of it have move like men acquainted with their business. They have moved with persistence toward the accomplishment of their purpose. This led to the belief that those who were building the road were not greenhorns. Lately some inquiry has been made by other railroad men, and this has brought out what seems to be the information that the Lake Shore is the builder of the line. The importance of this movement is readily understood. Tho Lake Shore and the Pittsburg and Lake Erie are kindred lines. The Lake Shore in fact, owns the P. and L. E. The story has been going the rounds for a number of years, so long that it is aged and hackneyed,that the Pittsburg and Lake Erie wants to break its contract with the Erie as to business into and out of Cleveland, and build a line of its own. The assertion is that the new line is a subterfuge by which this is being accomplished. That story, however, does not coincide with the report that the line is being built direct to Elyria without any branch into Cleveland. It merely means that the Vanderbilts appreciate what the new mills at Lorain area to mean and want to get in the band wagon. The Lake Shore, as the parent of the roads in this territory, is fostering this new line, so the story goes, the work being conducted under the guidance of its officials. These rumors are peculiarly persistent in well informed circles.

Cleveland Leader.

19040722
ELYRIA, OHIO,

JULY 22, 1904

NEW TOWN

May be Founded Halt Way Between Lorain and Elyria.

Captain W. S. Pole of Lorain, is in Pittsburg for the purpose of putting through a deal for the development of a new suburban residence town which will be located half way between Lorain and Elyria. In this enterprise he has involved the Amos Sterk Company, which already has large interests at Lorain.

The project now on foot is to open for settlement a tract of land comprising about 186 acres. Bounded on the north by the Benton road, and running from Lake avenue east to the River road. This property is located south of the Inter-Urban allotment, which was boomed last summer. It has no connection with this plan. It lies along the yellow line and is adjacent to the green line also,

From an interview with Captain Pole, published in the Pittsburg Post of Wednesday, it is gathered that the intention is to sell this laud for the erection of dwellings a more pretentious character than those which will be erected by the Sheffield Land Company in the new 1,000 house deal at Lorain.

19040722
Vermilion News
July 22, 1904

Probably $500,000 has already been expended in this deal and everyone is very anxious as to the outcome. The latest story is to the effect that it is to be a great railway shipping point. Many statements that have been made concerning this project but this is an entirely different one and would, we believe be preferable to an oil refinery or state prison.

19040722
ELYRIA, OHIO,

JULY 22, 1904

DAMAGES

Amounting to $50,000 Asked Against Lake Shore Electric.

Damage suits against tho Lake Shore Electric Railway aggregating $55,000 for personal injuries stated to have occurred at Oak Point picnic grounds August 18, 1903, have been filed by Cleveland people. Mr. and Mrs, William Holliday and Mr. and Mrs. Louis Goerz, of that city, were spending the day at the resort and the two ladies undertook to cross a trestle over which the eleotric cars pass, and when half way, across a car appeared at full speed. Mrs. Holliday jumped fifteen feet to the ground and Mrs, Goerz, she avers in her petition, was struck by the car and badly injured.

The former sues for $20,000, the latter for $10,000. William Holliday sues for $10,000 claiming the loss of the services of his wife and the expense of caring for her while confined to her home by the injuries received. Mr. Goerz asks for the same amount on the same ground. A third person a sister of the two women was killed at the same time.

19040722 er LSE
OAK POINT CASE.

The First One is Settled in Favor of Defendant Company.

July 22, 1904

The first case against the Lake Shore Electric in connection with the accident at Oak Point three years ago when a number of women were run down while on the company's trestle just east of that summer resort, has been disposed of in the Cleveland court of common pleas. The case was that of Bertha Holliday in which she sought to recover $20,000 from the company for injuries she received. The jury returned its verdict Friday, claiming that the woman had no right on the trestle as it was built on the companys' property and they were trespassers in the eyes of the law and not entitled to damages. The case was watched with a great deal of interest as there are a half dozen other cases on file as the result of the same accident.

19041208
Vermilion News

December 8, 1904

COURT NOTES
Martha Schmenkel, who was seriously injured at Oak Point in 1903 while attending a Sunday picnic, has brought suit against The Lake Shore Electric for $15,000 damages.

She claims she tried to walk across a railway trestle at that place and was overtaken and knocked into the ravine below by a fast car. Her nose was broken and one hip and shoulder dislocated and she was otherwise bruised and injured. She claims that the trestle was the only visible means of crossing the ravine and that no warning notice was posted and that the brake of the car was defective making it impossible for the motorman to stop the car.

19050728
GATES LEADS IN THE OAK POINT GUESSING CONTEST

July 28.1905

Name Signed to $25,000 Draft Furnishes Clue to Interests Behind Gigantic Real Estate Purchases

Steel Trust to Have Formidable Rival With Headquarters on South Shore of Lake Erie

FARMER CATCHES GLIMPSE OF BLUE PRINT MAPS WHILE TALKING ENGINEERS AT HEADQUARTERS

Certain farmers who have sold or optioned their lands to F. S. Knox claim to be in possession of positive proof that John W. Gates is the financial backer of the enterprise to be located at Oak Point. They base their knowledge on the fact that a draft for $25,000 given to a farmer for his land was signed by a man who Is known to be closely allied with the Gates interests.

This draft was not presented at the bank for collection, but was held for twenty-four hours at the request of the agent, who the next day cashed it himself, thus preventing the signers name becoming known except to himself and the land owner, who was sworn to eternal secrecy in the matter, but murder will out and the the story that Gates has a scheme on foot to organize the independent iron and steel interests of the county into a gigantic combine to wage war on the steel trust was given additional weight when tbe name of the signer of the draft leaked out.

It is a well known fact that ever since John W. Gates was ousted from the Colorado Fuel & Iron Company he has been attempting to organize the independent iron and steel plants into a single corporation. But heretofore his efforts have proven futile.

It is said by parties who have been following the Oak Point deals that he now has everything in shape to carry his plans to a successful issue and that within three months active work on a mammoth steel plant will be commenced at Oak Point.

During the past few days rumors have been circulated to the effect that Judge Gary, of the steel trust, has been seen in the vicinity of Oak Point and this had led some to believe that the steel trust is back of the project, but the men who insist that Gates and his crowd are the prime movers, while they admit the presence of Judge Gary, refuse to accept it as a flaw in their proposition. They say that Gary has for some time been anxious to break away from the trust and that he is either secretly allied with Gates or is on the ground in the capacity of spy on the actions of the men who are taking up the options.

The story that the Standard Oil Company is combated by the Gates advocates on the ground that the land now controlled by Mr. Knox Is insufficient for the purposes required by the Standard and that to now obtain additional territory would require the expenditure of much more money than it would have taken if all the options bad been taken at the start, as adjoining property is now being held at five or six times its' original value.

Plans for the improvement of the Oak Point site are already prepared, but so far the only information that has leaked out Is extremely meager. One farmer while negotiating with Mr. Knox in the building used by the engineers as headquarters is said to have examined a number of blue print maps spread out on a table, but before he was able to fully comprehend the nature of his find the maps were suddenly removed by an employee, who said they were for private use only. The farmer says the plans near as he could make out in the minutes they were exposed to his view, provided for a thirty foot channel for a considerable distance up Beaver Creek and for a pier extending into the lake near the mouth of the creek. The portions of the map representing the land were dotted with buildings, labeled Furnace No. 1. No. 2, etc., from which it is definitely known that a steel plant is destined to be located at the Point.

Land options are being taken up almost daily by Mr. Knox, but as some of them run until August 30, there is little probability that definite plans will be announced before that date.

19050728 Cry

WELLINGTON PICNICERS SERIOUSLY HURT IN CLEVELAND ACCIDENT.

Automatic Brakes and the Reverse Lever
Refuse to Work and Cars
Crash—Score of Passengers are Injured.

Because air brakes and reverse lever both refused to work, a Euclid Beach car, in Cleveland, coming from the parks at 10:45, last evening crashed into a car in front, which had slowed up at the crossing of Olive Street and Euclid Avenue. The entire vestibule of the second car and the first two seats were demolished, The canopy and the rear platform of the first car were jammed up into the rear seat Fifteen people were injured.

On the car wore a number of Wellington excursionists, who had been spending the day at Euclid Beach Park. The injured were cared for on the spot and borne to their homes in carriages and ambulances. It is not thought that any of the injuries will prove fatal.

A score of Cleveland passengers were more or less injured, besides the following Wellington people, who were attending the Wellington merchant picnic, at Euclid Beach Park.

Rex Allyn, head and face cut and body bruised. Taken by car to his home.

Miss Mary Benedict, limb hurt. Was taken home in car.

A. S. Ledyard. Cut by flying glass about the head. Went home.

The accident occurred about 10:16 o’clock. The first car had stopped to allow a passenger to alight at Olive Street. This stop seemed to be unexpected by the motorman, who was at the controller of the following car. He attempted to stop, but the brakes would not hold. The shock and the resounding crash of the collision was the first intimation that the passengers on either car had of the danger impending. A moment before the crash, as is the custom of the picnickers and pleasure-seekers homeward bound from the parks and beaches, both cars were resounding with laughter, songs and chatter of the jolly passengers. When the crash came both cars were plunged into darkness, and then followed the splintering of timbers and crackling of glass.

The place where the accident occurred is one of the busiest street car Junction points in the city. It is only a few hundred feet from the corner of Euclid and Wilson avenues, and at that time great crowds of people were waiting there for cars.

The crash which followed the collision was heard for blocks away and sounded like an explosion. People came from all directions and crowded about trying to help the injured.

Then followed a procession of injured people into the several drug stores in the immediate vicinity. Some were stunned and unable to walk. Others were unconscious from fright. These were women and girls. Many were cut by the flying splinters of wood and glass and were bleeding from their injuries. Passing automobiles stopped to inquire concerning the accident, and many of those who were unable to walk, were taken into their homes.

19050728 er LSE AB&S
TRIED TO STEAL A MARCH

JULY 28, 1905

Effort of Traction Line to Cross Lorain Street Thwarted.

Lorain, O., July 28—The Avon Beach & Southern railroad attempt- ed to steal a march upon the city by secretly laying its tracks across the streets at South Lorain last night in defiance of the injunction secured by the city to prevent the building of the line.

The entire police force of the city was detailed to probably $500,000 has already been expended in this deal and everyone is very anxious as to the outcome. The latest story is to the effect that it is to be a great railway shipping point. Many statements that have been made concerning this project but this is an entirely different one and would, we believe be preferable to an oil refinery or state prison.event the consummation of the plan and the railroad was forced to stop the work upon which it bad begun with a large force of men.

19050728
THELMA WINS FIRST
PLACE IN YACHT RACE.

ELYRIA, OHIO, JULY 28, 1905

Commodore Huntington's Palatial Power Yacht the Swiftest of its Class Speed Better Than 11 Miles an Hour, and Performance of Boat Adds to Commodore Huntington's Fame as a Yachtsman.

A great deal of interest is manifested in the Inter-Lake Yacht Races at Put-in-Bay this week, where sail and power yachts vie with each other for supremacy both is to speed and seamanship. Yachts from nearly every port along the chain of lakes are attending the regatta and a prize winner of any of the many events may feel proud of the honor that neither money nor skill are spared in rigging up and manning the participant yachts. Of local interest is the fact that Commodore Huntington with his palatial yacht ‘‘Thelma" took first honors amongst power yachts. The speed maintained by the "Thelma'' was better than eleven miles an hour, and that fact coupled with the well known diplomatic as well as strategic sailing of the Thelma under Commodore Huntington's captaincy adds a lustre to the Commodores' reputation as a yachtsman. For many years the Commodore has been the leading light of the I. L. Y. A. Regatta's and his yacht is the center of attraction at every meet, The regatta is closed with a smoker and ball at the Hotel Victory and by its brilliancy makes a fitting close for an association whose principal aim is true sport and to create sociability amongst its members.

19050728
ELYRIA, OHIO,

JULY 28, 1905

SALOON KEEPER WILL FIGHT CASE

J. B. Blinzley. Who runs Oak Point was served with a warrant Thursday afternoon for selling intoxicating liquors on Sunday.

He appeared in Justice Lord's court Friday morning, waived examination and gave bond of $200 for his appearance. The bond was signed by A. Baldwin for the Findlay Brewing Co. This brewing company intends to fight the case, as they claim the drink was not intoxicating. They claim It is a sort of beer with the per cent of alcohol too small to be classed as an intoxicating drink.

The case is brought by the Good Government League of Lorain. The affidavits were sworn to by Capt. Cowley and Thomas Bowen.

19050813

August 13, 1905

CLEVELAND, Aug. 13: Twelve persons were killed and twenty-five injured early to-day in the collision of a fast east-bound passenger train on the Nickel Plate Road with a west-bound freight at Kishman, Ohio, near Vermillion. Eight of the Injured probably will die.

The freight engineer's watch, it is said, was slow, and he believed he had eight minutes to get his train off the main track on a siding. The freight train had slackened speed and was about to back on the siding when the passenger train came along at the rate of forty-five miles an hour and dashed into it.

Aside from the engineer, the men killed were all riding in the smoking car. The majority were foreign laborers employed by the Standard Oil Company on their way from Fort Seneca, Ohio, to Brookfield, Ohio. None of the passengers in the smoking car escaped injury.

Engineer Poole of the passenger train was killed while trying to reach for the air brake, after seeing the headlight of the freight locomotive. His fireman, Haefner, saved himself by jumping.

The high speed of the passenger train threw its locomotive and first three coaches over on the freight locomotive, telescoping the smoker and car following. The forward cars of the freight train were splintered.

There was no fire, but the heavy timbers of the wrecked cars pinioned many, until assistance arrived. As soon as possible doctors were sent on a special train from Lorain. The injured were hurried to the Lorain hospital. The dead were taken to the morgue at Lorain to await identification.

When the trains came together almost everybody in the smoker was dozing. The sudden jar hurled them out of their seats.

The roof and sides of the car seemed all at once to crunch like paper, pinning down each passenger In the position in which he had been caught. The passengers in the second car escaped more easily, as the violence of impact was not so severe, although few got off without cuts, bruises, sprains, or broken bones. The two sleeping cars in the rear withstood the shock without serious harm. No passengers in the sleepers were injured.,

The men on the train who escaped injury worked as they could without tools to save life and limb, and the residents in the sparsely settled vicinity soon arrived to help. The sleepers were used for the accommodation of some of the injured. As were several houses near the siding

President Caniff of the Nickel Plate today said that, from information in the hands of the officers, the freight had orders to go on the siding at Kishman and await the passage of the passenger train. A rigid investigation is being made.

19050813
AT LEAST A DOZEN PERSONS KILLED IN NICKEL PLATE WRECK Passenger Train No. 4 Crashed Into a Freight at Kishmans Siding.

August 13, 1905

Over a Dozen Dead in the Debris and at Least a Score May be Injured.

Coaches Laden With People Telescoped and Fire Added to the Horror.

INJURED TAKEN TO LORAIN

The Accident Occurred at an Out of the Way Place and It Was Some Time Before the Work of Rescue Could Begin

Wreck Crew Hurried From Cleveland and Physicians Sent From Lorain Passengers in the Pullmans Escaped
Engineer Died After Being Taken From Wreck of His Locomotive.

At least a dozen persons were killed and many injured in a head-on collision of Nickel Plate trains at Kishmans' siding, three miles east of Vermilion, at 1:15 o'clock this morning.

Seven have been taken to Lorain. All are Italians, members of a party of thirty-eight in charge of B. L. Kerr of Buffalo, who was taking them from Ft. Wayne, Ind., to Brookfield, O., to work on Standard pipe line.

Impossible to get names, as Kerr does not know the name of a single individual in his party. Lake Shore Electric car passed as crash occurred and was immediately pressed into service as ambulance and dead wagon. Every physician in Vermilion was rushed to the scene of the wreck and a car sent to Lorain with dead and injured was sent back to wreck with doctors. The engineer of the passenger train was found among wreckage of the cab and died a few minutes after being removed. The fireman is said to have jumped.

At Lorain hospital English speaking persons injured are:

John Long, Baltimore, leg crushed.

Richard Longson, right leg taken off.

Mrs. Gear of Baltimore, badly bruised up but no bones broken.

No names of injured Italians. They were taken to hospital by surgeons who are operating on them one after another. Nearly all are unconscious.

L. N. Hallock of Cleveland, who was in the second car from the smoker of passenger train, says smoker and car following were rammed into each other and few in either car escaped some way injury. He believes a dozen were killed. He escaped without a scratch.

At 1:15 o'clock this morning passenger train No. 4, eastbound, on the Nickel Plate collided with freight train No. 87 at Kishman sliding, three miles east of Vermilion. The four forward coaches and the two sleepers were uninjured. The two engines were telescoped, but all the crew with the exception of the engineer of the passenger train, escaped unhurt by jumping. Fire broke out immediately after the wreck and added to the horror of the situation.

The scene of the wreck is remote from telegraph offices and is in a sparsely inhabited vicinity. It was some time after the wreck before any word was received by the railroad company. A special train was sent from Vermilion, together with a special car on the Lake Shore Electric railway carrying physicians. The injured were taken by the train and the trolley car to Lorain and placed in hospitals. Ambulances from Lorain were also sent to the scene of the wreck.

The Nickel Plate offices in Cleveland disaster and that all they knew of the two hours after the wreck occurred stated they had no definite news of any affair was that train No.4 was late. The railroad officials at Lorain maintained a similar reticence, apparently having no idea of the magnitude of the disaster. Wrecking trains were dispatched to Kishmans' and the Lake Shore & Michigan Southern railroad, which intersects the Nickel Plate at Vermilion, was also called upon for aid. Physicians were taken to Kishmans' from Lorain as well as from Vermilion to assist in the work of caring for the injured.

It is impossible to give any cause for the wreck.

19051019
Vermilion News

October 19, 1905

OAK POINT SOLD

The option on Oak Point has been taken up and also on several of the farms. Several options were allowed to expire. $30,000 is the price given as the purchase price.

19051113
OAK POINT CASE.

The First One is Settled in Favor of Defendant Company.
November 13, 1905

The first case against the Lake Shore Electric in connection with the accident at Oak Point three years ago when a number of women were run down while on the company's trestle just east of that summer resort, has been disposed of in the Cleveland court of common pleas. The case was that of Bertha Holliday in which she sought to recover $20,000 from the company for injuries she received. The jury returned its verdict Friday, claiming that the woman had no right on the trestle as it was built on the company's property and they were trespassers in the eyes of the law and not entitled to damages. The case was watched with a great deal of interest as there are a halt dozen other cases on file as the result of the same accident.

19051116 er
L.E.& P. IS BUSY

November 16, 1905

A Lorain Attorney Goes to New York to Consult Easterners Interested in the Company

W.E. Thompson, of Lorain, attorney for the Lake Erie & Pittsburg Railway Co. left early yesterday morning to attend to business in connection with the building of the new road

Mr Thompson said that it was not the purpose of the company at present to take up any more land east of the river. The company already is in possession of enough property to answer the needs for all terminal and dock purposes. Had it not been for this fact the suit for the Stone property would not have been abandoned without further fight for the control of the property

The question that is now most deeply concerning the company and also the public is the time of building the road. It is evidently the companys' 1ntention to begin active operations not later than the early part of next spring The road from here to Berea was already graded and has been for some time and it seems that the company is simply waiting for assurances as its' ability to obtain sufficient land for terminal and dockage purposes before going actively ahead and pushing the construction of the road. It is to confer with the officials that Mr. Thompson has gone to New York and when he returns 1t is expected that it will be definitely known concerning the date of starting constriction.

Mr Thompson will remain in the east for several days.

19060103 er LSE AB&S

NO SUBWAY WILL BE CONSTRUCTED BY THE L. & S. ELECTRIC IN THIS CITY

January 3, 1906

There will be no subway erected from the loop to the square by the Lake Shore Electric as was outlined by this paper some weeks ago. This announcement was made by President Becknell while here on an Inspection of the new A. B. & S. line from Cleveland.

Mr. Becknell said while talking on the subject that the company would like to have such a structure, providing some one else would erect it, but that the company would not commence such an undertaking and cannot account how the story that they intended building one was started.

The lines of the concern will not be extended to the square as the company object to laying the tracks across those of the Lake Shore Railway.

19060103 er
WHAT IS THE OBJECT IN VIEW

January 3, 1906

EITHER RIVAL TROLLEY INTERESTS OR A LARGE INDUSTRIAL PLANT WANT THE LAND.

MUCH SPECULATION

The mystery surrounding the wholesale obtaining of options in the vicinity of Beaver creek is today as deep as it was when the fact of the activity in land matters in this section was published. The only new feature is that no move has since been made by B. G. Nichols, the real estate agent of Lorain, to secure any more options other than those he obtained as agent for the mysterious individual named Knox during last week.

Some light is thrown on the deal by a rumor which states the project for the Lorain and Oberlin electric line from Oberlin to the lake is again active, This line was promoted some months ago by Oberlin and Elyria capitalists.

W. A. Donaldson of Lorain is secretary of the company and it is understood some land was purchased and optioned along the proposed right of way. Last month the project was allowed to lapse temporarily and activity ceased for a time. The land which it is understood was acquired is situated towards the south end of the route, or between Amherst and the Lake. It is known the company contemplated entering either North or South Amherst from Oberlin and running from there to Oak Point.

The sudden activity of last week in the acquiring of options on farms directly in line with the proposed right of way of the Oberlin and Lorain road from Amherst to the lake may mean either that the company has again taken hold of the project with the idea of pushing the road, or else the Lake Shore Electric or some competing road may be optioning land with the intention of blocking the project. The fact that the options acquired are so extensive in width make this latter theory seem plausible. With the options acquired

covering a strip a mile or so east and west directly across the contemplated Oberlin and Lorain right of way, the latter would be seriously interfered with.
Agent Nichols this morning, when asked whether the options were being secured for electric railway purposes or not, said: “I cannot say. I am not at liberty to disclose what the project is. If you will wait a few days ,I will tell you all about it. All I can say is this, the press will be surprised at how far from the truth all theories printed have been.”

Mr. Nichols was greatly interested in what the Reporter knew about an electric line in this vicinity, and when asked point blank whether it was or was not a railway proposition, would neither affirm or deny it. He intimated also the deal was not so large as has been Indicated.

Today in real estate circles all sorts of rumors are being heard as to the true object of the options A brick yard, summer resort, land al…

19060104 er
YELLOW LINE MAY ENTER OBERLIN

January 4, 1906

Indications are That This is the Cause of the Options Being Taken on Farms West of Lorain An Enthusiastic Gathering of Railroad Men and Farmers Held.

From developments which have taken place within the past few hours it appears that the extensive taking of options on farms west of this city for the past few days is nothing more than an attempt on the part of the Lake Shore Electric to seek an entrance into Oberlin to compete with the “green line” for the passenger traffic through to Cleveland. A meeting was held at North Amherst yesterday which was attended by Messrs. Skell and Summers, of Oberlin, and C. F. Herrick of Lorain, where they met the farmers living along the roads between North Amherst and the lake shore for the purpose of securing their right-of-way for an electric railway, so far all of the grants have been secured with the exception of the farm of Lewis Kothe, and it was expected to close that one up this afternoon

The men who met with the farmers at North Amherst yesterday are the same parties who last summer announced they would build an electric line from Lorain to Oberlin, via North Amherst and the stone quarries. However, since then the project has lain idle and there have been no developments tending toward the construction of the line until a few days ago when the promoters of the railway began securing the options on farm lands between North Amherst and the lake shore. The meeting yesterday was attended by a large number of farmers, who seemed, to be enthusiastic to have the electric road built past their premises. A circular letter, telling of the wonders that electric lines accomplish in the way of opening new and the land adjacent.

All of the farmers at the meeting yesterday were impressed with the necessity of keeping the proposed plans a secret and none of them would dare to speak even there opinion when requested to do so. In nearly every instance where an option was taken it was for a strip of land 20 feet wide.

19060106
OBERLIN LINE WILL RUN TO OAK POINT

January 6, 1906

That is One Side of the Purchase of Land Between That Resort and North Amherst Who is Backing Deal?

At least one side of the Story behind the optioning of the land between. Oak Point and North Amherst is made clear by the admission of Secretary C. L. Summers of the Oberlin-Lorain Electric railway that, his company was securing options on much land in that vicinity.

The Oberlin-Lorain road plans to build, from Oberlin to Amherst and then to Oak Point. This resort, it is said will so greatly enlarged and made a rival of Cedar Point. The main line of the new road will extend from North Amherst to Lorain.

This will place Cleveland in direct communication with Oak Point and a bid will be made for patronage from that city.

It is denied that the Lake Shore Electric is backing the Oberlin-Lorain road but it is possible that some of the land being optioned is due to an effort of some rival, probably the Lake Shore Electric, buying up land to forestall, the Oberlin line.

19060111 er
BIG HARBOR PROMISED AT OAK POINT RESORT

January 11,1906

Options on Land Being Taken with Renewed Vigor and Prices Have Advanced Greatly Railroad Plan is Denied

Great developments are headed for to take place at Oak Point, the summer resort west of this city, at an early day, that is providing the _____ _____ by one of the men who have been active in securing options in that section of the township _____ _____ relied upon. The options which were taken for Mr. Knox cover nearly 1,000 acres of land in the vicinity and at the mouth of Beaver Creek, which a number of years was surveyed for further purposes. So anxious are the prospects for the land that they are paying more for the options than the land is considered worth. It is claimed now that one farm at the mouth of the creek sold a few days ago for $45,000. Options are now being taken on many others for _____ days at a high price.

Agent Nichols, of this city, who has been identified with the op on buying, refused to give out any information as to the plans contemplated, stating that he is not in possession of the plans of the papers for whom the options are being secured. The farmers in the vicinity of Oak Point have been sworn to secrecy and no information can be gained from them beyond the statement that “something big is coming.”

The numerous options being bought, however, has forced the price of land _____ _____ _____, and even the price asked for an option is no means a small figure.

The statement that the options were being secured for the Lake Shore Electric to gain an entrance into Oberlin is denied. The additional fact is also brought forth that options on a right-of-way now being secured for the Oberlin-Lorain Electric Railway Company contains a clause which subjects the right-of-way to the conditions of the other option which the farmer had previously granted to a party of promotors.

M. S. Skeels, president of the Oberlin Lorain Electric Railway Company, yesterday gave out an interview: The deal is not a railroad move," said Skeels. "We have rights of way into Oak Point and we ought to know what is going on. The Lake Shore Electric is not back of this deal.

"There is a fine harbor at Oak Point which with a little dredging could be so enlarged as to make a fine port.

"Land about Beaver Creek has tripled in value in a short time and the prices paid for options are way above that. That shows that somebody means business."

It is said that the men back of F. M. Knox hopes to build a port which will rival Lorain.

19060125
STEEL PLANT FOR OAK POINT

January 25, 1906

Some Talk of Railway Shop Being Erected on the Land Many Options Taken on Land.

Movements in the vicinity of Oak Point are continuing with unabated interest and the same only serve to more deeply mystify the population of that section of Black River township, as well as the entire county. More options were taken on property in the vicinity of the point on Monday when one in the north part of Amherst township was taken on property owned by Henry Sippel, The land consists of but a few acres of unimproved farm land, yet a price of $7,000 was offered in the option.

In addition to this a party of men appeared at North Amherst the same day and secured an option on the brick block on the corner of Elyria and Church streets, the building now being occupied by Adams store. The claim is that the building will be utilized as a bank, while the Church street front will be arranged for store purposes. Directly across the street options were also sought of Henry Clause, who owns several dilapidated structures in the heart of the town. A fancy price was mentioned, but Clause refused to sell or give an option.

Several other options have been taken in the last few days on property in the vicinity of what is commonly referred to as the "Dutch Settlement" in the northwest portion of the village and the rumor has caused property in that section to jump sky- ward in haste. A section of the town which at one time was deemed undesirable as a residential place is springing into popularity very fast. What has caused the boom is the question that is concerning nearly every resident of the little village rumors of divers nature as in evidence on every hand. Most any sort of suggestion or hint is carried forth as a fact.

In an interview with a prominent business man last night the contention was made that the Nickel Plate Railway Company was behind the deal and was buying the land upon which to construct its general repair shops and also make it a division point, cutting down the number now in existence along the road.

Whether there is any truth in the rumor is difficult to state. However, when any move in the development of the land is made the chances are it will be a gigantic one, considering the large amount of property that is ‘being bought by option, as nearly every farm from the lake shore to Amherst village has been option and in one.

19060127 ec
ANOTHER OPTION ON FARM LAND

January 27, 1906

Another option was closed on farm land near Oak Point and as a result conservative men estimate that now about 2500 acres of land west of the city limits are under the control of some secret corporation. The option closed yesterday was on the farm of Vincent Knermin, A sum $200 was paid for the option in which the price to be paid for the farm was mentioned at $300 per acre in the final transaction.

This practically gives the parties who are represented by F. S. Knox, claim on all the farm lands between the Leavitt road, the western boundary of this city, to a point about a mile beyond Oak Point, with the exception of one place. The farm of E. Baumhardt.

The movements are still surrounded in a deep mystery as they have been since the beginning of the taking of options and speculation continues on every hand as to the probability of what is the real location at the point. Whatever is the intention of the promoters the indications are that the move will be of such a gigantic nature that it will be difficult to comprehend its real meaning for some years after the work is actually begun.

A number of business men who have inquired closely into the affair venture the opinion that the independent steel companies are seeking a location at that place, either for the purpose of disposing of the plant eventually to the U. 8. Steel Company, or continuing its’ operations under its own management. The promotors have so far paid out something like $3,500 in option payments. Of course this is a small sum for a gigantic corporation to expend in options and may mean much on one hand and on the other may mean comparatively little.

However, a move that adds glow to the transaction, is the statement that a survey has been made of Beaver creek and it has been found that with little dredging the stream can be made navigable for a distance of one mile from its mouth.

While the contention is made that, the independent steel plant is behind. The purchase of the options, this seems to have but a trifling bearing when it is taken into consideration that at Elk Creek Pa. The independent companies spent something like $150,000 in the purchase of land. And again at the mouth of Cowle’s Creek, four miles north of Geneva, Ohio, where it expended $250,000 for land. With these actual conditions staring the steel story in the face, there seems but little likelihood that the independent companies are back of the project.

So far F. S. Knox, who has purchased the options, has refused to make known the intentions of the men he represents, but it is expected that should the one remaining option be closed up today or this week some definite announcement will be forthcoming within the next week as to what the large deals really amount to.

19060127 er
KNOX AFTER FARM OPTIONS.

January 27, 1906

F. S. Knox, the Columbus man, whose recent purchase of option, in the vicinity of Oak Point, has caused a rapid rise in the valuation of property in that vicinity, is still in the city, endeavoring to secure options on two farms which so far the owners have refused to convey by option to any one.

Mr Knox is as reticent as ever in giving information as to the cause of his option buying, and those who have sought to learn the same have left him comparatively little wiser than before. However, there is a rumor afloat today to the effect that the Wabash company, in the role of the Lorain & West Virginia road, is back of the movement, securing the land with the intentions of developing a harbor. There is also a report current to the effect that land is being sought as a site for a new ship building plant.

190660202 er
OAK POINT BIG SYSTEM.

February 3, 1906

Railroad and Canal Companies Secure Charters to Build Railroads Through Amherst.

According to a dispatch from Columbus the movements of taking options west of this city on the land surrounding Oak Point is somewhat explained by the Incorporation at a nominal capital of the Erie Ship Canal company, of Oak Point, Lorain county, and the Erie Terminal company, of the same place. Each of the companies was capitalized at $10,000 and Columbus people are back of the move.

According to the application for incorporation papers the northern terminus of the canal is to be at the mouth of Beaver creek and the southern terminus of the canal is to be at a point near North Amherst, where Beaver Creek Intersects tho village line,

The terminal railway is to be on either side of the mouth of the creek, the exact location not having, as yet, been decided upon.

The incorporators are only nominal charters and are all connected with the law firm of Arnold & Morton. The latter has absolutely refused to give out the names of the parties interested In the incorporation, but says it is not a railroad deal to get lake facilities, but as a means of ore people to get control of property desired in their business.

The statement given out by Morton throws but little light on the proposition and it is, still shrouded in as deep mystery as ever before The statement does not appear to hang together very readily, especially when it is claimed that it is not a railroad move, but that ore people were seeking the site for their own business. It is hardly expected that Mr Morton desires to convey the impression that the ore companies propose to bring the ore down from the head of the lakes, dump it there subject to the elements of the weather. Taking it from this point of view it can readily be seen that the real motive for corporation is still in hiding. If not, then it is reasonable to expect that a railroad will be built to the beach about as soon as the dock Improvements begin.

F. S. Knox, who has purchased the options during the past few weeks, returned to Lorain. A number of people along the Leavitt road were sought with the intention of securing an option on their land. However, they refused to sign the document which Knox and his agents presented, and came down town where they hired an attorney to draw up an option along the same lines suggested by Knox. There are rumors that the Carnegie people are behind the new move.

Whether it is due to the announcement from Columbus of the incorporation of the Erie Ship Canal Co. and the Erie Terminal Co., or whether it is feared that some other enterprise would block the plans is not known; but Thursday several new agents were secured by F. S. Knox, who has been taking options on farms west of here, and every effort is being made to close as many of them as is possible. Tho options which have been taken expire on March 1. However, there is a proviso which enables the holders to secure a second option at the expiration of that time if they so desire. Already Knox has three thousand acres optioned, but for what purpose is still a mystery, Information concerning which the agent, F. S. Knox, refuses to divulge.

19060202 er
WABASH TO BUILD TO LORAIN

Bids Were Opened at Cleveland for the Construction of the Line Between Orrville and Bolivar Railway Officials Held Long Conference With Attorneys.

February 2, 1906

That the Wabash means business in the construction of the line to Lorain is no longer to be denied for at Cleveland Wednesday bids were opened for the construction of the line between Orrville and Bolivar. The officials of the Wabash system arrived in Cleveland Wednesday and held a long conference with the attorneys who recently secured a charter under the name of the Ohio & West Virginia Railroad company. In the party of officials were: Pres. F. A. Delano, Asst. Pres. Yeomans, Gen Mgr. B. A. Worthington, Gen. Supt. H. W. McMasters, and Supt. C. V. Wood. The party arrived in a special car via the Wheelng & Lake Erie and after reaching Cleveland were closeted with the attorneys for several hours. The officials gave out that the company is preparing to let contracts for work which the company will do around Orrville and to talk over the plans of building on to Lorain. In an Interview, Vice President Worthington announced that bids are in for the sixteen-mile cut-off, known as the “low grade” road, from Orrville to Bolivar, and said that the work would cost about $900,000. He also stated that the contract would be let about the latter part of the week. When the work is completed the company will be enabled to do away with the twenty-mile helper stations, as the grade will be reduced from a 1.0 percent, to a .4 percent grade, or from a grade of 52.8 feet to the mile to a 21-foot grade. Of the thirty-eight miles of passing tracks now in course of construction for the Wabash company, twelve have been completed and turned over to the operating department and the others will be finished as speedily as possible The work of doubling the capacity of the Homestead and Columbia freight terminals has been completed.

19060202
COMPANIES HAVE NOT MATERIALIZED AS

February 2, 1906

Nothing Done Officially Toward Incorporation of and Terminal Concerns at Oak Point Knox Still Silent and Mysterious.

Frank S. Knox the prime mover in the securing of options in the vicinity of Beaver Creek and Oak Point this morning said he had no knowledge of the two companies, the Erie Ship Canal and the Erie Terminal. Companies which were stated in a local paper to have been incorporated in Columbus yesterday.

A dispatch to the News from Columbus stated that no such concerns had as yet been incorporated. According to the local account each was to build a canal from the mouth of Beaver Creek to Amherst and the railroad was to run up either side of the canal. It was stated that the deal is being engineered by the Columbus law firm of Arnold and Morgan and that the latter stated the move is by people who desire to get the Beaver Creek property in their possession. Absolutely no names were mentioned.

Mr. Knox, when seen at the Franklin this morning in response to questions said:

“I did not know of any such deal as the canal and railroad companies until I saw it in the paper. It is possible such concerns may have been incorporated to compete with securing the land we are optioning. I know absolutely xxx xxxxx. Arnold & Morton are lawyers with whom I am acquainted and they have no business dealing with them.

When questioned as to whether there was ore below the land he optioned, Mr. Knox said; if there was ore in this county it would have been discovered and not have been allowed to remain unworked until now.

“We have not so much land under option as has been reported. I am having a hard time securing all the land I desire. The farmers in this section are nearly all well to do and do not respond the offers being made. They are settled on comfortably on their homesteads and hate to give them up. I never before has such a hard time securing options as I am having here.”

“The report that I have placed more agents in the field working on options is without foundation . I am xxxxxxxxxxxxxxx

19060203
HURON HARBOR IMPROVEMENT BY THE WABASH RAILROAD

February 3, 1906

New Docks and Slips For Large Boats Now Being Constructed.

Huron Feb, 3 The Wheeling & Lake Erie railroad, now owned by the Wabash is making extensive harbor improvements at this place.

Two pile drivers are now at work driving the spiles for the new coal and ore docks which the company expects to have completed by May ist.

One of the spile drivers is at work on the spiling that will support the new car dumper which is to be built in the marsh about 50 feet north of Berlin street

A new slip is to be constructed for the accommodation of larger boats and the town council will be asked at its next meeting to vacate Berlin street that it may be appropriated for dock purposes.

In order to overcome the disadvantages of marsh land for dock purposes and to add to the stability of the new docks, steel spikes are being placed in the driven end of the new docks spiles now being sunk for the new docks. The spiles are being driven into the stone shale bottom thus giving the spiles a firm foothold and preventing them from sliding into the new slip.

It is claimed by the local representatives of the railroad company that the company are expecting to use this terminal for large shipments of coal and ore and in order to relieve the congested state of their dockage facilities at other lake terminals.

19060203 ec
MORE ABOUT THE OAK POINT LAND DEAL

February 3, 1906

Big Force of Civil Engineers Making Surveys for the Wabash Railroad

North Amherst, Feb. 3: New developments in the big land deal near Oak Point are coming to light each day. A large force of civil engineers are here making a new survey in the interest of the Wabash railroad company.

The new survey differs in location from the previous ones made for that corporation, especially is it so after leaving this place going north to the lake. In previous surveys that have been made, an almost direct line was taken to the South Lorain steel plant and the docks of the river front at Lorain and while the stakes set on former surveys have not been removed the new survey is in a direct line from here to the mouth of Beaver Creek.

The surveying party are nor attempting to conceal the fact that they are in the employ of the Wabash railroad

The new survey passes Oberlin about one-half mile to the west of the center of the town and crosses the Lake Shore railroad at North Amherst near the overhead highway bridge in the eastern part of the village. This will be an ideal place for two railroads to cross as the Lake Shore makes a deep cut at this point and the Wabash can build an overhead crossing on a level with the surface of the ground.

It has been learned that the soundings made at Beaver Creek show that no stone was found for a distance of nearly a mile from the mouth of the creek, but that about thirty feet of mud underlays the turbid waters of this stream. It is said by the surveying party that this mud can be easily dredged and that a fine harbor can be made at comparatively small expense, Farther up the stream plenty of 1ock was encountered in the soundings made.

No positive information could be elicited from the surveying party as to whether a steel plant was going to be constructed but on the contrary they would not deny the rumor.

It is generally believed by those who have kept a close lookout for information on this subject that some large industry, presumably the independent steel interests, will erect a mammoth plant at this point.

On account of there being no solid foundation, as shown by the soundings taken, for nearly a mile from the mouth of the creek it is clearly apparent that such a plant would have to built fully a mile from the immediate lake front.

This fact accounts for the incorporating of the canal company at Columbus in addition to the other articles of incorporation recently filed with the secretary of state. More developments are anxiously expected by the property owners located here everyday.

19060206
SHIP CANAL IS PROPOSED FOR LORAIN COUNTY

Promoters Refuse to Give the Facts Away
The Canal Will be in Black River Township, and the Central Point of Operation Will be at Oak Point

February 6, 1906

Columbus, O. Feb. 6 " It is purely an industrial enterprise," said E. C. Morton, one of the incorporators of the Erie Ship Canal Company, when asked on Monday regarding the purposes and plans of the concern. The other incorporators are F. H. Game, R. J. O'Dell, B. W. Gearhart and J. C. Burns, all of whom are associated with him in the law firm of Arnold, Morton & Irvine, with offices in the Columbus Savings & Trust Co. building.

The objects of the company, as stated in the articles of incorporation, are to construct and operate a ship canal in Black River township, Lorain county, O, the central point of operations being, it is stated, at Oak Point, Lorain county. The canal is to be located entirely in the township, where options have been taken on a large tract of land.

Mr. Morton was asked today if the Hocking Valley railroad was interested in the enterprise, as has been hinted, but declared that no railway company is behind the project.

"We cannot make known our plans now." said Mr. Morton, "but they may develop and be made public within two or three weeks. I cannot say when work will be commenced on the proposed canal, the machinery purchased, or anything else connected with it. That will all be given out in the course of time."

19060212
Drill Will Commence to Make Test Holes
Engineers Ordered to Examine Land.

February 12, 1906

The situation at Oak Point has taken an interesting turn during the past day or two, for Friday, morning a testing device was set up in the swamp land along the creek and test holes are being sunk to ascertain how deep dredging can be done without encountering shale, The drill has attracted the greatest attention

and reports as to who is back of the move are numerous However, no one is any nearer to the exact situation today than they have been at any time during the past weeks.

A traveling salesman from New York City this morning ventured the statement that it was the independent steel corporation and that talk to that effect was floating abut New York financial circles to a considerable extent.

Option buying was resumed yesterday and some 300 acres of farmland was tied up with an option expiring on March ist. The land secured was that of Henry Bickel and another piece near the Oak Point resort. Much greater prices were paid for these than ever before.

F. S. Knox, who has been buying the options for the past week, left Lorain this morning, bound for Cleveland and could not be seen. F. H. Game, whom it is claimed, is representing the Erie Ship Canal Company, was also out of the city and could not be Interviewed.

Rumors of a steel plant are numerous and it would not be surprising to have something of that nature turn up at the point. A statement was made this forenoon by one of the engineers to the effect that he was working for the Standard On Company. However, this is believed to have been a huge bluff designed to conceal the real purpose.

In an article setting forth that F. S. Knox, who has been buying the options on farm land west of this city for the past three weeks, Editor Clock, of the North Amherst Reporter, under glaring headlines, announces that Knox is nothing more or less than a shrewd speculator, who became familiar with the plans of the steel men of the Pittsburg district who were figuring on the building of a canal from that district to the mouth of Beaver Creek. Having done this, the neighboring editor charges that Knox swooped down upon the farmers with a view to securing options on their farms for the purpose of holding up the canal proposition at his own price.

According to the article the canal promoters knew nothing of Knox until one of the representatives arrived here a few days ago for the purpose of buying the land, when it is claimed he found the farms were all held by Knox and that he was compelled to deal with him if he desired to secure the property. This representative gave his name as Game and claims to represent the canal proposition. Game has called on a number of farmers, but found the property tied up. Since then he has been trying to close negotiations with F. S. Knox.

The editor woke up and unlimbered his broadside at Knox by charging him with “greed and avarice that has pervaded humanity since the time people began to worship the golden calf.” and that he was not an agent of prosperity as many of the farmers, who had given options, had supposed him to be.

19060212 er
PASSENGER AGENT FOR LAKE SHORE

February 12, 1906

Harry C. Young, who has been traveling passenger agent of the Rock Island at Cleveland and at Pittsburg for a number of years, has been chosen general passenger agent of the Lake Shore Electric railway, and will assume the duties of that office on March ist.

His appointment is in conformity with the plan the traction lines are employing in securing experienced men. He is a thorough going, wide awake passenger man. The Lake Shore Electric is the first of the Cleveland traction lines to employ a special man for the passenger department and it means the road will try hard to develop that feature if its business. Mr. Youngs' headquarters will be at Norwalk.

19060212
SHIP CANAL SCHEME WILL BE PUSHED

Mystery About Beaver Creek Land Options Has Been Solved Representatives of the Canal Project Are on the Ground
F. S. Knox, Shrewd Speculator, Secured Options Ahead.

February 12, 1906

North Amherst Exchange A solution of the Oak Point and Beaver Creek land option deal has been reached, arid the air of mystery that has enveloped the transaction has cleared away.

Steel men of Pittsburg organized a company to construct a ship canal from the mouth of Beaver creek to the Ohio river.

F. S. Knox, known as a coal mine operator and speculator of Columbus knew of the ship canal project and hastened to the mouth of Beaver creek He obtained options on all the farms in that vicinity, with few exceptions, covering an extent of land two and one-half miles square.

On Thursday one of the officials of the ship canal company arrived in Black River township and interviewed Adam Kolbe, C. C. Jaeger, George Hollstein and others He was surprised to learn that options had been given on land along Beaver Creek.

The whole situation was then made plain. F. S. Knox secured these options for the purpose of being in a position to dictate to the canal company the price they would be compelled to pay for land needed in the carrying out, of their project.

A gentleman named Game called at Adam Hagemans' Friday morning, February, 9, and made inquiries about his farm property along Beaver creek. He represented the Erie Ship canal company and the Lake Terminal company and had a map of the property in Black River township wanted by those companies, The map showed a belt line railroad in connection with the ship canal and included the farms of C. C. Jaeger, Adam Hageman, Conrad Hagman; part of the Ray and Pries farms, the John Erhart farm and part of the Adam Kolbe farm. He admitted that Knox had made a shrewd move, by way of a financial speculation, but that in no event would anything that Knox had done be allowed to Interfere with the plans of the companies which he represented. If Knox would deal with them on a fair basis, it would be done, otherwise such property as they needed would be condemned and appropriated by law. He said the company would buy outright what land they needed, not by option, and that the plans of the company did not take in any of the farms optioned by Knox some distance back of Beaver creek

It is probable that the result of the whole Knox land movement deal will be that he will make satisfactory terms with the ship canal company and throw up his options. There is a clause in all the Knox options, that on the payment of $5 by Knox to the property owner at any time before the expiration of the ninety days the option would relapse and be of no effect.

Knox must have been well posted on the plans of the Ship Canal company, for he had announced that on Wednesday, February 7, he would close all options, and this closed up several deals that have been pending.

On Thursday, February 8, a representative of the Ship Canal company arrived and exposed the whole movement

19060212
OAK POINT RESORT NOT SOLD SAYS BLANCHARD

Nor Has the Old Road Bed of the Cleveland Stone Company Changed Hands, as Was the Report Today

A report was in circulation today that Proprietor Blanchard (Blanchett) of Oak Point had sold the well known pleasure resort to the combine which incorporated The Erie Ship Canal and the Erie Terminal companies. The purchase price was said; to be $24,000. “It was also reported the old steam road following the North Amherst road from the Point had been purchased. Both reports seem to be without foundation.

Mr. Blanchard (Blanchett) when seen this morning stated there was absolutely no truth in the tale that he had sold out. “It will take a lot more than $24,000 to buy Oak Point,” he said “I have just finished putting up 175 tons of ice at the resort and today am moving into my new house there.

I have too good a thing and am not looking for a purchaser.”

‘Blanchards (Blanchett) new home is a very fine one. Although located a mile from Lorain it has all the modern conveniences. The house is lighted and heated by natural gas, obtained from a private well. A sewer and water system has been installed and the water is forced at good pressure all through the house by a hydraulic pump which supplies a big tank, in the attic. The dwelling contains twelve rooms. Mr. Blanchard (Blanchett) today is moving from his city location at 323 West Erie avenue.

The old railway bed at Beaver Creek is owned by the Cleveland Stone company, and is not for sale, and according to the best information obtainable has not changed hands.

19060215
GROUND FOR PENITENTIARY.

February 15, 1906

The township of Brownhelm is having a real estate excitement which threatens nature. Unlike the deal at Oak Point the parties seeking land in Brownhelm township are buying the property outright, paying spot cash for whatever is taken. A deal was made for 66 acres of the A. Leimbach place and another piece of property was bought from A. Baumhardt, Saturday. The property sought lies on the road running south just west of where the Kishman wreck took place last summer and about half way between the Nickel Plato and Lake Shore railway tracks on the west side of the highway. The purchasers told Mr, Leimbach that ground was being bought for the Ohio penitentiary. This is believed to be somewhat exaggerated as it would be hardly probable that the institution would be moved as far north as Brownhelm.

19060221 er
STANDARD OIL CO.IS INNOCENT.

February 21, 1906

“I know nothing of the project said F. B. Squire, vice president of the Standard Oil Co., of Ohio, when interviewed at his home in Cleveland last night in regard to the report which had been circulated to the effect that the Standard Oil Co. was about to extend a line to Lorain and from this point operate a fleet of tank steamers.

“Such stories are malicious lies.” added Mr. Squire at the close of the interview

Coming from such an authoritative source it is thus apparent that there can be nothing in the report which has gained but little credence in this vicinity.

Although the exact nature of the project which is occupying the attention of the parties who are buying land in the vicinity of Oak Point is not definitely known at this time, enough is known to make it certain that it is not a Standard Oil project. The interview with Vice President Squire effectually confirms the belief.

19060221 er

STANDARD OIL FOR BEAVER CREEK

February 21, 1906

Company is Securing Options and May Put Up an Oil Works, the Refuse From Which Will Contaminate Elyria Water Supply
Plant to be Moved From Cleveland.

The Standard Oil is back of the Oak Point and Beaver Creek big land options.

This is the assertion made positively by those who are in a position to know. In fact, it is the statement of at least one man who was approached by the promoters of the deal and asked to give an option on his land in the Beaver Creek vicinity. On his refusal to do so he was told outright that the Standard Oil was back of the project and bis land would be condemned if he did not sell it voluntarily. This man is so well known that there can be no question raised as to the truth of his story. Because of his very prominence the promoters told him the truth, for they could do nothing else under the circumstances. It is in every essential the plain truth. The name of this man cannot be given to the public at present, but the facts in connection with he case have been obtained in such a straight forward, plain way that all doubt has been removed.

The whole thing in a nutshell is this: The Standard Oil after sufficient land has been secured at Beaver Creek and Oak Point, intends to remove the old refining plant now situated on the Cuyahoga river at Cleveland and erect it along the creek at the point where the options widen out, a mile or more back from the mouth. Here the oil is to be refined and the refuse carried along the canal out into Lake Erie. The securing of options and a right of way from the main parcel of options, back country to the south, is for the big pipe line which now runs between Elyria and Oberlin to Cleveland. This pipe line is to be diverged and run direct to the refinery at Beaver Creek. The terminal railway will connect at Amherst with the Wabash or some other line and will take care of the freight shipments by land.

Frank S. Knox among his other ventures has dabbled considerably in oil and has had dealings in the past with the Standard Oil company. He is simply the advance agent of the oil trust and will be in this vicinity until all the necessary land has been acquired for the carrying on of the oil refining industry.

The Standard Oil pipe line now runs between Elyria and Oberlin, but quite near the latter city. It is a very large pipe and handles an immense amount of oil daily which is delivered to the refinery at Cleveland The refinery is located on the river a considerable distance back from Lake Erie. All the refuse now floats out on the river into Lake Erie and the water is so polluted that for some time the complaints against the refinery have been growing more and more numerous. The state of affairs has come to such a pass that the Standard has plainly seen the refinery would be closed if it was not moved soon. A new location was cast about for the Beaver Creek decided on. The reason a creek was selected was because the law provides that re- fuse from an oil refinery cannot be dumped directly into Lake Erie. But there is nothing in the law which prohibits this refuse being turned in- to a creek inland and carried thence out into the lake. For this reason it was necessary to secure a creek lo- cation.

An oil pipe line has been declared in the courts to be a common carrier, so the right to condemn land along the route it is to go is had, hence the condemnation threats that have been made. The fumes from an oil refinery permeate the Atmosphere for several miles around the plant and of course the neighborhood of Beaver Creek will not be a very desirable one for residences. The remark made to Adam Kolbe by Knox and his agents that “if he did not option his place it would be very undesirable for a residence property.

19060226 er
OIL WORKS FOR BEAVER CREEK.

February 26, 1906

A citizen said on Saturday afternoon in speaking about the Beaver Creek and Oak point mystery that he was certain that an oil works would be erected in that district and that the Standard Oil Company would put up a big works. He had an inside tip on the matter a long time ago. The erection of an oil works, near Elyria pumping station will be a serious matter, The water supply will be certainly contaminated .

19060302 er

ENGINEERS AND DRILLS AT 0AK POINT

March 2, 1906

The arrival in town last night of engineers from St. Louis with drills to be used at Oak Point puts a new aspect on the situation. These engineers say that they do not know who they are working for, as they were sent here by their company and they know nothing more than that they are to make drillings.

These drillings will be more or less permanent as the equipment is to be put in with all the firmness necessary to remain there for years exactly where they will be placed is not certain, but good authority says that it will be near the mouth of Beaver Creek.

Three of these drills were hauled out there this morning and the work of getting them in shape for operation will be started at once. They were placed on the Kolb farm. This would seem to show that the

cores removed from the wells so far have been satisfactory and that an important step is about to be taken. Enough machines are now on the optioned ground to prove any experiments that were to be tried and this installment must be for the sake of starting work definitely. Part of the options on the country out there expire today, but as they were made to be renewed for ninety days this has no significance as they will continue to run for three months more. While it has been expected that some developments world take place today, yet it was anticipated that they would be more definite than the present move and the exact state of affairs out there is uncertain as ever.

19060306 er
EAST OHIO COMPANY TAKING UP OIL LEASES

March 6, 1906

Many Oil and Gas Leases Recorded in Elyria Options on Thousands of Acres Surrounding Oak Point.

Indications are that the East Ohio Gas Co., the concern which supplies natural gas to Cleveland, is about to attempt to open a base of supply near Cleveland.

That it has such a plan under consideration seems to be probable in view of actions of the past two days when 147 oil and gas loses were placed on file In the office of the county recorder. In addition, 246 papers of the same character were sent to Elyria to be recorded there.

All the leases were made by D. S. Webber, and in each instance the papers were made out to the East Ohio Gas Co. The leases are on property located lo Olmsted, Middleburg and Rockport townships, Cuyahoga county. By their terms the lessor is to be paid one-eight of the gas produced. Another condition stipulates that wells must be completed and in operation in six months from date.

It was learned recently that the same company has options and leases on several thousands of acres surrounding Oak Point, just east of Lorain.

Martin B. Daly, manager of the East Ohio Gas Co. was out of the city yesterday as was also H. 0, Shulters, secretary-treasurer of the company, Charles W. Downing, assistant secretary of the company, said last night that he was not in a position to give out any particulars about the deal.

Mr. Daly stated that in taking up the gas and oil leases in Cuyahoga county the company was looking for oil and not gas. Mr. Daly declared that if they did secure any gas there was a probability of it being sent to Toledo by the northwestern pipe lines rather then into Cleveland by the East Ohio Cos' line,

It is said that for some time the Bast Ohio Gas Co. has had engineers making tests in various counties and townships surrounding Cleveland with the end In view of getting a supply of gas nearer the point of distribution. The product used at present is pumped from West Virginia.

Officers of the company say that business is rapidly increasing and that a better grade of natural gas is being supplied than ever before.

19060306

STORY OF PROPOSED STEEL PLANT DENIED

Attorneys Say Details Have Not Been Made Public Other News Items From Lorain

March 6, 1906

Lorain, O. March 6. Arnold & Norton, the Columbus attorneys who represent: the capitalists Interested in the Oak Point options. Emphatically and indignantly refute the claims set up in an article printed in a Cleveland paper and announce that the plans are not matured and that no forecast has has yet been made public. The Cleveland paper stated that an independent company, with unlimited financial backing, would erect a mammoth steel plant at a cost of $7,000,000. The generally accepted theory that the Standard Oil Company is behind the parties securing the options is strengthened by the later details of the Ramsey railroad deal, which are to the effect that the proposed road from Lorain to the Ohio river, through the coal fields, is being projected to sell.

It is declared that there is a possible purchaser already apparent in the projectors of the Tidewater & Deepwater railroad. This is the road that is being constructed by Standard Oil capital from the West Virginia coal fields to Norfolk. Va. And without a share of the stock being offered to the general public. The incorporation of the Marsh Fork Railroad Company in West Virginia the past week adds another step of 55 miles to the tide water chain.

A fact that lends plausibility to the suggestion that the Lorain Southern has been projected to sell is that the head of the construction company to which contracts for building 55 miles of the road have been let, as well as the president of the new line are brothers-in-law of Joseph Ramsey. Other relatives and now ousted Wabash employees are also taken care of in the new company.

It is possible the Standard Oil is securing the options with the knowledge before hand that the railroad system projected by Ramsey and his associates is to be taken off his hands. Oak Point would then be used as a junction for water and land shipments by the Standard of its products.

19060319 ec
OAK POINT ACTIVITIES ARE CONFINED TO SMALL AREA

Party of Surveyors Arrive on Ground and Add to Mystery Surrounding Conditions

March 18, 1906

Lorain Ohio, March 18: The situation at Oak Point has at last narrowed down to the point itself. Heretofore the optioning of land, drilling and surveying, has gone on all around the resort.

This morning however, the largest of the two drills was moved from the marsh and was placed along the road in the woods which leads to the dance pavilion, well within the grounds. Drilling operations were at once begun.

At the same time, various articles of furniture, surveying and engineers paraphernalia were being installed in the house across the road from the grove and near the ballpark. This house is owned by George Blanchard (Blanchett) and is the one occupied by the former lessee of the Point, Joseph Blinzley. From all indications the house is to be used as an office by the engineers, surveying partners and others connected with the activity at Beaver Creek.

George Blanchard (Blanchett)when seen this morning would neither affirm or deny the opening of the point. From what he said the interviewer was led to believe that the resort is at last under option. The provisions of the option will allow Mr. Blanchard (Blanchett) to operate the place as a resort and will interfere in no way with his plans for the summer season. He states he will open Oak Point to the public June first. He will continue to live in the new home he has erected on the grounds and the only move on the part of the optioners for some time at least will be drilling to determine sub-soil conditions.

A party of eight surveyors appeared at the Point yesterday afternoon ans started to lay off distances in the marsh at the mouth of Beaver Creek. This morning they secured the services of Benjamin Poldes, a farmer living in the vicinity, and he was set at work driving stakes for the surveyors. The pins are being placed in a southerly direction following along the base of the creek. The surveyors are believed to be laying out the confines of the canal.

19060312 er
DRILLERS ARE BUSY AT OAK POINT

March 12, 1906

The situation at Oak Point has at last narrowed down to the point itself. Heretofore the optioning of land, drilling and surveying, has gone on, all around the resort.

This morning, however, the largest of the two drills was moved from the marsh and was placed along the road in the woods which leads to the dance pavilion, well within the grounds. Drilling operations were at once begun.

At the same time, various articles. Of furniture, surveying and engineers' paraphernalia were being installed in the house across the road from the grove and near the ball park. This house is owned by Geo. (Blanchett) and is the one occupied by the former lessee of the Point, Joseph Blinzley. From all indications, the house is to bg used as an office by the engineers, surveying parties and others connected with the activity at

19060314 er
STILL ANOTHER RAILROAD TO ENTER LORAIN

March 14, 1906
Lorain and West Virginia Railroad Company Condemn Land for Right of Way.

That another railroad from the Ohio river is about to enter Lorain within the near future is evinced by: the fact that Monday upon petition condemning property in Wellington and Pittsfield townships for the right of way were filed in the probate court with Judge Hinman through the company's local attorneys, Thompson & Glitch, of Lorain. It is to be known as the Lorain and West Virginia railroad and its construction will

commence as soon as possible. The property named in these petitions is that of Chauncey E. Berry, Floras C. Williams and Abbie Williams, V. D. Webster, all of Wellington township, and Uriel Nottson of Pittsfield township

The new road was incorporated at Columbus some time ago, but it is not known in this city who are the backers. Some are inclined to believe that it is the enterprise of the Vanderbilts, while others are inclined to think that it is being erected by the Standard Oil company. This may in a short time explain the buying of land at Oak Point, which has been going on for several months, the purpose of which is yet a mystery. Should the latter theory be correct there is no doubt but what large yards will be erected at that point in order to handle the product with dispatch.

Still another theory advanced is that the new road is being erected by the United States Steel corporation and that large docks will be erected at Oak Point. The petitions simply state that the company wants certain pieces of land in the townships named and do not bear the signatures of any of the directors, simply those of the company's attorneys.

According to the statement in the petitions the road is to run from a point on the Ohio and West Virginia state line to Lorain through the counties of Ashland, Medina, Wayne Coshocton, Tuscaroras, Muskingum, Geurnsey, Noble, Morgan and Washington.

For some time past the company had been employed in making the survey for the right of way and for land it is paying spot cash, The route between Lorain and Wellington has been completed as far as can be learned. At Wellington it will have connections with the Wheeling & Lake Erie.

This fact has caused some to advance the theory that tho road is being built by the Goulds' as the latter road is controlled by them, but when asked whether or not it is, attorney Glitch stated that he was unable to say When asked if Ramsey had any thing to do with it he replied that he had not. Nor is it a part of the Lake Erie & Pittsburg, which was reported to have been sold some time ago.

19060315
AIR FULL OF ENTERPRISES

March 15, 1906

BIG RAILROAD DEVELOPMENTS FOR LORAIN COUNTY.

Much Mystery Surrounds Struggles of Wabash and the Wheeling and Lake Erie.

Evidences of a struggle between the W. & L. E. and Wabash interests in reaching Lorain are multiplying every day. The facts of the struggle are only known to those high in railroad circles. However, both the rivals have engineers at work in this vicinity. The Lorain and West Virginia, which is generally credited with being a Wabash line, has opened offices in the Turner block. The Ohio Engineering company is doing the engineering work for the Lorain and Southern, the Wheeling and Lake Erie enterprise

Joseph Ramsey, deposed head of the Wabash, is the moving spirit in the latter enterprise, while much of the actual work of promotion has been done by George Rust, the former Wellington man, now & resident of Cleveland.

A third organization, the Lorain, Amherst and Wellington, has taken over the right of way for a quarry line. It is generally believed to be a Ramsey spur. Meanwhile the situation is complicated by the impending harbor movements at Oak Point, which remain a mystery and by the repeated rumors that the Lake Erie and Pittsburg, the half completed railroad leading east from Lorain, has been sold or is allied with one or the other of the new enterprises. Four suits to appropriate land were commenced by the Lorain and West Virginia road in the probate court on Saturday to secure land for railroad property through Pittsfield and Wellington townships.

The company seeks to appropriate about five acres on the land of A. D. Webster, just west of Liberty street in Wellington and in the northern part of the town. The land is presumably wanted for a depot. A strip 200 feet wide is wanted across the lands of Florus C, Williams, in Wellington. The width of the property would indicate that it was sought for the purpose of a freight yard. The defendants in the other two suits are Urlel Norton and Chauncey B. Berry, of Pittsfield.

A deed of eight parcels of land was filed last Friday by the Independent Stone company, a concern controlled by Jacob Beidler, of Cleveland, to the Lorain, Amherst and Wellington road. The deed describes the route of a railroad spur to be constructed through Amherst and Brownhelm townships to the different properties of the Independent Stone company.

19060316 er
OPTIONS WILL BE ACCEPTED

March 16, 1906

That $5 clause 1n the option contracts we have taken on farms in the vicinity of Oak Point, said Attorney Stienick Wednesday, is simply for the purpose of making the contract binding on both sides We have no intention of taking advantage of any one and in order to make a contract valid there must be a consideration on both sides and that is the sole purpose of the $5 clause. The money which farmers have been paid by us is theirs and we do not anticipate that according to the wording of the contract we can make any claim for it after we have once paid it over. It is very evident that the attorney who has been consulted in the matter did not read the contract correctly or he would never have interpreted it that way

As the situation looks now I don t expect that we will ever have occasion to pay the $5 as per contract for we expect to take the property over and pay the full amount offered in the option. As yet there is no announcement to be given out in regards to what will be located at Oak Point. We are closing up matters as rapidly as possible and expect to be in position in a short time where we can tell all about it. But the contracts are all right for the farmers and they need have no fear that anyone is taking advantage of them .

A number of farmers called to see Knox at the hotel yesterday afternoon to ascertain whether it would be permissible for them to plant their crops this spring. What assurance they received they would not tell, but the majority of them walked away with a smile.

19060316

March 16, 1906

For over a month the engineers for the Lorain and West Virginia Railway company, which is opposing the Ramsey road, have been quartered in the Turner block where they have several rooms. They have been busy drawing maps of the district through which they propose to build their road.

19060317 er
REAL ESTATE CO. FOR LORAIN

March 17, 1906

The incorporation of a real estate company in Columbus yesterday under the name of the Republic Company with a capital of $500,000 mentioned, has caused many local parties to believe it is in a measure connected with the option buying in the vicinity of Oak Point. The incorporators are nearly all Cleveland parties, but so far they have refused to announce their intentions or where they expect to purchase real estate

The frequent trips that F. S. Knox has made to Cleveland since the option buying has begun, has formed the conclusion in the minds of some that these are the parties with whom he is dealing in that city. The men behind the new company are W. E. Guerin, Benj. A. Gage, H. McCombs, W. I. Kissicks and O. B. Graham

One of the men closely associated with Mr. Knox in his option buying was asked with reference to the matter yesterday afternoon, but refused to either deny or affirm that these men are connected with the Oak Point movement The name of Republic being adopted is also deemed significant by many from the fact that the surveys made at the mouth of Beaver Creek have led many to believe they are made by the Republic Iron & Steel Company The fact that the drills were all sent here from points where the Republic company has mills also carries considerable weight.

19060317 er
TRACTION ROADS ARE DOING WELL

March 17, 1906

The statement is made by the Lake Shore Electric that regardless of the claims of the steam railroads, the business on the traction roads be- tween Cleveland and Toledo is not being affected by tho two-cent fare law on the steam railways The recent statement by the steam lines was that the two-cent a mile law had increased their short haul business part of which was being drawn from the tractions. The Lake Shore Electric admits that the business has been lighter during the past week, but this is only a temporary lull in travel which is periodical and is not tractable to any weanng of travel by the steam roads.

19060309
CHIEF ENGINEER TRENT IS ILL AT LORAIN

March 19, 1906

While one gang of engineers has left Oak Point in the past week the other force has increased its activities and evidently means to stay. Chief Engineer Trent in charge of the party, was brought to the Hotel Franklin Lorain very ill from fever and cold. Mr. Trent has always been accustomed to warm climate and the chilly breezes of Lake Erie have put him in rather bad shape. The men are now in charge of Assistant Engineer Brown. The later left today for Cleveland where he Will purchase equipment for the engineering force. This will include instruments desks and drawing papers as well as paper for the blue prints. These articles are to be shipped to Oak Point where the engineers have fitted up headquarters for the house just north of the Oak Point driveway.

This action on the part of the engineers would indicate that they expect to remain in this vicinity for some time to come. It is also learned that the other gang of surveyors which left the ground during this week was there in the interest of the Wabash Railroad Company. They have evidently completed their work and have gone back to headquarters for the purpose of completing the drawings for tracks which it is understood will be laid in that vicinity should anything develop as the result of the recent purchases of options in that vicinity.

19060320 er
BELT LINE WILL BE BUILT IN ELYRIA

The Elyria Reporter – 20 Mar 1906,

Lake Shore Electric Railway Company is Behind the Proposition Service Will Benefit the Workingmen.

Elyria will have a belt line railway. The Lake Shore Electric will build it. The men at the head of the Lake Shore have the matter under consideration now, and it is likely that in a few days they will submit a proposition to the Elyria city council.

The company wants to reach the heart of tho city. They want to extend their tracks from the loop to the park and while they are looking after this privilege they will consider the matter of building a belt line in the city.

In view of the concentration of the Garford works here and the building of other industries the company are of the opinion that a belt line in the city that would be laid in such a way as to provide a good service for the mechanics and laboring men would be a good investment. Their reasoning is certainly sound along this line. A good street railway service in the city will do well when the factories are all in full swing.

A man who claims to have the ear of the company says that before the expiration of the present year there will be a belt line built in the city.

19060324 er
GRADES OF RAILROADS CONSIDERED

March 24, 1906

The situation at Oak Point is now becoming more interesting. A number of the men who have been instrumental in the option buying during the last two months, are now looking up maps and profiles relative to the grades of the Lake Shore Electric and the Nickel Plate road directly in front of Oak Point. There seems to be some contention relative to the grade of the roads past that point.

Attorney Strenick stated today that there was as yet no information to be given out regarding it. F. S. Knox, who bought the options, has not been in Lorain lately, but is expected back next week.

19060330
The Railway Age

March 30, 1906

Railway building in the vicinity of Lorain, O., is attracting much attention, and this important lake port, where the great steel mills ,are located, is promised three new lines of railroad. The Lake Erie & Pittsburg, projected from Lorain to Youngstown, 90 miles, on which 20 miles were graded in 1904, but which has lain dormant since that time, has passed to the control of new interests and it is announced that the work of construction will be resumed this spring. The Wheeling & Lake Erie, a Wabash property, which is making extensive improvements on its line between Toledo and Wheeling, expects to reach Lorain by a branch to be built under the charter of the Lorain & West Virginia, which is about to begin construction from Wellington north. The Lorain & Ashland, projected from Lorain south, is being promoted by Mr. Joseph Ramsey, Jr.,
ex-president of the Wabash, and appears to be a good deal of a mystery. As officially reported, the road is to be built this year from Lorain south to Ashland, 46 miles, but the plans for the future provide for an extension from Ashland south to the Ohio River. The theory advanced in some quarters that the building of this road is a move on the part of Mr. Ramsey to harass Mr. Gould as a result of his quarrel with the latter seems unwarranted. Some deeper purpose lies behind the construction of this 46-mile line and there may be something in the suggestion that it is intended to furnish a lake outlet for the Tidewater-Deepwater system, now under construction from Sewalls Point, north of Norfolk, Va., to Deepwater, W. Va. It has been asserted repeatedly that the Tidewater line is to be extended to a port on the great lakes and a charter was secured a few weeks ago for an extension from Deepwater to Point Pleasant, which would carry the road to the Ohio River. As outlined in unofficial statements, the route of the Ramsey road on its way to the river points directly toward Point Pleasant. Unless the road is being built with the idea of selling out to the Wheeling & Lake Erie or some other company it will not stop at Ashland, and if it is extended on to the river it will furnish a natural outlet for the Tidewater system.

19060403 er
KNOX SYNDICATE PLANS GREATEST LAKE HARBOR

Will Secure Mammoth Steel Plant and Other Industries for Territory Between Lorain and North Amherst

April 3, 1906

Now Own Seven Thousand Acres of Land-Will Keep Entire Tract for Manufacturing Purposes Workmen to Live in Adjoining Towns

That Lorain county within the next two years will become the greatest manufacturing center in the state of Ohio, if not in the Middle West, is now a foregone conclusion.

The motive behind the extensive option taking that has been going on in the vicinity of Oak Point for some months has at last been disclosed by a gentleman who has been closely connected with Mr. Knox, of Toledo, the prime mover in the enterprise.

The syndicate represented by Mr Knox a few days ago paid to E. B. Aldrich, of North Amherst, the second $1,000 installment of the option on the old Cluff quarry farm, which adjoins the corporation of North Amherst, and the syndicate now owns 7,000 acres of land between that village and the lake, and extending from the east corporation line to the city limits of Lorain, which gives it control of all that territory.

The syndicate has conducted a series of soundings from the mouth of Beaver Creek for a distance of two miles back into the country and at no point did they strike rock at a less depth than twenty feet below the surface. This means that the vicinity of Oak Point is the finest natural harbor on the Great Lakes, for the waterway in front of the point is a deep water channel and is navigable at all times for ships drawing twenty feet of water. In addition to this advantage, Beaver Creek being a small stream, does not carry to its mouth a large amount of sand and refuse matter as is the case with Black River, and in consequence all dredging operations can be dispensed with, the harbor remaining free of obstructions at all navigable seasons of the year.

The Knox syndicate does not propose to engage in manufacturing business itself, but will secure the location of large manufacturing industries around this natural harbor. They have already contracted with a number of concerns, among them being a mammoth steel plant.

Tn order to avoid corporation taxes the syndicate will not sell a foot of the 7,000 acres it now owns for dwelling purposes, it being the intention to give the land immediately adjoining the harbor to manufacturing plants, the workmen living in adjoining towns and villages. This feature of itself will be a great inducement to the great industries that will locate there, as it will effect a material reduction in taxes.

About the only remaining piece of property which the Knox syndicate has not secured is the Henry Cope farm near North Amherst, which is now being operated by The Lorain Sand Company, composed of M. M. Suppes and others. They were offered $100,000 for their holdings, but it Is understood are asking $150,000 for the property, from which they have already taken $45,000 worth of sand.

The Knox syndicate has already invested $100,000 in this enterprise and as it is backed by millions of capital is bound to carry the scheme to a successful termination.

With steel mills and other factories employing thousands of skilled workmen located in the northern portion of the county, Elyria must of necessity reap a rich harvest in the way of increased population and business.

Of course, North Amherst will undoubtedly be one of the largest beneficiaries of the proposed harbor and manufacturing center. And whatever prosperity comes to the village is well deserved. For it is one of the cleanest and healthiest communities in the United States and will make an ideal dwelling place for the men employed in the factories.

19060404
RESORTS LOOK FOR BIG RUSH

Boats to compete with Trolley Lines

April 4, 1906

Lorain April 4 With the approaching spring comes the thoughts of summer resorts and much speculation is being indulged in as to what opportunities will be offered to Lorain people this coming summer.

The speculations which have been going on in the vicinity of Oak Point have rather put that resort out of consideration. Most every one is willing to concede that it will not be a summer resort this season. However, Manager Blanchard (Blanchett) holds out that the grove will be open as usual this summer unless of course the plot of ground is sold before then.

Century Park will be doing business again this year the same as in the past, while Randall's grove will soon be closed to the public ,how ....which have held reunions there for years.

At Glenns' Beach extensive preparations are being made for the entertainment of people. A new dance pavilion is being erected and other improvements tending to afford more comfort to the visitors are being made.

Day's dam and the island will again be popular resorts for the young men an ladies who enjoy a boat ride and a basket lunch on Sunday afternoon The school children will also be regular visitors to these places for they afford excellent opportunities for one to get nearer to natures' heart. The woodland surounding these places are greatly appreciated and the merry twitter of the birds serve to awaken feelings which nothing else will arouse.

With the present number of summer resorts again in operation it is given out that a new place will be added his summer on the lake bank west of this city beyond the Daniels home. It is currently reported that a pavilion will be located there by a company of capitalists for the entertainment of all who desire to come. While no shade trees are in evidence it is proposed to provide a pavilion with a long deep veranda which will afford the same effects as is provided by shade trees.

Cedar Point will also be a much sought resort this coming summer. The company has made expensive improvements and the word has gone out that people who have visited the place in past years will find many new places to .....…

The summer resorts in and around Sandusky will also make a bid for traffic from this city. The Lake Shore Electric expects to enter the business in earnest and in addition the steamer Lakeside will make regular trips out of this city on certain days of the week to carry parties to Lakeside, Middle Bass and the vast number of islands in Sandusky bay. The latter plan is still in its infancy, but Manager Bruce of the Lakeside

line has announced his intention of stopping the boat at Lorain on certain days, perhaps three days of each week. The Lake Shore Electric has cut into the steamers' excursion business from the westward and in order to stay in the business the owners of the boat have decided to enlarge their territory of operations by adding Lorain to the list.

19060407 ec
THE LAKE SHORE ELECTRIC CO. MAY RUN A BELT LINE

April 7, 1906

They Want a Franchise to extend Their Tracks From the Loop to the Center of the City, and for Concession They Will Have to Give Something in Return.

C. & S. W. MUST MOVE OFF BRIDGE.

Council Held Private Session
It was Decided to Notify Railway Company That They Must Comply With a Notice About Removal of Tracks From East Bridge.

When the city council adjourned last evening they went into committee of tho whole behind closed doors. Reporters were barred They discussed the trouble between the city and the C.S. & W. in respect to tho moving of their track on the East bridge. It seems that the company does not want to do this voluntarily. They want something in return for making the change. The council is not disposed to give the company any concession in the matter. In committee it was pointed out that the railway Company would move its track if the city gave it extensions of its franchise for twenty-five years as soon as the present franchises expire. Some of the franchises will expire soon. The committee unanimously decided to notify the C. & S. W. to remove its track from the bridge, and that if they did not comply with the notice that legal proceedings would be taken against them.

Councilman Mueller in talking over the matter this morning said that the Lake Shore Electric Railway Company wanted to extend their tracks from the loop to the centre of the city. For this franchise the company will have to give the city a belt line or reduce the fare between Lorain and Elyria. This city is getting too important a place for the council to give its' franchises and if he can help it the railway company will not get any franchises without giving something worth while in return.

19060407
BELT LINE STREET RAILWAY COMPANY FORMED IN ELYRIA

April 7, 1906

Two Routes for the Road Mapped Out One for the Present and One for Greater Elyri Local Capitalists Have the Enterprise in Hand—Great Convenience for Working Men.

For some time there has been a movement among local capitalists, with a view to the building of a belt line street railway around the city, so as to give not only the citizens a convenience, but to accommodate the working men who are now working fn the local factories and those who will work in the new establishments when they are ready for business.

The idea of the construction of a belt line railway came soon after It was decided to concentrate the Garford automobile works here. One of the things which Mr. Garford said he would like to see was a belt line laid around the city so that the workingmen could have accommodation in the morning and evenings

H. H. Clough bas been working on the matter for some weeks He and his assistants have been busy securing the consent of the property owners to allow the railway to be built through their property where necessary.

Mr. Clough has been very successful, and has not met with many refusals.

The belt line will be built by a company formed of local men, and as soon as the preliminary arrangements are completed the company will be incorporated. When everything is ready the council will be asked for a franchise and the highest bidder will get it.

The company has in view the building of two belt lines, an inner belt line for Elyria as it Is. And an outer belt line for the city when it grows larger.

It is proposed to build the inner line as soon as a franchise is secured. It will be 1.80 miles in length. The outer line will be 9.40 miles in length.

A map of Elyria has been made and lines marked on it showing the routes of the inner and outer lines. Blue marks show where the inner line will be laid, and red marks show the outer belt line.

According to the blue lines the such that the project must commend itself to every level headed business man. Its' influence for the welfare and good of the community will be great.

19060407 er
A. STECKS OPINION

April 7, 1906

Certain That a Steel Plant Will be Located at Oak Point Land is Being Bought Up Daily.

Amos Steck, of Pittsburg, Pa., real estate dealer, is now of the opinion that a big independent steel plant with Gates at the back of the concern will locate at Oak Point.

When the agitation started first and when it became known that a number of options on land in the vicinity of Oak Point had been taken he concluded that it was only a move on the part of some promoter and that there was not much in the matter.

He has changed his mind within a few days. The parties who took the options are now buying the land and spending over $1,000 per day. They have already invested $200,000 in land in the vicinity of 0ak Point. No corporation is going to invest its money in land for amusement. There is something ahead, and the only thing Mr. Steck, who is a promoter himself, can figure out is that an independent company intends to put up a large steel plant to compete against the trust.

19060407 er
KNOX

Strikes Snag in Oak Point Operations

April 7, 1906

Lorain Times Herald: F. S. Knox has struck a snag in the buying of the land around Oak Point. He controls some of the ground around the mouth of Beaver Creek and for a distance south of shore. But there is one place which he is unable to procure land that is the east point which is owned by the Lorain Sand & Gravel company of this city. The company has been shipping sand and gravel from there for a number of years and is reluctant to part with the beach it owns. Knox has made many offers for the property, but so far none have been inducive to the company. He also endeavored to get an option on the beach, but the company refuses to consider any such inducement, claiming that if it sells the property it will be an out and out sale without the delay of an option grant.

From a source deemed reliable it is learned that Knox has a gigantic plan in mind, which, if he carries out will surely bring a harbor there. Drawings are being made of that land surrounding the mouth of the stream and these it is claimed will be taken to Washington and the government will be asked for an appropriation to improve the harbor mouth by building breakwaters and the necessity piers to afford protection. At the same time it is alleged that Knox will make an effort to have the government condemn the place of land on the east bank of the river. By resorting to this means of securing the land the chances are that a lower price will be secured than the one which the land company asks.

19060413
BELT LINE RAILWAY FOR ELYRIA BEYOND DOUBT

Elyria Telegram April 13, 1906

Council has Consented to Grant the Franchise of the Streets to the Local Company As Soon as the Ordinance Is Passed the Work of Constructing the Track Will be Commenced New Bridge for East Broad Street

City Council has some big problems on hand to solve. The Cleveland & Southwestern railway company made a proposition to the council which seemed very fair at first but after the councilmen considered it they did not think the offer was adequate for what the company wanted in return.

The company offered to widen the East Bridge street bridge to 48 feet, pay half the city's portion of the undercut bridge on East Bridge street and give the city a twenty-minute street car service provided the city extended their present franchise twenty-five years, and allowed them to double track Broad street and Middle avenue, and lay rails on Cheapside to give them a loop by which they would be enabled to do away with a switch on Court street.

The members of the council think that the extension of the companys' franchise twenty-five years is worth a great deal more to the company than they are willing to give for it.

It is considered that if the council were to grant the company the privilege of double tracking their lines this would effectually prevent any company from building a belt line around the city. It is a very good proposition as far as the company goes but it does not seem the right thing for the council to do. If they

granted the demands of the railway company in this particular they would not be true to the interest of the city.

There is a bettor proposition before the council, and that is the building of a belt line around the city by local capitalists. This movement has been on foot for some time, and the routes for the line for the present and for greater Elyria have been arranged. As soon as all tho consents have been secured an ordinance will be submitted to the council for adoption.

There was an informal meeting on of the city council on Thursday evening those interested in the building of the belt line railway. The details of the movement were laid before the council. Mr. A. L. Garford, of the Garford automobile works, and Mr. Rawson, of the Dean Electric works, were present and made addresses. They pointed out that a belt line railway would be needed for the benefit of the workingmen. At the present time the employees of the Dean electric works have to walk to their work and go over the Lake Shore & Michigan Southern Railway tracks. This is dangerous. The belt line railway is a real necessity. The citizens now have a chance to have such a railway and the council should give the enterprize all the encouragement they can.

It was pointed out that no outside company would come in and build a belt lino railway because they would not be able to see any profit in it, but the local men are willing to take a chance in the matter

The members of the council were in favor of the movement. All the members were present, excepting two and they voted to give the local company the use of the streets. In order to have a good route to the East Side a bridge will have to be built at the foot of Broad street to accommodate the belt line railway, as well as the great traffic that will come from the East Side.

This matter will be considered at another informal meeting of the council to be held to talk over the financial affairs of the city on Monday evening. Before a bridge can be built the property owners of the city will have to vote on the matter of using bonds for the money needed for the new bridge and for other improvements in the city that must be made right away.

The matter of having a belt line street railway in the city is now beyond doubt.

Mr. Clough, who is one of the leading men in the enterprise. Says that all the necessary arrangements will be made to build the road by the time the council is ready to pass the ordinance.

19060427 ec
MYSTERY AT OAK POINT IS SOON TO BE SOLVED

April 27, 1906

Within the next few weeks the mystery surrounding the buying of a large tract of land at Oak Point by F. S. Knox will be solved, and when the developments in regard to the place are made public it will surpass even the most sanguine expectations of those who have begun keeping their eye on the matter.

No small amount of interest has been manifested by the public in the optioning of this tract of land. And the subsequent buying up of every option as fast as it has become due. This method of operation has cast about the deal an air of mystery which defies the best effort of those who are inquisitive. It was not for this purpose. That is, that the deal might be brought to a focus, that Mr. Knox was secured to handle the

transaction. He is one of the shrewdest men in the country. He has followed this business of buying land for years and has now met with a great success.

From information that has been gathered within the past few days it has been learned that the plans are guarded with the upmost secrecy simply because that should they be made public the success of the enterprise might be defeated. A few days ago Knox visited a number of farmers in the vicinity of Oak Point and renewed a number of options and in addition to this purchased several hundred acres of land.

19060427 ec
PROPERTY VALUES
Are Soaring in the Village of North Amherst

April 27, 1906

The village of Amherst is enjoying its' first boom in many a year and property valuations have soared upward at a rapid pace. With a new bank located in the center of the town and rumors of a steel plant two miles north, have caused the price of property to soar skyward. Mayor Edward spent the day in Lorain a few days ago and stated that he never knew of property commanding such a high price in the neighboring village.

19060504 ec
FARMERS ARE ASSURED

May 4, 1906

Farmers in the vicinity of Oak Point have been assured that they may plant their crops just as though the farm did not have an option upon it. Was the statement made by Geo. Meister, who resides in that locality. Yesterday morning. The most of those who have given options have gone ahead and plowed up the land and are now sowing crops for the summer harvest. There has been some talk of the farmers being asked to move off the ground, but on his last visit Mr. Knox claimed that they might just as well plow up the land and cultivate crops as have it lie idle.

The land in and around Oak Point has been carefully surveyed and in nearly every lot from the mouth of Beaver Creek south to the corporation line of Amherst there are stakes upon which are written figures which only a civil engineer can understand. A number of options were renewed yesterday,

19060404 er
INTEREST IN OAK POINT

May 4, 1906

Is Lessening Crops Are Being Put in on Optioned Property Mr. Knox is Still as Dumb as an Oyster

The interest in the Oak Point affair is lessening, and the farmers in that vicinity have been assured that they can proceed to put in crops in optioned territory without fear of being molested. The crops are now

being sowed The land around Oak has been carefully surveyed and in nearly every lot from the mouth of Beaver Creek south to the corporation line of Amherst there upon which are written figures only a civil engineer can understand. A number of options were renewed on Wednesday in the vicinity of the Point. Mr. Knox, the promoter, has guarded his secret in a wonderful way.

19060504
TWO RAILROADS ARE MERGED

May 4, 1906

At a meeting of the directors of the Wheeling & Lake Erie road held in Cleveland the Sugar Ridge & Northern and the Lorain & West Virginia roads were merged in with the Wheeling & Lake Erie, and will now operate under that title. The work under way by the two enterprises will be held as an extension to the Wheeling and Lake Erie road from Wellington to this city. The road which absorbed the other two companies is controlled by the Wabash system and from now on the affairs of the extension from here to Wellington will be done though the general offices of the Wabash road.

19060519 er
KNOX HIRES ATTORNEY

H. G. Redington of Amherst Secured to Look After His Interests

May 19, 1906

Activity in the vicinity of Oak Point is again revived by F. S. Knox of Columbus who has about 3200 acres of farm land under option in This county. Knox still contends that he has no information to give out, but recent advice from Amherst contend that the men who are backing Knox have secured the services of Attorney H. G. Redington, well known here, to represent them in the land deals.

The engineering force is still at work on the grounds and have established, what they claim, a permanent headquarters in the house to the north of the grove entrance. Detailed maps and drawing have been made and forwarded to,where, no one seems at liberty to give out.

A gas well is being drilled at the office building and the engineering force gives out that it has come to stay.

Speculation as to what the land is being optioned for is still rife, and may not be known for the next month.

19060520
LAKE SHORE ELECTRIC MEN HAPPY OVER OAK POINT

May 20, 1906

Officials of the Lake Shore Electric are feeling very jubilant over the prospects for a new city along their line in the building up of the industry at Oak Point. Although opinions vary as to the exact form of big industry which is to locate there, all agree that the necessity will arise for the creation of a modern city to

house working men and tho hundreds, if not thousands, who will be connected with the undertaking. The building of a new city at the Point means an additional source of patronage for the Lake Shore Electric, as the line would pass directly through the center of activities and would draw the heart of the city. In consequence hence the road's officials are naturally much elated at the prospects for expanded business.

In this weeks issue of Finance, the xxxxxxx trade. And business xxxxxxx in Ohio, placed in circulation today, claims to have inside information on the powers back of the land optioning and purchasing: The rumor that the Jones and Lauglin interests are to erect a monster steel plant is denied by the publication on what it terms "reliable" information." In continuing, Finance says: " From a trustworthy source it is reported that the land has been purchased for the Standard Oil Co., and that that company will build at Oak Point a second Whiting, Ind. Making it their headquarters for the refining of oil and the making of by-products for this section of the country. The main pipe line running through this section of the country passes a few miles south, of Oak Point and it is believed that this line will be brought into Oak Point. It is said that the Standard will spend several million dollars at this place and will erect a refining plant second to none in the country."

19060536
ENOUGH LAND

Now Controlled by the Knox Syndicate

May 26, 1906

Lorain Times-Herald: "We are not taking any more option, we have enough property now." said F. S. Knox. This morning.

This announcement that no more options are to be taken on property at Oak Point came today as the latest development in the Oak Point mystery. Mr. Knox refused to announce the purpose for which the options have been taken, although he intimated that some announcement may he made in the near future.

It is estimated that Mr. Knox has obtained options on some properties and brought out least 5,000 acres. A sum between $80,000 and $100,000 it is estimated has been paid out and that some great project is planned for Oak Point is now an assured thing. The last few options were taken up this week and now that they have all been obtained people who have been interested in the project may hope for some interesting developments within a short time.

19060602
OAK POINT WORK IS STOPPED

June 2, 1906

Considerable interest is centered on what F. S. Knox will do next week when the second installment on the numerous options taken on farms in the vicinity of Oak Point will be- come due. Knox has nearly 3,200 acres of land under acres of land under option, but must yet secure the control of the mouth of Beaver Creek before he can proceed with his enterprise, which at present is still a mystery.

Knox has been negotiating with the Lorain Sand & Gravel Company for the harbor entrance, but so far has been unsuccessful. However, the company, stopping the work of driving piling, is considered as evidence that the parties will get together in the deal early this month.

Knox promises some great things within a year in event he secured the property, the surveys for which have all been made and the plans and drawings forwarded to eastern capitalists.

19060602 er
COUNCILMEN INSPECT NEW TRACTION ROUTE

June 2, 1906

Promoter Clough Takes Party Over Road as Surveyed Will Be Splendid Feeder for City of Elyria

Yesterday H. H. Clough by request took Councilmen Martin Mueller and J. E. Boynton, over the route to show them the splendid country through which he expects to run his new line to Oak Point. The Chronicle was represented by C. R. Levagood,

This is a project which Elyria cannot afford to lose sight of, as it will be one of the greatest feeders to Elyria that has been offered for many years.

The route as already surveyed is as follows: Starting from a point where Huron street, Woodland avenue and West street join. West along Huron Street on the north side as far as Whiskeyville, then south about two hundred feet from the road as far as South Amherst, taking in a portion of country that has no railway accommodation at all, and then passing on through the Ohio Stone Company, Malone Stone Company, Mussey Stone Company. And the Cleveland Stone Company's properties and on through Kenty's Corner, passing the L. Norton 'Tree, which has been painted and has represented Old Glory for the last forty years, at this point a spur can be run to Amherst as here it is only a mile and an eighth. To Amherst. And if this is put in it will bring the residents of Amherst ten minutes closer to Elyria. Then around the northeast of Clough's South Quarry crossing the L. 8 &. S. M. cut. Then around through H. H. Cloughs' farm curving to the east and connecting with the old poney track connecting direct with Oak Point. This track Is owned by Mr. Clough and runs down to the wharf.

This is the line which is now surveyed, but the surveyors are also out laying out lines both north and south of this line and I this line cannot be secured then one of the others will be taken, either one will be just as profit. Able as the one laid out.

A few words about the Oak Point project may not be out of place. It was stated for a positive fact that about 5,000 acres had been purchased by speculator Knox for the Standard Oil Company, or rather the Standard was furnishing the capital for the project, and that the whole area has already been platted to accommodate the various industries which are to locate there.

The harbor facilities which are possible at Oak Point will make of the point a city as large as Lorain in a half a decade.

Oak Point will be a safe harbor as they can dredge to the extent of nearly a hundred acres which runs three-quarters of a mile inland, and not more than three hundred feet opening at the lake front.

19050615 vn
Vermilion News

Vol. IX – NO.1 June 15, 1905.

OAK POINT SOLD.

Geo. Blanchard (Blanchett) of Lorain has purchased Oak Point. The amount paid is $12,000. As the park is leased for this season he will not take possession at present but next year a hotel and summer theatre will be built and other improvements made on, but must yet secure the control of the mouth of Beaver Creek before he can proceed with his enterprise, which at present is still a mystery.

Knox has been negotiating with the Lorain Sand & Gravel Company for the harbor entrance, but so far has been unsuccessful. However, the company, stopping the work of driving piling, is considered as evidence that the parties will get together in the deal early this month.

Knox promises some great things within a year in event he secured the property, the surveys for which have all been made and the plans and drawings forwarded to eastern capitalists.

19060607 er
INCREASES ITS CAPITAL STOCK

June 7, 1906

At a meeting of the directors of the Sugar Creek & Northern railroad company, one of the concerns incorporated during last winter, the capital stock was increased from $10,000 to $500,000 and a bond issue of $500,000 was also authorized for the building of the road from Wellington south to Bolivar. The company's charter gives them permission to build from Elyria south, but as it is merely a continuation of the Lorain & West Virginia road it will undoubtedly connect with the latter at Wellington. The distance to be built is 32 miles and by means of this route the Wheeling & Lake Erie system will secure a much better grade than it has had heretofore. It will also shorten the route five miles The grading for the line has all been finished and the laying of rails will begin at an early date. This company also has a route surveyed to Oak Point where F. S. Knox of Columbus has been optioning numerous farms of late. However, it is understood that nothing will be done with the Oak Point end of the line until such, time as something definite develops in regard to the option buying.

19060620 er

June 20, 1906

Thousands of dollars will be paid to Oak point property owners within the next two weeks by F. S. Knox who holds the options on the property. He says that all the land necessary has already been obtained but he spends considerable time in going over the properties and conferring with engineers.

19200626 er
BIG COMPANIES AND OAK POINT DEAL

June 26, 1906

There is a strong belief that the steel and iron consolidation in which the Republic Iron and Steel, and Jones and Laughlin the Cambria Iron works, and other southern companies are involved is the mammoth industry which is back of F. S. Knox in the Oak Point options.

19060627 ec
ELYRIA AND OAK POINT UNITED BY TROLLEY LINE

June 27, 1906

Promoters of the Elyria Belt Line Se- cure Right-of-Way and Make Preliminary Survey

North and South Amherst on Line of New Road to Future Industrial Center of Northern Ohio

The announcement was made this morning by the promoters of the Elyria belt line railway that a new traction line will be built by them connecting Elyria with North and South Amherst and extending to Oak Point, work on the new line to be commenced when the promoters of the the belt line obtain the necessary franchises from the city council to operate within the city limits. The construction of the new line means a tremendous boom for Elyria as it will bring North and South Amherst in closer touch with Elyria. The new line will compete with the C. & S. W. between these points and Elyria and will be a competitor of the Lake Shore electric line to Oak Point.

When the promoters of the local railway enterprise became convinced that the optioning of Oak Point property was for the location of gigantic industries they saw at once the tremendous opportunities for a new traction line through this section of the county. They decided to extend the Elyria belt line and operate it in connection with the belt line project.

The new railway to Oak Point will cost in the neighborhood of $200.000 to build and that its construction Is practically assured is seen by the fact that the promoters have already obtained considerable territory for their right-of-way.

The route outlined for the new railway is out Huron street to Telegraph toad and direct to South Amherst, thence to North Amherst and from North Amherst to Oak Point.

The importance of this new line to Elyria can scarcely be conceived, as it will establish a direct track between Elyria and the new Industries which are to be established at Oak Point. It is of immense importance throughout the county and Elyria will probably derive the greater benefits from the new road. One reason for this is that the people of South Amherst at the present time are opposed to trading in North Amherst and to those people it will afford ready access to Elyria any insure the steadier growth of this city all along the line.

The city council will have before it for consideration at its meeting Tuesday night the proposition to grant the belt line franchises for operating on the principle streets in Elyria.

The promoters of the project have been purchasing land ail along the proposed route for the railway and have acquired considerable territory which will be used for their private right-of-way.

The backers of the new railroad are the same capitalists who are promoting the belt line railway. They are: H. W. Ingersoll, E. F. Allen, S. B. Rawson, J. C. Hill, A. L. Garford and H. H. Clough.

19060705 ecr
Erie County Reporter

July 5, 1906

A possible rival of Gary, Ind. As a model manufacturing town and lake port is said to be projected by the Standard Oil Co. of Cleveland at Oak Point. Six thousand acres705 of land is under option to F. S. Kxox of Columbus, who is alleged to be an agent for the Standard Oil Co. The recent announcement that a local syndicate headed by H. H. Clough had completed arrangements for a suburban railroad to Oak Point lent definiteness to the situation. Clough claims to have positive information of the plans of the Standard. He says that it means not only immense refineries but one of the largest plate mills in the country. Plans have already been made for a city larger than Lorain,

19060607
INCREASES ITS CAPITAL STOCK

June 7, 1906

At a meeting of the directors of the Sugar Creek & Northern railroad company, one of the concerns incorporated during last winter, the capital stock was increased from $10,000 to $500,000 and a bond Issue of $500,000 was also authorized for the building of the road from Wellington south to Bolivar. The company's charter gives them permission to build from Elyria south, but as it is merely a continuation of the Lorain & West Virginia road it will undoubtedly connect with the latter at Wellington. The distance to be built Is 32 miles and by means of this route the Wheeling & Lake Erie system will secure a much better grade than it has had heretofore. It will also shorten the route five miles. The grading for the line has all been finished and the laying of rails will begin at an early date. This company also has a route surveyed to Oak Point where F. S. Knox of Columbus has been optioning numerous farms of late. However, it is understood that nothing will be dome with the Oak Point end of the line until such, time as something definite develops in regard to the option buying.

19060607
SOUVENIR BOOK IS OUT

June 7, 1906

The Lorain County Souvenir edition compiled and published by Mrs. Monroe of this city has been received from the printers. As a history of Lorain County and her people it is a very valuable addition to any persons library. Besides a short sketch of nearly all the important industries the book contains many halftone cuts of prominent people and well known buildings etc.

While perhaps the most interesting and novel feature of the book is the vast number of Lorain County children variously grouped in most becoming ways and showing the coming citizens of the commonwealth

The book, while being first class from a historical and artistic stand- point, reflects much credit upon Mrs. Monroe as a publisher, compiler and artist. Such a book requires a large amount of the hardest kind of work and skill in its arrangement. The taking of the pictures alone represents skill and artistic talent of which Mrs, Monroe is known to possess throughout this entire section of Ohio.

19060615 Vermilion News

Vol. IX – NO.1 June 15, 1905.

OAK POINT SOLD.

Geo. Blanchard (Blanchett) of Lorain has purchased Oak Point. The amount paid is $12,000. As the park is leased for this season he will not take possession at present but next year a hotel and summer theatre will be built and other improvements made.

19060620

June 20, 1906

Thousands of dollars will be paid to Oak point property owners within the next two weeks by F. S. Knox who holds the options on the property. He says that all the land necessary has already been obtained but he spends considerable time in going over the properties and conferring with engineers.

19060626
BIG COMPANIES AND OAK POINT DEAL

June 26, 1906

There is a strong belief that the steel and iron consolidation in which the Republic Iron and Steel, and Jones and Laughlin the Cambria Iron works, and other southern companies are involved is the mammoth industry which is back of F. S. Knox in the Oak Point options.

19060626
TOOK JUDGE HINMAN FOR YOUNGSTER

June 26, 1906

Oak Point Woman Pays Unconscious Compliment to Popular Official

“I cough: I had passed the Osley age long ago but a young woman from Oak Polnt told me this morning that I was too young to be probate Judge.” said Judge Hinman. Chuckling good-naturedly to himself this morning. The incident did serve to relieve the monotony of the probate court and it seemed as though the entire office was put in an exceedingly good humor.

A woman, who might well have called herself young, called at the office of the probate court to have Judge Hinman tell her just how much money was due her on Oak Point property. The increase in valuations of land at Oak Point gave the woman an idea that she was fabulously wealthy Judge Hinman patiently went over the records for some time and then gave her the information, The woman threw up her hands in surprise. The figures didn’t suit her a little bit,

“You’re not the probate judge You’re not the probate judge.” she exclaimed. “Why, you are too young to be the probate judge.”

If the truth was known Judge Hinman was in the probate court before the woman was out of her swaddling clothes.

19060626
TWO RAILWAY LINES BLOCKED SUNDAY

June 26,1906

The Lake Shore Electric Railway and the Cleveland & Southwestern tracks were blocked for several hours Sunday a few miles east of Norwalk delaying traffic and causing considerable annoyance to both lines.

A Cleveland & Southwestern car due to leave Norwalk at 3:20 p. m. while enroute to Norwalk on Sunday afternoon jumped the track at the point where the Cleveland & Southwestern crosses the Lake Shore Electric’s track at Foster’s crossing between Berlin Heights and Berlinville. After leaving the rails the car stopped directly across both tracks, completely blocking them, and making it necessary for both lines to transfer their passengers until the car could be replaced on the rails, which was not accomplished until about seven o’clock in the evening.

19060627
STANDARDS' HAND GROWS MORE VISIBLE AT POINT

June 27, 1906

Mammoth Shipbuilding Yards, Cooperage Plants and Tin Plate Mills all Figure in the Latest Developments

Oil Interests Also Contemplate Railroad From Harbor to Coal Fields of Southern Ohio

That the Standard Oil Company Is back of the real estate boom at Oak Point is a fact now almost beyond dispute.

One of the promoters of the proposed traction line from Elyria to Oak Point this morning announced it was his belief that F. S. Knox, the option man, who is now scattering coin among the farmers of that neighborhood is an agent of the Standard Oil Company and that within a short time the object of the purchase of four thousand acres of land at prices far above its agricultural value, will develop into one of the most gigantic enterprises ever undertaken in the state of Ohio, and Elyria, by reason of its many advantages as a residential city, will reap its' full share of the benefits arising from the great industrial activity at the Point.

According to the information given out by this gentleman, the Standard will erect the largest shipbuilding yards on the great lakes and will concentrate its vast cooperage plants at the point, in addition to the building of an immense tin-plate mill.

The removal of its Cleveland refineries to the Point is also included In the program.

In order to secure fuel for its various industries which will be concentrated around one of the finest natural harbors in the county the Standard will also build a railroad through to the coal fields of Southern Ohio and West Virginia.

The announcement of this railroad project undoubtedly confirms the rumors current a few weeks ago to the effect that agents had called on farmers in the vicinity of Oberlin in an attempt to secure right-of-way for a north and south railroad.

Whatever happens at the Point within the next few months, it will be well to keep your eye on Elyria and watch her boom.

19060628
BELT LINE COMPANY NOT IN THIS LINE

June 28, 1906

PROPOSED NEW TRACTION COMPANY TO CONNECT ELYRIA WITH OAK POINT WILL NOT BE CONSTRUCTED WITH ELYRIA CAPITAL.

It is not true that the Elyria belt line company will build a new electric line between Elyria, North and South Amherst and Oak Point. If the road is built, the Elyria belt line company will not have anything to do with it. The scheme to build the new road has been known for some time. The promoter of it is Mr. H. H. Clough of

this city. He has a map of the proposed route of the new railway. It will connect with the belt line road when it is built in Elyria.

Mr. Clough said that he did not think the Interurban road would he built If the franchise was not granted by the city to the belt line railway company. The company to operate the new road will not be formed until the city council finally decides what it will do with the application for a Belt line franchise.

The route for the new traction company will start out Huron, street and along Huron road to South Amherst turning north on the quarry road and running direct to Oak Point.

Near the Ohio quarries they will start their branch which will lead into North Amherst. Altogether there will be fifteen miles of track,

19060628
SUBURBAN LINE TO OAK POINT

Belt Line Promoters Have Another Project up Their Sleeves,

ROUTE TO TRAVERSE AMHERST TOWNSHIP

June 28, 1906

Both South Amherst and Amherst Village Will Be Upon the Projected Line Corollary of Big Manufacturing Project

H, H. Clough and the group of local capitalists who have appeared as promoters of a belt line in this city have another project up their sleeves in the form of a suburban trolley line through Amherst township to Oak Point, where mysterious activity is on foot in connection with some gigantic manufacturing enterprise, as yet scarcely more than guessed at.

For some time past work toward the securing of right of way through Amherst township has been in progress.

The proposed route will traverse Huron street and the telegraph road, South Amherst as well us the village of Amherst. This assures South Amherst of outside communication by trolley, a thing that has long been desired at the quarry settlement.

The project involves the use of about $200,000.

19060628
THE EARTH TREMBLED WEDNESDAY AFTERNOON EARTHQUAKE SHOCK FLT AT LORAIN AND SANDUSKY BUILDINGS ROCKED AND GOODS WERE STREWN ABOUT

June 28, 1906

A violent earthquake shock shook the southern shore line of Lake Erie for a distance of one hundred miles on Wednesday afternoons the eastern limit being Painesville and the western, Marblehead.

While no serious damage has been reported the shock was so violent in many places as to throw pictures from the walls of houses and shatter bric-a-brac.

Sandusky reports that a severe shock, as of an explosions or earthquake, shook that city. The shock was also felt at Put-in-Bay, Marble head and other points in that vicinity. The shock was also felt at Lorain about four o'clock. A loud rumbling noise was heard and buildings were shaken in all parts of the city. Women and children were thoroughly frightened. Pictures were shaken from the wall and bric-a-brac was rattled.

EARTHQUAKE SHOCK WAS FELT HERE

The earthquake shock which occurred on Wednesday afternoon between four and five o'clock along the southern line of Lake Erie, was felt in Elyria. People living on Fifth st felt the shock and say their houses trembled like a leaf in a gale. The buildings rocked for a few seconds.

SHOCK WAS FELT IN AMHERST

The earthquake shock which occurred on Wednesday afternoon was felt in North Amherst. One Woman writing to a friend today from North Amherst said that she was considerably frightened by the rocking of the house for a few seconds. The article in her cupboards danced on the shelves. She said she never felt an earthquake shock as clearly as she felt the one of Wednesday.

19060628
LAKE SHORE WILL GIVE FAST SCHEDULE

June 28, 1906

The double tracking for the Lake Shore electric railway company between Cleveland and Beach Park will be completed by August 1 . From Root road into Lorain the double track is already in operation. By the first of August the only portion of the line between Cleveland and Lorain not double tracked will be seven or eight miles between Beach Park and Root road. The entire double tracking to Lorain will be finished early in September. The power and track equipment of the Lake Shore Electric is now ample to take care of all the business that is likely to he done by that road for some time. With the opening of the next season the company will be running their cars between Cleveland and Lorain on a fifteen minute schedule, while cars running to Norwalk and Sandusky will he run on a half hour schedule.

19060628
TRACTION MERGER IS ON THE HOOKS

June 28, 1906

It Will Include the Longest Properties in Northern Ohio Millions of Money Will be Involved The Roads That are Likely to Come in.

A big traction merger, to include the largest traction properties in Northern Ohio is under contemplation The properties to be taken in are Cleveland Electric Railway company, Toledo Railway and Light company, Detroit United Railways, Lake Shore Electric, Cleveland & Southwestern, Northern Ohio Traction & Light, Ashland & Mansfield, the new line which is being built by the Northern Ohio from Barberton to Seville, the Consolidated Cleveland, Painesville and Eastern, Cleveland, Painesville & Ashtabula, and in all probability the Columbus, Delaware & Marion, the Ohio Central, and the new line which is being built by the Lake Shore Electric from Sandusky to Fremont.

The Everett-Moore syndicate now controls the suburban lines between Ashtabula and Detroit, and all of the state lines, with the exception of those in Cleveland. They are virtually in control of the Northern Ohio Traction & Light, and as such are sponsors for the new line between Barberton and Seville, The Cleveland & Southwestern, the Western Ohio, and the Ohio Central are held by a friendly coterie known as the Mandelbaum-Pomeroy interests.

To connect the Pomeroy lines the Cleveland & Southwestern the Mandelbaum and the Ohio Central, the Cleveland, Ashland & Mansfield was incorporated and contracts let for its construction. In financing this property it is now known in traction circles the Everett-Moore syndicate has interested itself in several ways. All possible friendly assistance has been given the Mandelbaum-Pomeroy interests by the Everett-Moore syndicate. In construction of a new line connecting the Lake Shore at Sandusky with the Western Ohio at Findlay, the Mandelbaum-Everett-Moore interests worked band in hand under a joint arangement.

This is considered the biggest traction movement that has taken place in northern Ohio since the inception of the first Everett-Moore syndicate movement. Since the Northern Ohio Traction and Light company is virtually in control of the Canton-Akron railway company this property also will be included, ultimately in the combination

Capitalization of the various traction lines to be included in this gigantic merger is as follows:

Canton-Akron Railway Company Common $1,028,900; preferred, $725,700.

Cleveland Electric Rallway Company, $23,400,000.

Cleveland, Painsville & Ashtabula, $1,000,000.

Cleveland, Pairgville and Eastern, $1,606,000.

Cleveland & Southwestern Traction Common $3,600,000; preferred $2,000,000.

Detroit United Railways, $12,500,000.

Detroit and Port Huron Shore Line $2,000,000.

Lake Shore Electric Railway, Common $4,500,000; preferred, $3,000,000.

Northern Ohio Traction & Light $6,900,000.

Ohio Central—Common $750,000; preferred $400,000.

Toledo Railways & Light, $12,000,000
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This does not include capitalization of the Columbus, Delaware & Marion, which is about $5,000,000.

19060629 er
STANDARD OIL GOING TO OAK POINT

June 29, 1906

Promotor Knox is one of the shrewdest speculators that has ever appeared in this district. He has been securing options on land in this county for nearly a year and he has been able all this time to keep the subject of his mission a secret. Everyone thought it was true when it was reported that he was buying the land at Oak Point for a company that would erect a large tin plate Industry. This report has been emphatically denied by Mr. Knox and the scheme Is still a dark one.

It seems to be generally believed that Mr. Knox is working for the Standard Oil Company, and that they intend to put up a large refinery at Oak Point. It this turns out to be a fact Elyrias' water supply will be affected. An oil refinery near water generally contaminates it. Oak Point is not far away from the Elyria pumping station.

Mr. Knox has already spent for land in Lorain county which he optioned last winter something like $65,000. Within the next week he will turn in another large amount if he intends to keep his word with the farmers whom he has ordered to have their deeds and abstracts ready. A conservative estimate of Knox's expenditures in the next week or two, and including that which has been spent in the past week places the amount at something like $180,000 as near as the figures on the farms can be secured. Wednesday the option on the Holdstein farm was closed and the following options are to be bought up before July 7th: E. Baumhardt, M. Fulmer, C. Hageman, Mrs. Faher, C. C. Jaeger, A. Hageman and John King. The Brucker, Aldrich, Schauver and Michael farms were bought last week Nearly all of the farmers are receiving $200 per acre for their land.

19060630 ec

TAKES GUESS AT OAK POINT

June 30, 1906

Cleveland Paper Speculates on Possible Outcome of Activity

The Cleveland Leader this morning takes a shot in the Oak Point guessing contest, with the following result.

“During the past few weeks a party of real estate speculators have bought up a block of land aggregating between four thousand and five thousand acres in the vicinity of Wood Park, five miles to the west of Lorain.”

At the point, a little stream enter into Lake Erie. It is announced that this is to be the location of a new harbor to be supplementary to the more complete harbor being built at Lorain. A good deal of interest is being manifested in the backing of that new harbor. It is understood that with the consent of the United States government proceeding interests there are to build up a breakwater, dig out a harbor and establish docks for the handling of coal and ore.

It is understood that on the ground will be located railroad terminals and that one of more blast furnaces will be built with the possible erection at that point of a plant for the conversion of pig iron into steel.

“In view of the elaborate preparations being made for making steel in that territory. Iron, steel and marine interests are considerably puzzled over the identity of the persons back of the development So far it is a profound secret in the deal up to the present time, only a few real estate men are unknown. Whether the south shore of Lake Erie is to have another important port remains to he seen. From now on, during the next few months, developments are expected to be rapid, and before this season of navigation is over it is possible that something definite will be known about the movement.”

19060630
HEARTACHES WILL FOLLOW EVACUATION OF FARMS

June 30, 1906

Many Oak Point Pioneers Hate Thought of Leaving Scenes of Childhood “

The wholesale optioning of land for the construction of plants at Oak Point means that many families will have to vacate the farms and homes in which they have lived for many years,” said County Commissioner Jaycox this morning.

“There is a sad side to the story. I am told that one woman, contemplating the fact that she had to move away from the farm on which she had lived from childhood. Burst into tears and cried to think that in a short time she would be forced our by an army of foreigners come to work in the plants and mills,

There are many persons who have lived on the farms at Oak Point all their lives and for them the coming of the new industries will have a different meaning.”

19060702
COUNCILMEN INSPECT NEW TRACTION ROUTE

July 2, 1906

Promoter Clough Takes Party Over Road as Surveyed Will Be Splendid Feeder for City of Elyria

Yesterday H. H. Clough by request took Councilmen Martin Mueller and J. E. Boynton, over the route to show them the splendid country through which he expects to run his new line to Oak Point. The Chronicle was represented by GU. RB. Levagood,

This is a project which Elyria cannot afford to lose sight of, as it will be one of the greatest feeders to Elyria that has been offered for many years,

The route as already surveyed is as follows: Starting from a point where Huron street, Woodland avenue and West street join, west along Huron street on the north side as far as Whiskeyville, then south about two hundred feet from the road as far as South Amherst, taking in a portion of country that has no railway accommodation at all, and then passing on through the Ohio Stone Company, Malone Stone Company, Musser Stone Company. And the Cleveland Stone Company properties and on through Kentys' Corner, passing the old Norton Tree, which has been painted and has represented Old Glory for the last forty years, at this point a spur can be run to Amherst as here it is only a mile and an eighth to Amherst, and if this is put in it will bring the residents of Amherst ten minutes closer to Elyria. Then around the north- east of Cloughs' South Quarry crossing the L. S. &. M. S. cut. Then around through H. H. Cloughs' farm curving to the east and connecting with the old poney track connecting direct with Oak Point. This track is owned by Mr. Clough and run down to the wharf.

This is the line which is now surveyed, but the surveyors are also out laying out lines both north and south of this line and if this line cannot he secured then one of the others will be taken, either one will be just as profitable as the one laid our.

A few words about the Oak Point Project may not be out of place. It was stated for a positive fact that about 5000 acres had been purchased by speculator Knox for the Standard Oil Company, or rather the Standard was furnishing the capital for the project. And that the whole area has already been platted to accommodate the various Industries which are to locate there.

The harbor facilities which are possible at Oak Point will make of the point a city as large as Lorain in a half a decade.

Oak Point will be a safe harbor as they can dredge to the extent of nearly a hundred acres which runs three quarters of a mile inland, and not more than three hundred feet opening at the lake front.

19060705 ecr
Erie County Reporter July 5, 1906

A possible rival of Gary, Ind. As a model manufacturing town and lake port is said to be projected by the Standard Oil Co. of Cleveland at Oak Point. Six thousand acres of land Is under option to 8. F. Koox of Columbus, who is alleged to be an agent for the Standard Oil Co. The recent announcement that a local syndicate headed by H. H. Clough had completed arrangements for a suburban railroad to Oak Point lent

definiteness to the situation. Clough claims to have positive Information of the plans of the Standard. He says that it means not only immense refineries but one of the largest plate mills in the country. Plans have already been made for a city larger than Lorain.

19060709 er
H. H. CLOUGH RIGHT ON OAK POINT AFFAIR

July 9, 1906

Last weeks' Issue of Finance the recognized trade and business authority in Ohio placed in circulation Saturday claims to have inside information on the powers back of the land optioning and purchasing. The rumor that the Jones & Laughlin interests are to erect a monster steel plant is denied by the publication on what is named "probable information".

Finance says: From a trustworthy source it is reported that the land has been purchased for the Standard Oil company and that company will build at Oak Point a second Whiting, Ind., making it their headquarters for the refining of oil and the making of byproducts for this section of the country. The main pipe line running through this section of the country passes a few miles south of Oak Point, and it is believed a line will be brought to Oak Point. It is said that the Standard will spend several million dollars at this place and will erect a refining plant second to none in the country.

19060709 er
LORAIN ST. RAILWAY MAKING MONEY

July 9, 1906

Following is the financial statement of the Lorain Street Railway company for the year ending May 31, 1906. The statement shows a surplus of about $2,000 and the interest shown includes interest on the $150,000 of bonds recently issued to double track and improve the road, The company shows nice gains and it is believed that for the next year the company will show a surplus sufficient to pay the interest on the purchase price of the stock, which will be purchased by the Lake Shore Electric.

19060711 er
INDUSTRIAL, LORAIN AND ASHLAND ROADS TO UNITE

July 11, 1906

All indications of late have been that the Erie railroad is back of the Ramsey road being built into Lorain and Cleveland from Ashtabula, 50 miles west of Akron, but according to an announcement made in Pittsburg yesterday, the Erie, if it is in the deal, is branching out beyond where it was expected.

The announcement made in Pittsburg Saturday was given out by Joseph Ramsey, Jr., and was a statement of the consolidation of the Industrial and Lorain & Ashland railroads and the decision to at once begin the construction of an extension south to the Ohio river at the cost of $5,000,000. The consolidated railroad will be known as the Lorain, Ashland & Southern and will have a capital of $3,000,000, with a bond

issue of the same amount. Preliminary surveys of the line south have been completed and a line adopted, and actual construction will begin as soon as the northern section of the road is in operation. This will be during late August.

Mr. Ramsey has spent the last four days in Pittsburg in conference with A, M. Neeper, attorney of the company, and James W, Patterson, president of the Lorain & Ashland. Papers to effect the consolidation were prepared Friday by Mr, Neeper and appoved by Mr. Ramsey before his departure east. A meeting of the stockholders of the two companies will be held this week to formally adopt the plan of reorganization. The bonds will run 40 years and will bear 5 per cent interest. Arrangements have also been made for an important branch of the Lorain & Ashland to Oak Point, on Lake Erie.

The Industrial railroad is an important terminal road in Lorain, which gives direct connection with immense works of the National Tube Company and with docks on Lake Erie and the city proper. The Lorain & Ashland is now being built by the West Virginia & Ohio Construction company, of which Col. W. D. Holliday is president. Grading has been practically completed and a large amount of track laid.

It is expected the line will be ready for operation during August. Some annoyance has been caused by the peculiar methods adopted in the construction of the Wheeling & Lake Erie branch to Lorain, and prices of property were pushed up by the frenzied attempts of some of the Wheeling & Lake Erie promoters to block the Ramsey road. The Lorain & Ashland is four miles shorter than the Wheeling & Lake Erie branch and has a much better grade.

The new extension south, for the construction of which Mr Ramsey has issued order, will be 35 miles shorter than any existing line running from Lake Erie to the Ohio river, It will touch Mansield and will make possible a line to tidewater by connection at the Ohio river with the Tidewater railroad, being built by H. H. Rogers and other multi-millionaires of the Standard Oil. Company. The terminus will also be such that a line to the Connellsville coke region through Green county will be easily possible. The line will he very straight aid grades will be less than one-half of one per cent. One of the important features will be the development of large tracts of splendid coal in southern Ohio, which so far have not been reached by railroads. A separate company for the construction of this line will be formed within a few days, and eventually it will be amalgamated with the Lorain, Ashland & Southern.

The Ramsey roads will cross and reached by railroads. A separate road crossing Ohio east and west. The Erie is crossed at Ashland, the Nickle Plate at Lorain, where a connection and crossing are also had with the Baltimore & Ohio. The Lake Shore is crossed at Oberlin, and at Wellington a connection is already maintained with the Big Four. A connection and crossing at tho same place with the Wheeling & Lake Erie will also be had, while at Mansfield the Fort Wayne system of the Pennsylvania will be crossed. The line will have a splendid harbor on Lake Erie and promises to become one of the important short tonnage roads of northern Ohio.

19060711 er
NEW MACHINERY BEING INSTALLED

July 11, 1906

Improvements on the Lorain Street Railway are being rapidly made. A new 600 volt electric converter was delivered to the South Lorain car barns Tuesday and is being installed. The converter in use at present is one of 500 volts. The new one will be operated to help out the old converter and will be held in reserve in event the operation of the old converter is suspended.

19060712 er

BOILED DOWN

July 12, 1906

A new Oak Point rumor has arisen in connection with the organization of the National Refining company, which was Incorporated at Columbus last week. It is suspected that this concern, not the Standard, is back of the Oak Point options. Meanwhile Finance, a Cleveland publication, gives the Standard Oil rumor full credence.

19060713 er
F. S. KNOX REFERS TO ELYRIA MAN'S STATE

July 13, 1906

"Someone has just simply gone and hit the pipe and then wrote that story," was the assertion made by F. S. Knox when a lengthy article published by a Cleveland paper was shown to him "Furthermore," he continued, "you people don't seem to stick to anything very long for the newspapers have had everything from a dry dock to a refinery for the Standard Oil company built at Oak Point. No information has been given out concerning the project to anyone, although I understand that Clough of Elyria, claims to have seen all of the plans in connection with a new city to be built at the point. As far as my people are concerned there Is no information to be given out at present . There may be within a few weeks and then again It may be five years before the story is ready to give to the public. I am satisfied though that it will not be five years for the reason that already too much money has been spent there to allow the property to lay idle very long."

The story which Mr. Knox referred to was one printed in the Cleveland Leader Thursday morning which said that $2,000 had already been spent in the drawing of plans for a new harbor at the point. The paper claims to have information from a reliable source to the effect that a new kind of harbor is to be built there, being modeled after the ideas advanced by Col. Kingman, who for several years has advocated the abandonment of harbors at creeks and small rivers, claiming they resulted to a disadvantage eventually. According to report the old Beaver creek is to be abandoned and the harbor is to be built in connection with the lake.

Claims are brought forward to the effect that masonry pliers are to be extended far into the lake and dredging between them so as to permit the largest lake vessels to enter and unload the cargoes. Room is also to be allowed for an increase In the size of lake crafts. Surrounding these piers a rubble-mound breakwater is placed at a cost of millions of dollars.

The statement is also put forward that the promoters of this gigantic enterprise are to build the harbor without soliciting aid from the government, although it is claimed government engineers have furnished much necessary information for the backers of the new enterprise. It is expected to bring the matter to the attention of the war department as soon as the plans have been completed to have the breakwater built. In Cleveland it Is claimed the promoters are all men identified with mercantile interests in that city.

19060717
FORESTERS ASKED TO ATTEND

July 17, 1906

The members of the Order of Independent Foresters at Lorain will hold a picnic at Oak Point on the 26th. At the meeting of the Independent Order of Foresters of Elyrla on Monday evening a communication was read from the Lorain brethren in which they invited the Elyria brethren to take part in the picnic.

The Invitation was formally accepted, and many of the Foresters and their families from here will attend.

19060718 er

COUNTRY LAND IS VALUABLE NOW

July 18, 1906

Next Saturday another large sum of money is to be brought into Lorain county as the result of the land purchases being made at Oak Point. The land to be taken up by Knox at that time will be immediately to the west of the Lorain corporation line. The properties to be bought up are the farms of J. H. Fullmer, John Preis and Frank Ray, making a total of 335 acres. Each of the farmers are to receive $200 per acre for the land, which will make a total amount to be expended of $67,000. Of this amount Mr. Fullmer is to receive about $33,000, he owning the largest farm to be taken up.

The majority of the farmers have already arranged to bank the currency and the major portion of it will come to the banks In this city.

This brings the amount already spent and anticipated far over the $200,000 mark. This amount is for actual purchases alone, to say nothing about the amount paid for the options originally and that paid for renewal of some of them.

19060718 er
ROUTE OF THE WABASH TO TUBE WORKS

July 18,1906

A party of Wabash officials consisting of Second Vice President George G. Yeomans of New York Chief Engineer I. W Troxell and Assistant Engineer Young quietly visited Lorain Tuesday.

They stopped at the Franklin without registering and them made arrangements with F. S. Rathwell of the Lorain Automobile company to be taken by automobile over the route of the Lorain & West Virginia right of way into the steel plant. They started immediately after breakfast being joined at Elyria by the engineer in charge of the office here.

The visit is significant in that it marks the ending of all doubt as to the route the Lorain & West Virginia will use in entering the steel plant. Although several routes were surveyed at different times and submitted to

headquarters at New York it was not until a few weeks ago that the last and correct route was surveyed. This was accepted and the officials are here to go over this for a personal inspection. The deeds for the right of way have all been filed at Elyria and the records show that with the exception of a possible ten parcels every foot of the line has been purchased outright. These ten parcels are now under litigation in court in the form of condemnation proceedings.

The records reveal the fact that the last and accepted survey widely diverges from the the original route A significant feature is that at no place does the line enter the corporation limits of Lorain, but sedulously avoids city land.

The route of the line up to a point rear the N and S Dunfee farm has been known to all but from there towards Lorain considerable secrecy has been maintained on account of the surveys made and not accepted. The new and accepted route leads from the Dunfee farm easterly to Black river and crosses by means of what is expected without doubt be a steel bridge. This is a considerable distance south of the corporation limits. After the east side is reached the line follows some distance east of the river and directly north to the new Nickel Plate bridge, by means of which the tube company grounds are entered The farms crossed on the east side are those of L. Kinney, M. Kinney William Caley. Rueben Taft and Joseph Morehein. The right of way follows the rear portion of these and it is here that the yards are to be located. The yards cover about 100 acres and are laid out with a network of tracks capable of handling in switching operations hundreds of cars. It will be seen by this that the Industrial railroad line around the plant is not touched. Ramsey is left entirely on his own resources The B & O is crossed at the Reisinger farm and the Lorain street railway, or yellow line at the quarry switch, the Padley place

Although the first survey included a spur to the Ohio Quarries company at Amherst, the new and accepted survey has no spurs and runs direct between the plant and Wellington, without diverging. Oak Point by this will be seen is not being considered by the Wabash at present although a spur may be run at any time from a point between Amherst and Lorain.

19060719
TRACTION PROBLEM OF VITAL INTEREST

July 19, 1906

Elyrias' Prosperity Largely Dependent on Outcome of Present Franchise Struggle

Not for years has an Elyria city administration been face to face with a problem that compared in magnitude with the present street railway situation.

The Green Line has asked for an extension of its' present franchises and for additional rights in the streets and in all probability the city council will pass the ordinance which was given its second reading Tuesday evening.

The franchise ordinance was prepared with great care and is pronounced by competent legal authorities to be a model document of its kind, and if there was no demand either at present or in the near future for a local street car service, better than the Green Line is prepared to give, there would be no reason for the failure of the city council to grant the additional time and privileges.

But the demand for better street car facilities in the city of Elyria does exist at the present time and the demand will continue to grow in proportion to the city's expansion. To supply this demand a number of

local capitalists have organized a belt line company and have asked the city council for a franchise, some of the streets on which it is desired to lay tracks being the streets on which the Green Line has asked permission to double track their system.

The promoters of the proposed belt line claim that the Green Line has no use for the double tracks, but that it desires to monopolize the streets on which a local line can be made to pay and thus “freeze out” the new company. But a member of the council is authority for the statement that the Green Line asked for the double tracking privileges long before the belt line project was sprung on the public and is of the opinion that the rapidly increasing business on that line really necessitates the additional tracks.

However, be the motives of the Green Line what they may, the city council does not propose giving them a monopoly of Elyrias’ principal thoroughfares, and has inserted a provision in the ordinance by which any street railway company has the right to use the tracks of the Green Line where the width of the street prevents the construction of additional tracks and makes the matter of rental subject for compulsory arbitration whenever the two companies cannot agree on a price.

The advocates of the Green Line franchise in the city council presented their side of the case very clearly at the meeting held Tuesday evening. As reported in The Chronicle yesterday. The promoters of the belt line, however do not take kindly to the proposition to use the Green Line tracks on Broad street and Middle avenue even under the arbitration plan as proposed by the drafters of the ordinance, as they claim that the owners of the tracks can cause them an endless amount of annoyance in the arrangement of schedules and other matters that would seriously hamper them in the successful operation of their road, and in all probability if the ordinance is adopted in its present form they will withdraw their application for a franchise.

But the loss of a local line is not the most serious phase of the problem. The proposed line to Oak Point. Is intimately connected with the belt line and if one fails the other will be in danger and the line to Oak Point is too valuable as a feeder to this city to be thrown away for the sake of granting additional privileges to a company that is already pretty well supplied in that direction and the council should consider the two propositions carefully before taking final action in the matter of the ordinance now up for discussion.

Private right-of-way for the Oak Point road has already been secured to the city limits and a new route to the center of the city has been arranged, thus avoiding the necessity of double tracking West Bridge street, which proposition caused such a panic among the property owners of that street.

The problem is a deep one and is also one which will have a strong influence on the future prosperity of the city, for which reason the city council should move slowly in the matter and attempt to settle the question in a manner that will give the new company the same privileges that are now enjoyed by the Green Line without imposing restrictions that will retard the building or opera- tion of their road.

19060720
CITIZEN SHOWS WHAT OAK POINT LINE WILL BRING

July 20, 1906

Quarry Payroll Amounts to $100,000 a Month, Much of Which Will Come to Elyria Merchants

Editor Chronicle,

The Quarrymen's Association, of Amherst will hold their annual picnic at Cedar Point next Saturday and they expect to have at least thirty cars drawn by three engines to accommodate the families and friends of the quarrymen.

At first view, this is only what happens every year and is only of local interest to Amherst, but this year it is of vital interest to the city of Elyria in showing what the new line which is in prospective, to be built to Oak Point will do for Elyria and the council should not lose sight of the great advantages this new line will bring to our ever growing city.

There are about two hundred farmers living along this new proposed line who are very anxious that this should come to Elyria from Oak Point, as it would give them a market which they have not got at the present time, neither can the merchant is afford to lose this new incubus to our city trade.

And then let us look what the pay roli of the different quarries amounts to: The Cleveland Stone Co. $25.000 to $40,000: the Ohio Stone Co., $25.000 10 $70,000: the Malone Stone Co., $16. 00) to $20,000: and the Independent Stone Co. $5,000 to $10,000. Thus showing a par toll of $85,000 to $100, 000 per month from the quarries alone an average per family of $40 to $200 a month, leaving out the trade from South Amherst and North Amherst and Oak Point to be added.

But it is up to the city council not to balk this new road which has been shown here to be a better feeder than we have had offered for many years. Simply because there Is another line that would like to monopolize the franchise of city.

In yesterdays Chronicle it was stated as the word of one of the Aldermen that the C. & S. W. had made the application before the other ever was mentioned. But it is also a well known fact that this project was in the air before the other asked to have the privilege of double track on any of the streets of Elyria, and that their only desire is to monopolize the franchise of the city.

It is altogether likely that a petition will be circulated among thee merchants to be presented to the council at their next meeting as a protest to allow any one company to dictate to the city as to who should have privileges or who should not.

Now is the time to tell our council what they shall do in this matter: it would also be a good thing for the mayor or the president of the council to call a special meeting to discuss this all important subject of franchise. And send resolutions to the corner giving the expressions of the general public.

CITIZEN.

19060723 ec
KNOX PROVES BENEFACTOR

Pays Out $100,000 for Farm Land Saturday

July 23, 1906

Lorain Times-Herald: The financial condition of Lorain county received a sudden growth this morning when F. S. Knox presented himself to the farmers west of this city with the cash ready to lay down for the farms, which many have owned since the days the Indians were driven away toward the setting sun.

While it has been expected that Knox would buy up the land owned by J. H. Fullmer, John Preis and Frank Ray, considerable surprise was occasioned this morning at the home of Vincent Knierim when word came that he must give up his farm. The Knierim farm has been owned by several generations, and had never passed out of the Knierim family.

Mr. Knierim received word a number of days ago to be in Lorain today with his deed and abstract. He arrived in the city and a few hours afterwards returned to his home a much wealthier man. Mr. Knierim owned 138 acres of farm land and received $260 per acre for it. Making a total sum of something like $28,700. The money has been deposited in the various banks in this city. In Addition to the Knierim farm the land optioned last winter by Henry Fullmer, John Pries and Frank Ray was also taken up today. The value of this transaction was about $68,700, so that with the Knierim purchase something like $100,000 was brought into the county today.

All told the amount expended for land west of here is now in the neighborhood of $300,000 and the statement that the parties do not know for what reason it is bought, is now considered far too thin to be believed.

While all this land has been bought outright and there are still a number of farms with options on them, no announcement has become public as to why the land is being bought. There have been rumors galore, and one of them seems well founded, that of a steel plant locating there, but as far as a positive statement is concerned, it has not been forthcoming.

George Blanchard (Blanchett) has also given an option on Oak Point. The tract embraces 66 acres and Blanchard (Blanchett) is to receive something better than $300 per acre. In addition, he also received a large sum for the option price originally.

Another fact which adds great interest to the Oak Point situation is that the officials of both the Ramsey and the Wabash roads have been making frequent trips to that part of the countv. While no statement can be secured as to their intentions the general appearance of things is that both roads are at work buying right-of-way for a railroad to Oak Point.

That the developments to take place there are to be of a gigantic nature can well be concluded from the fact that two great railway corporations are now seeking an entrance there.

19060724 er
OFFICIALS OF SAND CO. WANT THE SECRET

July 24, 1906

It now seems certain that the Lorain Sand and Gravel company is to be the key which will unlock the mystery surrounding the Oak Point and Beaver Creek land deals. For months past it has been known that the owners of the Sand and Gravel company tract and F, S. Knox have been deadlocked over the purchase of the land by the latter. Negotiations were carried on for months without result and were finally dropped. Mr, Knox Is said to have offered the company a very fair price for the land, but the owners have been sticking for a figure much higher than the combine backing the deal has been willing to pay. When no halfway point could be agreed on, it is said that Mr. Knox threatened condemnation proceedings in the courts, but so far this has also proven futile.

One of the largest holders in the Sand and Gravel company is Max M. Suppes of the National Tube company, and, if report can be believed, he and the rest of the tube mill officials are as much in the dark today as to the true nature of the deal at Oak Point as are the newspapers. It is said that although the price offered by Mr. Knox is a very fair one, the owners of the sand and gravel company, which, besides Mr. Suppes, includes half a dozen of the big steel plant men, are extremely desirous of learning the mystery surrounding the deal at the Point. While this, on the surface, would appear to be pure curiosity. The real reason is a desire to know just how valuable the sand and gravel company will be in the future when Mr, Knox has concluded his labors.

As an Indication of the great desire of the stockholders to get at the true facts, it is stated authoratively that the sand and gravel company's largest stockholders have placed detectives on the problem in an endeavor to ascertain the true meaning of the wholesale optioning and purchasing of land at the Point. Every means for getting facts known to big corporations such as the tube company have been exhausted, but with no tangible results to date.

It is said to be within the power of the Knox syndicate to cut off the sand property from all access to the outside world and render it valueless for the purpose to which it has been put in the past. Before this freezing out pressure is applied, it is said on good authority, the sand company will be given one more chance to accept the Knox offer, or one slightly higher. It is a gamble with the sand company whether to run the risk of losing its property in the chance that it may realize greatly in the future, or embarrass the plans of a possible rival, or to take a fair price for the property while they can get it.

19060725 ec
NEW TROLLEY LINE HAS IT DEEDS READY

Active Work on Cleveland-Elyria Line to Soon Begin

July 25,1906

The complete right-of-way for the Cleveland, Brooklyn & Elyria Railway has nearly been obtained and it is said that deeds for more property will be filed with the county recorder in a few days. The company has obtained the deeds and they are ready for record.

The construction of the road has not yet been started, but it is said that the line will be in operation as far as Strongsville by the last part of this year. The line will run out Pearl street in Cleveland to Brooklyn and from there over the Wooster pike to Strongsville. The company hopes to have the entire line in operation by next spring.

The necessary franchises have not been obtained for the operation of the line in the county roads in Cuyahoga but from Strongsville to Elyria the tracks will be laid on a private right-of-way.

If Elyria gets this new road and the Proposed line to Oak Point it will be well equipped with traction facilities.

19060725 ec
“YELLOW LINE” WANTS BROAD STREET TRACK

July 25, 1906

Files Petition With City Council Which Calls for Loop Around Public Park

Last night the Lake Shore Electric Company made a formal request of the city council for an extension of its franchise privileges in the city of Elyria.

In its petition it asks the right to lay a track on West River street from Lodi street to Lake avenue and through the undercut to West Bridge street, along West Bridge street to Broad street, down Broad street to Middle avenue, down Middle avenue to Second street, down Second street to Court street, and down Court street to Broad street.

The petition was referred to the street committee and the clerk ordered to publish the petition three weeks as provided by law.

19050728
GATES LEADS IN THE OAK POINT GUESSING CONTEST

July 28.1905

Name Signed to $25,000 Draft Furnishes Clue to Interests Behind Gigantic Real Estate Purchases

Steel Trust to Have Formidable Rival With Headquarters on South Shore of Lake Erie

FARMER CATCHES GLIMPSE OF BLUE PRINT MAPS WHILE TALKING ENGINEERS AT HEADQUARTERS

Certain farmers who have sold or optioned their lands to F. S. Knox claim to be in possession of positive proof that John W. Gates is the financial backer of the enterprise to be located at Oak Point. They base their knowledge on the fact that a draft for $25,000 given to a farmer for his land was signed by a man who Is known to be closely allied with the Gates interests.

This draft was not presented at the bank for collection, but was held for twenty-four hours at the request of the agent, who the next day cashed it himself, thus preventing the signers name becoming known except to himself and the land owner, who was sworn to eternal secrecy in the matter, but murder will out and the the story that Gates has a scheme on foot to organize the independent iron and steel interests of the county into a gigantic combine to wage war on the steel trust was given additional weight when the name of the signer of the draft leaked out.

It is a well known fact that ever since John W. Gates was ousted from the Colorado Fuel & Iron Company he has been attempting to organize the independent iron and steel plants into a single corporation. But heretofore his efforts have proven futile.

It is said by parties who have been following the Oak Point deals that he now has everything in shape to carry his plans to a successful issue and that within three months active work on a mammoth steel plant will be commenced at Oak Point.

During the past few days rumors have been circulated to the effect that Judge Gary, of the steel trust, has been seen in the vicinity of Oak Point and this had led some to believe that the steel trust is back of the project, but the men who insist that Gates and his crowd are the prime movers, while they admit the presence of Judge Gary, refuse to accept it as a flaw in their proposition. They say that Gary has for some time been anxious to break away from the trust and that he is either secretly allied with Gates or is on the ground in the capacity of spy on the actions of the men who are taking up the options.

The story that the Standard Oil Company is combated by the Gates advocates on the ground that the land now controlled by Mr. Knox Is insufficient for the purposes required by the Standard and that to now obtain additional territory would require the expenditure of much more money. Than It would have taken if all the options bad been taken at the start, as adjoining property is now being held at five or six times its' original value.

Plans for the improvement of the Oak Point site are already prepared, but so far the only information that has leaked out Is extremely meager. One farmer while negotiating with Mr. Knox in the building used by the engineers as headquarters is said to have examined a number of blue print maps spread out on a table, but before he was able to fully comprehend the nature of his find the maps were suddenly removed by an employee, who said they were for private use only. The farmer says the plans near as he could make out in the minutes they were exposed to his view, provided for a thirty foot channel for a considerable distance up Beaver Creek and for a pier extending into the lake near the mouth of the creek. The portions of the map representing the land were dotted with buildings, labeled Furnace No. 1. No. 2, etc., from which it is definitely known that a steel plant is destined to be located at the Point.

Land options are being taken up almost daily by Mr. Knox, but as some of them run until August 30, there is little probability that definite plans will be announced before that date.

19060728 ec
POWER PLANT DISABLED BY ELECTRICAL SHOCKS

July 28, 1906

Lake Shore Electric Road Tied Up by Accident at Beach Park Station

Lightning yesterday afternoon played havoc with the electrical apparatus in the power plant of the Lake Shore Traction Company at Beach Park, and as a result the entire system was tied up for a period of half an hour.

Power was finally obtained from the Fremont power house and cars resumed their regular schedule. Patrons of the Elyria-Lorain branch were unable to account for the strange phenomena of a traction line disabled by electrical disturbance when the sun was shining brightly, as the storm passed over the lake shore several hours before it struck this part of the county.

19060728 ec
STANDARD

July 28, 1906

Attorney is Acquainted With Oak Point Deals

Lorain News: That leading officials of the Standard Oil Company at New York are fully aware of the operations of F. S. Knox at Oak Point and are personally acquainted with Mr. Knox became known through the visit here this week of J. C. Thurston. Attorney for the Standard, who has his offices in New York City. Mr. Thurston came here in the Interests of the Standard in settling the suit which was started by Van Deusen and Calhoon for W. J. Kinch of Medina, to recover damages from the presence near his land of a pump house of the Buckeye Pipe Line Company. The suit was to recover damages through pumping of refuse on Kinchs' land The conference did not result in any settlement.

Following the conference, Attorney Thurston was questioned regarding Oak Point. He smiled in a knowing way and while he made no direct statement it was plain to be acquainted with the project, although he was located in New York City. He knew, Mr. Knox personally.

When asked outright whether the report was so or not that the Standard was to erect a monster refinery at the Point. Attorney Thurston refused to reply except in a nonchalant way. He wanted to know what the Standard wanted with refinery at the point for.

But the fact that the New York man was thoroughly familiar with the optioning and purchasing is deemed as extremely significant.

19060731
KNOX FILES DEEDS FOR LAND VALUED AT $100,000

July 31, 1906

Six Thousand Acres of Land Changed Hands at Oak Point

More than $100,000 changed hands for Oak Point property during the last few days. This amount is represented in land deals for which deeds were filed today at the court house. The deeds are for nearly 6,000 acres of land at Oak Point. Purchased by F. S. Knox.

Sixty-three acres were purchased by Knox from Franklin Ray and it is said that Knox paid $12,000 for this property. E. Baumhart sold 229 acres for about $50,000 and H. Bickel and wife sold 126 acres for approximately $26,000. Knox also purchased 143 acres of land from J. G. Appeman and wife for about $35,900. making the total amount to be paid for this land more than $100,000.

The two farms of Baumhart and Bickel are located near the west corporation line of Lorain city. The land lies on either side of the road which crosses Leavitt road near the brick school house west of Lorain.

With the purchases recorded today it makes nearly $200,000 expended for land within the last two weeks.

19060801
REAL ESTATE BARGAINS

August 1, 1906

We have for sale a desirable location for a Terrace. Lot 100x200. Located on Furnace street, near ..., or three lots as building sites

Also lot on Fourteenth street, south side, between Middle avenue and Park avenue. Will divide to suit purchases. Size, 160x322.

One house, all modern conveniences, located on Furnace street, $2800.

Two houses on Howe street, modern conveniences, well located, and good lots, for sale.

In Orchard Grove Allotment lots for $100 to $300. Three homes located on the allotment for sale reasonable. Drop us a card and have us call.

A FIRST CLASS REAL ESTATE INVESTMENT

To the Investing public, our ORCHARD GROVE ALLOTMENT has no equal. We are situated on the road between ELYRIA, AMHERST and OAK POINT.

Our lots make a FIRST CLASS INVESTMENT, they are 60 feet by 100 feet, all under-drained and on high ground.

The allotment to have city water, sewer and gas, so that for a HOME location, nothing better could be desired.

Cost of lots—$100 to $300.

The allotment located stop 5. Lake Avenue. Green line.

Call or write us. Whatever you do

Talk With
FRANK H. SCATTERGOGOD
Real Estate and Insurance Man
Elyria, Ohio.

19060803 er
CANAL COMPANY WILL OPEN OFFICES AT THE PLANT

August 3, 1906

Announcement is made in legal advertisement in the Reporter of the intention of the Erie Terminal company and the Erie Ship Canal company to locate their principal offices at Oak Point,

These two concerns were Incorporated at Columbus last winter and formed one of the first movements in the great Oak Point mystery. That incorporators are dummies. That is, they are not the real men behind whatever is doing in the way of Industrial development at Oak Point. The names registered as Incorporators are merely clerks in the office of Arnold and Morton, the Columbus attorneys who are engineering the legal end of the Oak Point deal.

From all information which could be gathered, the intention is to locate the offices at the Point immediately, Whether new buildings will be erected, or the old house which has been headquarters for the surveyors will be used. Cannot be learned.

The notices are looked upon as simply the necessary legal form which has to he gone through, one of the steps to the ultimate establishing at Oak Point of some big industrial plant. As In the case of the tube plant the offices at the Point will probably be in compliance with the law only and the actual business of an executive nature in all likelihood will be transacted at either Cleveland, Columbus or New York.

19060803 er
WINE CLERK'S MET AT SHADDUCKS

August 3, 1906

The bartenders' picnic at Shadduck's Lake park Thursday was a successful event socially. There were several hundred bartenders, their wives and sweethearts and friends at the grove and every one joined in the spirit of the occasion and it went with a push and a go that carried the picnic to success.

Boating, bathing and dancing afforded ample entertainment for the picnickers. The most important event was the ball game between the Lorain and Elyria bartenders. The Lorain boys carried off the honors by a score of 8 to 3. This made the Lorain crowd feel good and there was great jollification as a result,

19060807
LORAIN MILITIAMEN GET TASTE OF REAL ARMY LIFE

August 7, 1906 er

March to Oak Point and Spend Day in Camp Amusing Incidents Related

Lorain Times Herald: The march to Oak Point which was participated in by 30 members of the local National Guard company Sunday will go down in history as a most pleasant occasion and one which afforded the boys a glimpse of what it is to be a soldier. The boys left here at 7 o'clock and marched about half way and then stopped beside the road to rest. The march was then taken up again and no stop was made until the company reached the grove. Arriving there the members stacked the rifles and partook of a good dinner which the company cook had waiting for them.

Dinner over, the tents were put up and taken down several times and then came the guard mount drill. This drill was gone through with repeatedly for it will be one of the first in connection with the maneuvers at the state camp in Strasburg which begins next Monday. Guards were posted all about the grove. Then reliefs were sent out and in fact Oak Point was made to resemble a fort which was being protected from the enemy.

After several tours of this maneuvering the company was marched down to the Nickle Plate tracks, drawn up into line and, for the first time since being mustered in, the boys had a chance to fire one of the real bullets which the state gave to them several weeks ago. The first experience was unique to many of the boys. But all of them managed to hold their shoulders stiff enough so that the reaction of the rifle did no harm. However. The officers in command allege that more than one rifle was discharged with the owner having his eyes shut.

The arrangements for the state camp at Strasburg are progressing very favorably and the indications are that it will be one of the best camps the guard has ever had. Cleveland officers will leave for the place this week and tents will be erected for the accommodation of the members of the Fifth regiment.

19060807 ec
SLAVS LAY CORNER STONE OF CHURCH

August 7, 1906

Lorain News: The local Slavish people had a big celebration Sunday, the occasion being the laying of the corner stone of the new Slavish Catholic church on South Broadway. One of the largest parades held there this summer attracted large crowds to the streets along which the procession passed. A big picnic at Oak Point rounded out the day's celebration.

The exercises opened at the German Catholic church shortly after noon. After these ceremonies the parade was formed. In it were probably 2,000 persons, representing Slavish societies from Lorain, Elyria, Huron, Cleveland, Amherst and Sandusky.

The procession, accompanied by three bands, moved north on Reid street to Second avenue, thence to Broadway and the Nickel Plate depot where Bishop Horstman was met and escorted to the church on South Broadway. Bishop Horstmen conducted the exercises attendant upon the laying of the corner stone and after these services a large percentage of those who participated in the parade went to Oak Point to join a company of Bohemians who were holding a picnic there.

19060809 er
OPTIONS WILL ALL BE CLOSED

August 9, 1906

F. S. Knox returned to Lorain from Columbus Wednesday and the later part of the week will take up such of those options which are now expiring.

It was stated Wednesday that the report that Mr. Knox intended to let one or two options go by without closing them up is false. He will close all options now expiring at Oak Point and vicinity.

19060809
THE ERIE TERMINAL CO.

August 9, 1906

Notice of establishment of General office.

Notice is hereby given that the Erie Terminal Company has established its' general office at Oak Point Black River Township, Lorain Co., Ohio

THE ERIE SHIP-CANAL CO.

THE ERIE SHIP-CANAL CO.

Notice of establishment of General office.

Notice is hereby given that the Erie Ship-Canal Company has established its general office at Oak Point Black River Township, Lorain Co., Ohio

THE ERIE SHIP-CANAL CO. 2-9-16-23

190660814 er
WIDOW WILL SELL LAND ACCORDING T0 AGREEMENT

August 14, 1906

Mrs. Hageman Files Petition in Probate Court
F. S. Knox Gets Oak Point Farm

Under authority of the probate court, the sale of Adam Hagemans' property at Oak Point will proceed as though the man were alive. The heirs concurring, the executrix, Mrs. Catherine Hageman, was given permission to complete the comtract entered into by the late Adam Hagemam, her husband ..... parcels of land, aggregating more than 200 acres to F. S. Knox for the Oak Point industries. The price to be paid is $200 per acre. The widow states in the petition filed in probate court that she had agreed to convey her dower interest in the property. The defendants in the suit, all heirs of Adam Hageman are John and Martha Opfer, C.C. and Catherine Pearl ..... and H. K. Clock

19060815
ADAM HAGEMAN MAKES A SALE

August 15, 1906

The heirs of Adam Hegeman will be enriched to the extent of $12,600 by the sale of 213 acres of land at Oak Point to F. S. Knox, Some interesting facts concerning the price paid for property to Oak Point are revealed in the suit filed yesterday, afternoon by Mrs Cartherine Hageman the executrix of the estate of her husband, Adam Hageman. The suit was instituted against the heirs in order to complete the contract

which Adam Hageman entered into with F. S. Knox prior to bis death. The heirs have agreed among themselves to allow the contract to be carried out and Knox will obtain the property

In February Knox took an option, on the property agreeing to purchase it for $200 per acre, giving Mr. Hageman the right to harvest the crops this year and take the buildings. The option was renewed and on May 2. 1908, Knox paid $1,000, agreeing to pay $200 per acre inclusive of the $1 000

The heirs are Henry Hageman and wife, C.E. Hageman and wife, John Opher and wife, C. C. Pearl and wife O. F. Hageman and wife, H.K. Clock and wife.

19060830 er
PRIZE FIGHT NEAR OAK POINT

August 30,1906

Two Lorain Men Go Thirty Two Rounds and Draw

The attention of the county authorities was called last week to a fight between two Lorain. Men which took place near Oak Point on Thursday night. The contestants were George Frazer, a ship yard employee, and George Clauss, recently of Pittsburg, who is now: working at the South Lorain tube mills.

It was scheduled to be a finish fight, but, was called a draw at the close of thirty two rounds.

Frazer weighed in at 139 pounds, two ounces, and Clause at exactly 139. The difference in weight, in favor of Frazer was made up in reach by the Pittsburger. The latter is tall and slim and the local man is short and stockily built. Both men were game clear to the core and the points were piled up, first in favor of one man and then the other, both averaging about even in every three rounds. The cream of the local sporting talent and several notable representatives from outside were present. The match ended so late that the majority had to walk back to Lorain or wait until the early electric cars in the morning. Among the walkers was Clauss.

19060905 er
ELECTRIC LINE INCORPORATED

September 5, 1906

Steps have been taken toward building an electric railway between this city and Oak Point. Articles of Incorporation for a company whose object is to do this, were taken out by Cleveland parties on Tuesday Their capital is stated to be $3,000

19060907
OAK POINT BOOM ATTRACTS CLEVELAND CAPITAL.

September 7, 1906

Cleveland News: Anticipating a big boom for Oak Point, O., Cleveland men Tuesday incorporated the Oak Point & Elyria Railroad Co. with $3000 capital. The plans include a branch to North Amherst. The incorporators Manning, Jr., M. R. Dickey, jr., and are E. S. Cook, F. S. McGowan, A. R.…

19060912
KNOX STILL BUYING LAND

September 12, 1906

The optioning of land in this vicinity by F. S. Knox amounts to considerably more than was thought at first. It has been admitted for the past few months that Knox had as much as 4,000 acres under option, but according to a statement made by one of the men who is in a position to know the acreage under option foots up to 6,000 acres. A goodly portion of this amount, perhaps half of it has already been bought up by Mr. Knox and this week will see much more of the land taken. On Saturday the option expires on the farm of Adam Kolbe and the statement is made that the land will be taken up.

Next week Thursday the option expires on Oak Point and Mr. Blanchard (Blanchett) has for some weeks had the abstract of the property ready to turn over to the buyers. There seems tittle doubt but that the summer resort will be bought up. For this land Mr. Knox pays better than $300 per acre.

19060913 ec
SAYS CANAL COMPANY IS A BIG BLUFF

September 13, 1906

Plan to Secure Cheaper Land for Oak Point

Lorain. Times Herald: Information was obtained yesterday which practically stamps the Lake Erie Canal Company, which is now advertising the location of its' main offices at Oak Point as nothing more than a scheme whereby the land sought may be obtained at prices which are exceedingly low

According to a statement of a well known attorney in this state who has been paying considerable attention to the matter by investigating the transactions and standing of the aforesaid canal company. It develops that the company is incorporated solely for the purpose of securing all the land dexx xxxxxx in that vicinity at a much less xxxxx it might be asked to xxxxxxx xxxxxxxthe land becomes more profitable later on. According to this attorney the men are buying the pieces of land xxxxxious parts of the farm community east of here are doing so merely for the purpose of establishing a xxxxxxx for the land so that later on, xxxxxxxmore 1and be desired the same xxxxxxxxxxcondemned and the prices have been paid will bo the rate xxxxxxxxxxxxxxxwill be in effect.

In the last session of the legislature a law was passed which gives to canal companies more authority than any other sort of corporation. A canal company, according to the statute may condemn land anywhere and

at any time, no matter where it is located or what the conditions are surrounding the same. It may, even occupy and control highways.

This is authority which the railroads do not have and on a well founded report that is the sole purpose for which the canal company has been incorporated. That this fact significant is also borne out by the fact that only a few parcels of land which has been optioned has been allowed to lapse. With the authority the state confers upon canal companies it is very readily seen that at any time the company desires more land it will only be necessary to institute condemnation proceedings and secure all that it may desire.

There is a belief current, which is backed by the opinion of this same attorney, that the plan of the company is to dredge out a small canal at the mouth of Beaver Creek and then be-gin its condemnation proceedings. The price of land having been previously established, to hold the company up for a higher price would simply result in naught being accomplished in the end.

That a canal is to be built from Oak Point to the Pittsburg district has even been denied by one of the incorporators of the Lake Erie Ship Canal Company. With this statement it is reasonable to believe that the concern is in with the buyers of the real estate for the sole purpose of acquiring all of the land needed by the industrial enterprise at a price which the company may choose to give. If the owners of land prefer to accept the price then the condemnation proceedings will allow them Just what has been paid for land in the past.

A situation which seems to have a great bearing on establishing this method of procedure is the fact that the land buyers have bought all of the land surrounding the Henry Meister farm. Meister refuses to sell. They have also refused to accept the Lawrence Kolbe property because he desired the insertion of a clause preventing the sale of liquor. To come nearer, to the city limits they have bought the land immediately in the rear of the Gerlach farm and the Jacobs farm, yet they have turned down the option taken on these farms some months ago. The same condltion is true of the George Holstein farm. A portion of it was bought up yet some of the river bottom land has been left untouched.

With this condition existing it is very evident that the company in tends to condemn it when it is ready to do business, while the canal company is a separate Incorporation. Yet those in position to know contend, and have good evidence back of them, that it Is simply an auxiliary to the company which is buying the land now.

19060914
WABASH BUYS RIVERFRONT PROPERTY

September 14, 1906

Will Build Extensive Dock at Steel Plant

Lorain, Sept. 14. The Lorain & West Virginia railroad, now building between here and Wellington will have docks on Black river, and the building of those docks will undoubtedly mean the destruction of the island. A deal has been closed by the aforesaid company with the Sheffield Land & Improvement Company which gives them lots 56 and 57 in the original plot of Charleston. This means that the company will have about 3,000 feet of river frontage upon which to build its dock equipment. The land which the company has acquired is located immediately opposite and to the west of the island. In fact one end of the

land extends alongside of the island for about 200 feet. With the building of docks along that portion of the river it will mean that at least a portion of the island will give way to industry. The island is owned by the Bungart estate. The company proposes to enter the opposite side of the stream somewhere near Thirteenth avenue and circle down through the bottom land where they have purchased the river frontage. This will necessitate the construction of a large bridge and trestle for which the company has already made surveys.

An application is also to be made to the city In the near future looking to have the river dredged to a depth of 24 feet from the steel plant docks as far east as the island. Engineers of the aforesaid company have already investigated the matter of dredging and it is claimed that the city will be asked to do its share toward improving the stream. These engineers were here yesterday.

19061000
Electric Railway Review

October 1906

Oak Point & Elyria Railroad: Incorporated in Ohio to build an electric railway connecting Oak Point and Elyria, O., with a branch to North Amherst. Capital stock, $3,000. Incorporators: E. S. Cook, F. S. McGowan, G. R. Manning, Jr.,, W. R. Dickey, Jr, and W. L. Fowler.

19061004
NEW BRIDGE TO BE THE WIDEST EVER

Forty Foot Roadway Will be Provided for the New Broad Street Structure.

October 4, 1906

MAY HAVE IRON. BRIDGE AT EAST EIGHTH STREET

Proposal to Move the Old Fourth Street Structure Further South, County Bridge Contracts Were Let Yesterday.

The new East Broad street bridge will be the largest structure of its kind in Elyria by a considerable margin. At Tuesday's meeting of the council, the width of the roadway was fixed at forty feet. The sidewalks will be seven feet wide, making the total width of the bridge fifty four feet. The special reason for making so wide a roadway is the probability that there will be two street car tracks across the bridge at some future' date. Engineer Theobald will prepare plans in accordance with the recommendations of the council.

MAY MOVE OLD BRIDGE

With the construction of a new Fourth street bridge authorized, there is an effort on foot to secure the old Iron structure for use at some other point on the east branch, preferably at Seventh or Eighth street. The matter was brought to the attention of the council by Henry Wurst, who said that he would donate the land for the east approach to the bridge if the council would provide money for the removal of the bridge and would take care of the west approach.

There is unquestionably a demand for a bridge south of Fourth street. It would be a convenience to many people.

Concerning the question of the condition of the old bridge, it is pointed out that the old Washington avenue bridge was found to be in perfect condition when torn down. This bridge was of similar construction to the Fourth street bridge, but longer. It vibrated considerably, and there was general fear that it might collapse. The man who had charge of wrecking it said that he never saw structural iron work of similar age that was in better condition. In process of removal it will be possible to determine whether the Fourth street bridge is in fit condition, and to replace any pieces that show signs of deterioration.

The bridge committee of the council will prepare a report on the subject.

19061004 er
SAY NEW ROAD IS FINANCED

October 4, 1906

Work on Oak Point Line Begins Next Spring

The Clough syndicate announced that the financial side of the Elyria-Oak Point trolley line has been arranged so as to cause no future worry.

The problems that remain are up to the engineers and the constructing force. Work will begin as soon as practicable in the spring. The line runs .through South Amherst. And Amherst.

19061005 ec
ARRANGES FOR NEW FURNACES

October 5, 1906

Manager Suppes Visits East to Complete Plans for Improvements

Steel Plant at Lorain Seriously Crippled by Condition of Present Furnaces

The furnaces at the steel plant are not giving satisfaction. One of them is out of commission, and this caused the plant to be crippled. Owing to the bad condition of the furnace, one or two of the mills have had to be closed down. The United States Steel corporation will put in six new furnaces in their plants and it is claimed the Lorain plant will get four of them. Manager Suppes of the steel plant is now in the east making arrangements for the furnaces.

19061005 er

October 5, 1906

Two more options taken on the land at Oak Point expired Friday of this week. The options are those on farms of Henry Fullmer and Charles Hahn, Considerable interest is centered as to what action the company will take. Both of these properties are very large and if the land is taken up there is no longer any doubt but that something of a gigantic nature will be located it Oak Point.

19061006
KNOX SAYS HE WILL BUY MORE LAND

October 6, 1906

Interest on Oak Point Project Receives New Impetus

Pittsburg and Other Steel Centers Watch Movements With Great Interest

For some time there has not been anything said about the Oak Point deal, but interest has again been revived by F. S. Knox intimating that he is going to buy more land in Oak Point district.

He has already bought thousands of acres of land west of the city of Lorain and it is conjectured that on this land an Independent Steel Company will build a plant.

19061009 ec
MAY CONDEMN SAND BEACH

October 9, 1906

Legal Steps Anticipated in Oak Point Real Estate Deal

Lorain, Oct.8. The real cause as to why the options on the land near Oak Point are not being taken up was explained by a man well on the inside of the matter this forenoon in a manner which seems more than plausible, especially since the statements are backed up by an unauthorized statement that the papers necessary to condemn the desired property are now in the course of preparation.

The main cause of delay is credited to the inability on the part of Knox to close up with the Sand and Gravel Company which owns a portion of the beach at the mouth of the stream. While the representatives of the sand and gravel concern contend they have never been asked to sell by Mr. Knox there is evidence to the fact that some of the prominent citizens of this city and Elyria, who have been watching for the developments to take place, have consulted with the officers of the company without avail.

With the sand and gravel land not secured it is stated that it be foolish to attempt to get control of the land now under option, therefore the is being allowed to remain idle. Mr. Knox and his purchasers believing that it is as cheap to fight a dozen suits of that sort as one.

19061011 ant
SYNDICATE SPENDS NEARLY HALF A MILLION DOLLARS FOR OAK POINT LANDS

October 11, 1906

Amherst reporter: The operations of the Knox Syndicate in Black River Township and Amherst townships commencing last December up to date are as follows.

	Acres	Price (approx)	
Mrs. A. Hageman & Mrs. Frances Clark	346	$40,500	
Adam Kolbe	122	46,000	
Elias Baumhart	129	43,000	
Martin Fulmer	106	22,000	
Blanchard, Oak Point	60	30,000	(Blanchett)
John Appeman	140	25,000	
Vincent Knierim	140	25,000	
Robert Hageman	117	25,000	
August Michael	114	21,000	
C. C. Jaeger	111	16,000	
Mrs. Faber	80	16,000	
Louis Kothe	110	15, 000	
Schauver Estate	80	15,000	
George Keller	63	12,000	
Frank Ray	63	12,000	
John Price	50	10,000	
John Brucker	60	9,000	
H.J. Sippel	50	7,000	
E.B. Aldrich	107	5,350	
George Hollstein	25	3,750	
TOTAL	2,303	$416,400	

To this amount may be added thirty or forty thousand dollars for surveys, putting down test holes, current expenses etc.

All of the money involved in the above transactions has been paid excepting Ok Point, Mrs.Faber, C.C. Jeager, Louis Kothe, and the company are ready to pay them as soon as the abstracts are completed.

As the crow flies, it is nearly four miles from the south-west end of the Sipple property to the east end of the Adam Hageman farm on the Leavitt road, which marks the eastern and western limits of this property, and from the mouth of Beaver Creek at Oak Point south this property extends two miles.

19061015
TAKES THE OAK POINT PLEASURE RESORT

After nearly a month of inactivity in Oak Point and Beaver Creek option affair, F.S. Knox and his agents got busy Saturday and bought up three tracts, aggregating the total of $87.000 The cash was paid down.

The main tract purchased was the resort of Oak Point, owned by George Blanchard (Blanchett). This tract comprises about 51 acres and the price paid by Knox was $30,000. The deal included the fine residence on the point which Mr. Blanchard built last fall, the resort buildings, and everything on the grounds. The sale terms are for immediate possession and Mr. Blanchard will have nothIng further to do with the Point. The resort was purchased by Mr. Blanchard about two ycars ago (or $12,000

The Louls Koethe farm, lying south of Oak Point, and comprising about 105 acres, was also purchased by Knox, the price paid being $21, 000, or $300 an acre.

The third tract on which the option was taken up is the Mrs. Lenora Faber farm of 80 acres, lying south-west of Oak Point. The price paid for this tract was $16,000.

One or two options which have become due will, it ls expected, be taken up next week, among them being the Yeager farm.

19061019
BLANCHETT WILL BUY
October 19, 1906

G. Blanchett Wednesday announced that next week: the option he took some months ago on the Shadducks' Lake Park at Vermilion will be closed up and active arrangements will be made to make the resort one of the most popular ones in the state.

Mr. Blanchett took an option on the resort early this summer when Mr. Knox first took an option on Oak Point. The culmination of the latter deal placed Mr. Blanchett in the market for a new summer resort.

19061025 er
An Oak Point Phase

October 25, 1906

In looking forward to the big but mysterious developments that are certainly in store for Oak Point, Elyrians must not lose sight of the fact that any big industry or large population on the lake shore west of Lorain is likely to mean trouble and further expenditure in the Elyria water works department, owing to the contamination that it will bring to the lake water at that point.

The chief superiority of the Elyria water plant over that of Lorain at the present time lies in the fact that Elyria has located its intake pipe two miles from any town, while that of Lorain is close to the turgid, sewage-laden mouth of Black river. Both towns have up-to-date filter plants, and Lorain water is delivered to the consumer little if any more contaminated than that of Elyria. The difference of location is felt however in the differing cost and difficulty of filtration.

A big population near Oak Point would contaminate the water at the Elyria intake to a considerable extent, for population means sewage. Should the Oak Point project turn out to be an oil refinery, as rumored, the situation would be even more serious, threatening the purity of the water with crude petroleum waste. A tunnel and an intake several miles from shore might be the only remedy In such a case.

The laws of Ohio give a municipal water works the right to protect and police its water shed to prevent contamination within a radius of twenty miles. With this law as a lever, Elyria ought to be able to make the Oak Point promoters pay the cost of whatever changes their project may make necessary. In any event it Is a situation which the city fathers should watch.

19061026 ec
LIGHT HOUSE SITE IS BEING WASHED AWAY

Government Makes no Effort to Save Land Donated by Lorain

October 26, 1906

Lorain, Oct. 26: Although Major Townsend has stated that he would come to Lorain to see what could be done relative to protecting the site the city gave the government for a life saving station site, he has not yet appeared on the scene. In the meantime the waves are dashing high over the east pier and the narrow neck of land between the pier and the mainland. In the last few days the waves have been exceptionally numerous and it is estimated that tons of the government site have been washed away. The waves dash over the pier about 10 feet high and shoot over into the river with great force.

The city officials expect, to call the attention to Congressman Burton to the bad situation ia the hope of obtaining his aid in having a protection built to prevent the waves washing away the life saving station site. In marine circles fear is expressed that unless something is done at once the waves of this winter will wash away the entire bank.

19061027 er
BEGIN ACTIVE WORK WITHIN THIRTY DAYS

October 27 1906

Lorain, O., Oct. 26: Farmers In the vicinity of Oak Point are looking for active work to begin there on the land recently bought by F. S. Knox within the next 30 days. Agents of Mr. Knox deny the assertion that any work will be done until spring However, the engineering force which has been at work there was increased yesterday by several men and every move has a tendency to show that the buyers mean business,

A conference with the officials of the Lorain Sand & Gravel Co. was held yesterday in this city, but it Is understood that naught was accomplished. The company bought the property some years ago for something like $40,000. They have been offered double that amount by Mr. Knox early last summer but the proposition was refused.

At the meeting yesterday Knox raised his offer to some extent, but no agreement was reached. It Is learned from a reliable source today that no more offers will be made, but that proceedings to condemn the property will be instituted. The papers to bring this action have al---

19061027 ec
GRAVEL COMPANY REFUSES T0 SELL LAND TO KNOX

Condemnation Proceedings May be Commenced to Secure Mouth of Beaver Creek

October 27, 1906

Lorain, Oct. 26.—Farmers in the vicinity of Oak Point are looking for active work to begin there on the land, recently bought by F. S. Knox within the next 30 days. Agents of Mr. Knox deny the assertion that any work will be done until spring. However, the engineering force which has been at work there was increased yesterday by several men and every move has a tendency to show that the buyers mean business.

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At the meeting yesterday Knox raised his offer to some extent but no agreement was reached. It is learned from a reliable source today that no more offers will be made but that proceedings to condemn the property will be instituted. The papers to bring this action have already been drawn up but the filing depends on the action of the Sand & Gravel Company during the days of grace allowed them.

In event the condemnation proceedings are brought the real object of the land purchase will be made known for in all probability the court will demand to know why the land is sought and by whom it is deemed necessary. In this manner the secret which has long been a matter of discussion In not only Lorain but the country over will on a measure be solved.

It is learned today that other suits of condemnation will be instituted when the company gets ready to utilize some of the land upon which the options have been allowed to lapse. It is also claimed that the suits will be filed in the name of the Lake Erie Canal Company as the authority of a canal company is far greater than a railroad corporation.

19061031 ec
SHIP CANAL TO BE BUILT

November 11, 1906

Horseshoe Shaped Waterway Included in Oak Point Plans

October 31, 1906

Lorain, Oct. 31.—Should the plans made in connection with the improvement at Oak Point be adhered to strictly a canal of horseshoe shape will be built affording two entrances to the lake., These are the plans of the company and partially accounts for the numerous surveys that have been made along the Beaver Creek and through the country to the westward. .

In an interview this forenoon with parties who have seen the plans it is learned that the bend In the creek will be utilized as one part of the canal and a cut will be made through the land near the Faber farm toward the southwest and connect with the marsh to the south and west of Oak Point, thug forming a horseshoe bend.

It is understood that this plan has been decided upon as a much better way as it will do away with the blasting of rocks in order to make a turn- ing basin farther up the stream. Examinations of the bed of the creek in the rear of the Jaeger farm, where jt was contemplated to dredge the winding basin, show solid rock, making it a difficult task to gain the objects sought.

Another feature which adds interest to the situation relative to a canal is the fact that a strip of land 500 feet wide has been surveyed the entire length of Beaver Creek as far as the road immediately in the rear of the town hall building in Amherst. Any number of stakes have been driven that far and measurements taken. It has been currently reported that the object was to locate the southern terminal of the canal .

19061111
TELEPHONE AT THE POINT

November 11, 1906

A meeting of the directors of the Black River Telephone Co. was held at Lorain last night, at which time the contract with F. S. Knox for a telephone line to Oak Point was ratified by the board The work of building the line will begin as soon as material can be assembled on the ground. A number of the farmers in that section of the township have also applied for telephone service, and as soon as the line is completed they will be given the accommodations.

The company also declared its regular dividend for the quarter of three per cent.

19061112
HAS LAND CO. SOLD BEACH?

Rumor Says Knox Get Mouth of Beaver Creek

November 12, 1906

Lorain, Nov. 12: Persistent rumors that refuse to down are are in circulation today to the effect that a purchase of the beach owned by the Lorain Sand & Gravel Company was made by F. S. Knox yesterday after noon. It is claimed that the company received $140,000 for the land it owned on the lake front near Oak Point The information comes from such a reliable source that it is difficult to refuse to believe it.

Inquiries among the directors and officers of the Sand & Gravel Company, however, brings forth no direct confirmation of the rumor. One director today refused to have anything to say concerning the deal, refusing to either deny or confirm the rumors which have been afloat since last night. Mr. Knox has bought much acreage in the vicinity of Oak Point and this land owned by the gravel company has been currently reported to be the only piece which has prevented the purchasers, represented by Mr. Knox, from making their plans known.

From a source eminently reliable it is learned that a complete statement divulging the cause of the land purchase will now be made within the next two weeks. This statement alone is significant and seems to have great bearing on the stamping of the rumors as truth.

A deal for the property has been on for months but no decision has as yet been officially announced, but those who are on the inside of the matter claim the purchase was made. At the above figure yesterday.

19061113 er
A BONANZA

November 13, 1906

The sale of the property which the Lorain Sand & Gravel company owned near Oak Point has caused no small amount of gossip, especially at to the price paid for the same. A trifle over two years ago the company came into possession of the beach, paying $40,000 for it. Last year a dividend was declared of between 5 and 10 per cent and $15,000 was paid on its debts. The property was sold Friday for $140,000. Klondykes are not in it with gravel land at Oak Point.

19061123 er
November 23, 1906

The Black River Telephone Company has begun the construction of a telephone line to Oak Point.

19061128 er
KNOX TO LIVE AT OAK POINT.

November 28, 1906

Orders Furniture to be Delivered to the Cottage on the Shore by End of this Week,

F. S. Knox, who bought all the farm land near Oak Point, will In the future reside at that place. Knox Monday placed an order with a Lorain furniture house for sufficient furnishings for the cottage located on the grounds and asked that the goods to be delivered to the Point by the last of this week. From an intimate friend of Mr. Knox it is learned that he expects to bring his family to Oak Point and make that his home.

Carpenters are still at work remodeling the dance hall and fixing the place up for suitable office quarters.

19061202
NEW ELECTRIC LINE

December 2, 1906

Party of Agents Seeking Right-of-Way for Line to Columbus,

New Route Would Tap La Grange, Penfield and Other Small Places and Connect at Mansfield With Southern Route.

The announcement was made late Saturday afternoon that promoters are now at work looking to secure the right-of-way necessary to build a new traction line which will in time connect Elyria with Columbus. The plans given out now show the road to be built through from this city to La Grange, thence to Penfield, Spencer and Sullivan in a southwesterly direction and from there into Mansfield, where it will connect with the road which is now being built from Columbus to that city.

Agents of the promoters of this enterprise have been in the rural districts for several days ascertaining from the farmers their feeling toward the enterprise. It is proposed to build the road In event the farmers will donate the right-of-way needed for its construction. The majority of the farmers look with favor on the proposition and it Is said the agents feel very much encouraged. The names of the promoters are not being divulged at the present time and little can be learned as to the real intentions of the promoters other than as outlined above.

19061202 er
OAK POINT MEN MUST SHOW HAND

December 2, 1906

Meager Information Discloses That Industry of Gigantic Size Will Build There
Canal to Encircle the 4,000 Acres of Land,
Also a Railroad.

The filing of the suits In the probate court here, Saturday, by the Lake Erle Ship Canal and Lake Terminal Railroad Companies will undoubtedly soon bring to the public the knowledge as to why the thousands of acres of land have been bought in and around Oak Point.

Five suits were filed Saturday against different land owners in that section of the county In which F. S. Knox seeks to condemn certain parcels of land. In order to condemn the property, Mr. Knox must show to the court a cause us to why this should be necessary. When this is done the real object of the land purchase will be made public.

So far the object has been the deepest secret that the Lorain county public has ever had to deal with. Numerous guesses have been made, but to all of these Mr. Knox has smiled and said: “You will find out in due time.”

The time will come when these cases will come up for hearing in the probate court, for it will be up to Mr. Knox to show to the court that the canal is to be built and what it is to be built for. The complete drawings will also have to be submitted.

The plans filed Saturday show that a belt line road is contemplated from the mouth of the creek to the village line at Amherst. The line follows the narrow gauge right-of-way south and then takes a northerly course. Just north of the Amherst town hall. A switch also connects the belt line with the Lake Shore & Michigan Southern at Amherst.

The plans also indicate that the canal will encircle the entire 4,000 acres of land, affording ample dock room for the company. The Lake Terminal railroad is mapped out on the banks of the canal. From one of the men Interested in the plans of the company it is learned that an effort will be made to have the canal of horseshoe shape, so that vessels may enter at one place and leave at the other end

The cases filed Saturday will be heard by Judge Hinman on Dec. 13 and 14 and it is then expected that the real intent of the land buying will become known to the public. Great interest is centered at Oak Point and has been for months.

19061203
LAKE SHORE ELECTRIC TO CHANGE LINE

Oak Point Canal May Drive Traction to South Lorain

December 3, 1906

Lorain, Dec. 3: A plan is before the directors of the Lake Shore Electric Railway Co, that if carried out, would mean. Not only the shortening of the route from Cleveland to points west of this city by several miles, with consequent reduction of time in running, but would mean a practical revolution of the business centers of this city.

The plan is said to have been broached by the concern which is projecting the improvements at Oak Point, which up to the present time have been kept dark and mysterious. The scheme Is the outgrowth of necessities of the industries proposed to be located at the point. These Industries include a ship canal by some authorities claimed to be of the horse shoe variety. This would demand the construction of draw bridges by the railway, with consequent embarrassment of traffic to both the canal company and the trolley

line. In this the Nickel Plate railroad is also concerned, paralleling as it does the Lake Shore Electric tracks in that vicinity.

The new scheme is to run the main line cars of the Lake Shore Electric over the Avon Beach & Southern branch to South Lorain, thence out at the southern boundaries of this city and along in the vicinity of the Amherst township line, striking the Oak Point industrial center about a mile south of the Beaver creek mouth and the canal Th

19061204
LAND BUYING AT OAK POINT BRINGS FORTH YARNS

December 4, 1906

In Years Gone by County Authorities Were Compelled to Make Several Raids to Stop Lawlessness,Sheriff Bailsbury Was Star Performer.

Now that Oak Point ls brought prominently before the people of this state as the result of the extensive land buying within the last few months, many interesting yarns are being spun by the court house attaches relative to some of the disturbances that have occurred there.

“Sheriff Sellsbury was the hero of a sensational raid on Oak Point,” relates Prosecutor Stevens.“The affair occurred during the term of A. E. Lord as sheriff, at which time the sheriff was one of the deputies.

Oak Point was, at that time, said the prosecutor, “a place of somewhat shady reputation. Liquor was sold upon the grounds week days and Sundays, and fights and other disorders were common. There was a sort of a temperance revival at Lorain, and the police in that city suddenly became aware of the evil flourishing so near at hand, and decided to raid the place. One Sunday they hired a rig, for in those days there were no street cars, and drove out to the Point, about ten strong. The resort was full, a picnic being in progress, and drink was being served out in buckets.

The daring Lorain policemen attempted to put one of the men under arrest, but didn’t succeed, for the picnickers showed fight and drove the officers from the grounds. After their flight the subjugation of Oak Point was put up to the sheriff, not a Lorain policeman being willing to attempt a second raid. A posse was organized and on the next Sunday surrounded the resort and called upon the merrymakers within to surrender, They showed fight and the deputies charged the crowd. Sheriff Sellsbury was in the thick of the fight, and at one time was attacked by five men. He stood bis ground and after a hard fight managed to land the fellow he was after. The other members of the posse also landed their men, and although badly bruised up, got them to Lorain,

Here the prisoners were taken before a justice of the peace and were fined $50 and costs each. Not a man but whose clothes were ruined. Most all of the deputies wore black eyes, while bumps and bruises were plentifully distributed.

The posse returned to Elyria covered with dust and glory, and so ended the famous raid on Oak Point. In the future it is hoped that the section will redeem itself by its huge Industries from the evil reputation it has gained in the past”

19061204 er
MORE LAND IS WANTED

Elyria Reporter Dec 4, 1906

Condemnation Proceedings Instituted Against George Hahn,

F. S. Knox and Syndicate Seek Nineteen Acres to be Used for Railway Purposes.

More interest in the Oak Point. Deal was aroused Tuesday when a petition was filed in the probate court, seeking to condemn more land. The suit is brought by the Erie Terminal Railway Company and is to gain possession of 19 acres belonging to George Hahn and located just west of Oak Polnt.

No maps of any kind showing the route of the proposed railway were filed. Its purpose is reiterated to be the construction of a road from the mouth of Beaver Creek three miles to the borders of Black River township. The omission of the map is significant, as they are generally filed in cases of this kind, and shows that the Knox syndicate is determined to keep its plans from the public as long as may be possible.

19061205 er
DOESN'T LOOK LIKE STANDARD

Companys' Attorney Hired to Defend Interest of Sand & Gravel Company.

December 5, 1906

The retaining of Virgil P. Kline by the Lorain Sand & Gravel Company as attorney to contest the suits brought by the Knox syndicate to obtain possession of its' lands at Oak Point seems to dispose of the theory that the Standard Oil Company is to erect a refinery on the immense tract secured by Knox. Kline has been at the head of the legal force of the Standard for many years and hence it is not likely he would be identified with the Lorain Sand & Gravel Company if the Standard were the parties behind the Oak Point deals.

19061205
WILL BE AN ENTERPRISE OF GIGANTIC PROPORTIONS

December 5, 1906

Attorney H. G. Redington Says Says That Plant at Oak Point Will Cause an Expenditure of $6,000,000 and Will Employ Thousands of Men.

Whatever the new enterprise which is to locate at Oak Point may be, it will be one of gigantic proportions. H. G. Redington, one of the attorneys for the promoters, says that it is planned to employ thousands of men and to spend more than $6,000,000 In the building of its plant. He says that the hearing of the appropriation suits filed last week in the probate court will put an end to the mystery surrounding the gigantic deals which have been In progress for the past several months.

The magnitude of the transactions can be grasped only by a thorough consideration of the deals taken collectively and compared with the map of Black River and Amherst townships. Such an examination reveals the fact that in all a total of 3,267 acres have been purchased by the Knox syndicate. A total of $500,587 has been expended in its purchase, to say nothing of the money spent for options originally. Secrecy was demanded because of the tendency of property owners to refuse to sell except at an exorbitant price when they know that a corporation wants the land. Enough land has been obtained, and the truth concerning the company's plans will soon be revealed.

19061209 ec
STEEL MEN LOOK OVER OAK POINT

December 9, 1906

Secretly Inspect Land Purchased by Knox Syndicate

Lorain, Nov. 9: That there will be something decisive done at Oak Point within the next few weeks seems now to be an assured fact for yesterday morning nine men, recognized as steel men, formerly connected with the steel industry in the Mahoning Valley, made an early morning trip around the roads through the immense tracts of land recently purchased by the Knox syndicate.

The utmost secrecy was maintained by the men to avoid publicity and recognition, and closed carriages were used to convey the men about the property. They arrived in Amherst in a special train over the Lake Shore from the East in the early morning hours, while the majority of the inhabitants of the village were still asleep. There they were met by the carriages which had been ordered by telegraph the evening before.

From the village the men immediately left for the property, and spent several hours in examining the ground and comparing the lay of the land with plans, which they had in their possession. Later in the day they returned to Amherst and returned on their way to the East.

19061210 er
OAK POINT SUITS WILL GO OVER.

Virgil P. Kline Is Busy in Supreme Court and Cannot Act This Week

December 10, 1906

Because Virgil P. Kline will be occupied this entire week in arguing Standard Oil cases, the appropriation suits brought by the Erie Terminal Railway company and the Erie Canal company to gain possession of land at Oak Point belonging to the Lorain Sand & Gravel company, will have to be postponed indefinitely. In the other cases jury trials will probably he demanded.

19061217 er
WILL TRY TO FORCE OAK POINT CASE

December 17, 1906

Attorneys for Catherine McCabe and Owen McCabe and J. C. Hill, guardlan, have filed a motion in the probate court asking that the Erie Ship Canal Company and the Erie Terminal Railway Company make their petitions more definite and certain in the suits to condemn land at Oak Point. They also ask that the Knox companies declare what use they intend to make of the land and to come out and fight in the open. There are ten different particulars in which they are asked to amend their petition, of which the following are the most important:

First, they are asked to tell where the pretended ship canal is to be located. Second, they are asked to give its dimensions .Third, they are asked to state how much land they intend to occupy and to excavate. Forth, they are asked to submit to the court a map or drawing of their proposed improvements at Oak Point. Fifth, they are asked to show the resolutions of thee board of directors under which they are proceeding. Sixth, they are asked to state the specific purpose for which they are to use the land.

19061220
THE IRON TRADE REVIEW 32

December 20, 1906

The Lorain & Ashland, the new road being built by Joseph Ramsey Jr., former president of the Wabash, has been practically completed from Lorain to Wellington and has been surveyed as far as Ashland and is now said, arrangements are being made to extend the road south to the Ohio river.

19070105
Elyria Reporter January 5, 1907

THREE CENT FARE FOR ELYRIA

Chamber of Commerce Committee Has Heard That Belt Line Will Offer It.

Many People Think City Should Exact Pay From All Concerns Seeking to Occupy the Public Highway.

Some minor charges in the belt line franchise have been suggested by the committee of the Chamber of Commerce. Following the reading of the report, Friday evening, an interesting discussion on the question followed. F. AM. Stevens thought a provision requiring the payment of an annual percentage of earnings from the company obtaining the franchise should be compelled. H. M. Andress said he believed that nine out of ten citizens favored this plan, but he did not think it a good one.

J. C. Crisp stated that the local belt line promoters intend to charge a fare of three cents, but that there will be unable to do it should any such provision be inserted in the franchise.

While there are some who believe that the promoters are sincere in this statement, there are others who look for a provision in the franchise that will permit the company raising the rate as soon as the franchise is secured.

19070112

THINK KLAUS IS A COMER

January 12, 1907

If Frank Klaus, the fighter of Oak Point fame, wins in his match tonight with Paul Moore at Pittsburg, Pa., the chances are favorable that he will be matched to fight some of the more famous ring generals. Klaus bear up Frazer at Oak Point several months ago and has showed he can make good with the gloves. He is claimed to be exceptionally fast and some of the sports here expect to see him at the head of the welterweight class before another year rolls around.

19070117

January 17, 1907

McKeesport parties are said to be looking for real estate in the vicinity of Oak Point.

Lorain harbor has failed to get the money needed to remove an obnoxious sand bar in the river. Congressman Burton refused to place their item in the river and harbor bill for the reason that no survey of the work had yet been made.

19070118

MUCH MYSTERY IN THIS NEW SURVEY

January 18, 1907

Party at Work Near Monroeville Claims to be Connected With Oak Point Move.

Gives Out a Statement That Big Canal Is to Be Built for Storage of Boats.

The startling announcement comes from Monroeville, a little town located west of here on the southern division of the Lake Shore & Michigan Southern railroad, that a survey is being made for a canal from Oak Point to that place.

The informant is C. B. Walker, who claims to have secured the information in a talk with one of the engineering party while riding with him from Cleveland to Norwalk. The engineer is also credited with the statement that the canal is being made for the large vessel interests operating on the lakes who claim that Lorain and Cleveland harbor are unable to afford the require amount of shelter for the big vessels during the winter months.

The fact that surveyors are a work near Monroeville would indicate that another mystifying move is being made relative to Oak Point where upwards of 4,000 acres of land have been bought by F. S. Knox as agent for unknown capitalists. The canal part of the storage and, especially, the storage of vessels during the winter sounds very much like a “con” inasmuch as the financial men are not in the habit of laying out large sums of money for any such purpose.

19070119
ANOTHER DELAY IN OAK POINT CASES

January 19, 1907

Suits Long Pending Were Dismissed Today, But New Ones Will be Filed.

Men Who Bought Four Thousand Acres of Soil Are Trying to Settle for It Out of Court.

All the suits pending in the probate court for the condemnation of land at Oak Point said to be wanted to provide land for the building of a ship canal and a railway three miles long. Were dismissed by the plaintiffs, Saturday morning. Steps were taken at once to refile them in the court of common pleas. New services will have to be obtained on all parties and judging by the usual rate at which cases are heard in that court. They cannot be expected to come to trial before next fall.

In the meantime every effort is being made to settle the actions out of court, and in this they may be successful. The Columbus attorneys who constitute all that is known of the syndicate which has been purchasing thousands of dollars worth of land at Oak Point still claim that the building of a harbor by the Erie Ship Canal Company and an encircling railway by the Erie Terminal Railway Company and all the uses to which the 4,000 acre tract now in their hands is to be put,

As the incorporators’ of both these companies are mere clerks and office boys in the employ of the attorneys, and as all the principal railways are building lines thereto, it becomes evident that an attempt is being made to conceal from the public their real intentions. For this reason the appropriation suits which might force them to reveal their backers. May never come to trial.

19070119
KNOX EXTENDS LAND OPTION

January 19, 1907

Frank S. Knox is still arranging for the settlement of the controversy over the land at Oak Point. A number of options that expired on January 15th have been extended, the latest one being that on the Brant farm, just outside of the corporation line of Amherst.

19070123
KNOX LEAVES FOR CALIFORNIA FOR WINTER

January 23, 1907

Announces That Nothing Will Be Done at Oak Point Until Summer.

A statement from Columbus is to the effect that nothing farther will be done relative to the Oak Point land appropriation cases until next summer. F. S. Knox, who acted as agent for some capitalists and bought the land, has taken his wife and gone to the south land. They will spend the winter in lower California, returning about the first of May.

Engineer Trent is still at the headquarters established in the dance pavilion, but claims that he has little else to do than go to town and get the mail. The drawings and maps of the land have all been finished.

19070124

January 24, 1907

F. 8. Knox has asked extensions on a large number of Oak Point options that expired on Jan. 15.

19070125
WOMAN ASKS COURT TO QUIET TITLE TO HER FARM SO SHE CAN SELL

January 25, 1907

Records Have Become Mixed and Knox Has Refused to Accept Deed to Twelve Acres of Ground Adjacent to Beaver Creek—Others Claim to Own it.

Preparatory to selling her property on Beaver Creek at Oak Point to the Knox Syndicate, Ann C. Jeager has brought a suit to quiet adverse title in the court of common pleas. Catharine Hageman, widow of Adam Hageman; Henry Hageman, Mary, Catherine, Pearl, and Corice Hageman, O. F. Hageman, Francis G. Clock and H. K. Clock are named as defendants.

The plaintiff says that William Jaeger originally owned the property and was in undisputed possession of it until 1876, when he died. He willed it to Elizabeth Jaeger, who sold it to Maria Winters, who later sold it to the plaintiff.

The petition alleges that recently the defendants have claimed to have some title to the property, which she asks the court to compel them to set up or be forever barred.

The land in dispute consists of 12 acres, all of the remainder of the farm having previously been sold to Knox. He agreed that as soon as the title could be satisfactorily arranged for the land he would buy it. Since then a force of clerks has beep engaged in the abstract office seeking to trace the ownership of the land down to a point satisfactory to the buyer. It is evident that this task has failed to produce the desired results, and the court will now be asked to settle the title of the property.

19070131

January 31, 1907

Preparatory to selling her property on Beaver creek at Oak Point to the Knox syndicate, Ann C. Jeager has brought suit to quiet adverse title in the court of common pleas. Catherine Hageman, widow of Adam Hageman; Henry Hageman, Mary, Catherine, Pearl and Corinne Hageman, Francis G. Clock and H. K. Clock are named as defendants.

19070201
LAST FARM OPTIONED.

February 1, 1907

Promoters Control All the Property Near Oak Point.

North Amherst, Jan. 31: An option was taken on the Elias Baumhart farm Tuesday for $200 per acre which closes the last option on all the farms from the west boundaries of Lorain to Oak Point. It is thought that within a few days it will be definitely known what the new concern will be.

19070202
FRIENDLY FEELING MAY STOP RAMSEY ROAD

February 2, 1907

Report From Pittsburg That He and Gould Have Again Joined Hands Has Caused Many in Lorain County to Believe Lorain & Southern Will Never Be Completed.

The announcement from Pittsburg to the effect that Gould and Ramsey have made up and are again fast friends has caused many to wonder what effect that friendship will have on the two railroads now in course of construction through this county.

Ramsey has his line nearly finished from Wellington to Lorain, but for some months now there has not been a tap of work done, with the exception of that done by a gang of surveyors in the southern part of the state.

In the meantime the work on the Wabash road is being pushed ahead just as fast as the weather will permit. While the Wabash line is a scene of activity almost daily, the Ramsey right-of-way is one glare of ice in the places where it was necessary to make a cut in the grade. The Lorain & Southern was the route which Ramsey had originally intended for the Wabash system, but when he and Gould fell out a few years ago at the Toledo meeting Ramsey failed to turn his plans over, but instead began negotiations for the purchase of the Industrial road which the steel company at Lorain owned. It encircles the plant and practically gave Ramsey the control of the situation so perfectly that for an enemy interest to get a foothold was next to impossible.

A year ago Ramsey closed the purchase of the Industrial road. He began the survey of a road from Lorain to Wellington, and within a few weeks the work was under way. Rapid progress was made until the rails

were laid for the greater past of the distance. Early last fall a halt was called on the work. One of the contractors claimed that money was hard to get, consequently the work had been stopped, but Ramsey announced having secured a loan of $50,000,000 in England which would permit the construction of the road at once. There has not been any work done since. This continued idleness, especially while the opposition is forging ahead, and the announcement from Pittsburg of the friendship deal, has caused a feeling to become prevalent that the animosity between the two interests has been dropped and that it is quite possible that the Ramsey road will never be finished. What adds color to this thought is the fact that the two roads tap almost the same territory. It is hardly to be expected that two roads would make money in a deal of that sort.

19070202
OAK POINT CASES CONTINUED

February 2, 1907

Indications Now Are Favorable That They Will Be Taken Up In Three Weeks.

The Oak Point appropriation cases have again been postponed. Those against the Lorain Sand & Gravel Company, still in the probate court, will be taken up in three weeks, if not again delayed. Those in the court of common pleas are set for February 16th, one week earlier.

Attorneys for Owen McCabe, one of the defendants, have refiled in the court of common pleas the motion requiring the plaintiffs to declare for what purpose they intend to use the land when it is obtained. This will force the promotors to make public the secret which they have so jealously guarded for months.

19070202
REAL ESTATE TRANSFERS SHOW A HEALTHY TONE

February 2, 1907

Indications Point to Lively Business Being Done in the County During 1907 Amherst Village Profits by Big Boom in Farm Land at Oak Point Prices Advanced.

With the ending, yesterday, of the first month of the year 1907, it can be said that the real estate market of this county shows a decidedly satisfactory condition. Except during an occasional exceptional active market, January, from a real estate standpoint, is considered a very poor month. The number of transfers of real estate during the month has not been up to that of previous months, but even at that it has been sufficient to convince one that the oncoming year shows some very encouraging features. The transfer of deeds recorded at the county recorder's office last year will probably be the largest in the history of the county for some time for the reason that the vast amount of land was bought in the vicinity of Oak Point. In addition a large number of lots have been bought in the allotments located both here and in Lorain. The total number of deeds recorded will likely reach 150, the majority of the property being located in Elyria, Lorain and Amherst.

The latter named place is now seeing a prosperous time in real estate deals. The buying of the Oak Point land, scarcely two miles from the center of the town, has caused a boom in real estate, and prices have advanced from 100 to 500 per cent and even more. A piece of property was sold a few days ago which at

one time could have been bought for a few hundred dollars for about $3, 000. Strangers are daily inquiring the price of houses and lots in the village, and the effect has been that the value of land has been considerably boosted. Brewery interests and hetel men are now figuring far several locations. According to common report, the Oak Point land buying will increase the population of that town from the present 2,000 inhabitants to a city of about 10,000 within the next year. Many property owners are holding fast to their places with the expectation of getting big prices later on.

Local dealers do not look for the big sales to begin much before the middle of this month or possibly the first of March.

From the number of inquiries for rental property it may be concluded that quite a number expect to move here this spring.

19070205
INACTIVITY CAUSES MUCH SPECULATION

February 5, 1907

Attorney Morton Denies That Oak Point Land Deal is All a Myth Claims Plans Are Not Yet Consummated Thinks It Will Attract Industries.

The lack of any further activity relative to the land buying at Oak Point has caused considerable discussion in business circles in this part of the state, principally in Cleveland. The Plain Dealer of that City had a column article today relative to the land buying having stopped, and made an effort to explain it. An interview was sought from Virgil P. Kline, the Standard Oil attorney but he denied that his company had anything to do with the land buying in whatsoever manner. In fact Kline has been retained by the Lorain Sand and Gravel Company to fight the appropriation cases which are now in the local courts.

While there has been considerable talk to the effect that the Standard 0il Company was about to erect refineries there, this is positively denied by Mr. Kline. Men who are interested in the steel trust also claim to have no knowledge as to what it means. They refuse to admit that any railroads are back of the move, claiming that the railroads are so closely related to the United States Steel Company that any such action would become, known to the trust very soon after' lend buying was begun.

The thing which is proving to be very puzzling just at this time is the delay in the final closing of the deal. Fully 3,278 acres of land have been bought, 374 acres since the first of the year. An average price of $210 per acre was paid, bringing the total amount expended up to $688,380.

Now there is a belief prevalent that the deal has fallen through entirely. In regard to the matter E. C. Morton, the Columbus attorney through whom the deals were made, has the following to say:

“Our work has been delayed by litigation. We have filed several condemnation suits to acquire more and and until these are decided we cannot proceed. Under our charter we can provide a harbor and arrange terminal facilities. Whether the plans of the men who are to furnish the money for the enterprise can be successfully consummated remains to be seen. It is confidently expected that the enterprise intended for Oak Point will prove an attraction for other enterprises Nothing more can be said than this.”

There has also been a belief that the United States Pressed Steel Car Company was back of the land buying, but this is also flatly denied. Knox, who bought the land, has left here, saying that he was going to California to spend about six weeks, He considers the piece of work completed at Oak Point.

19070206
HOUSES WILL BE BUILT AT OAK POINT

February 6, 1907

Three of Them Are to Be Constructed by Amherst Contractors Early in Spring.

Brandt and Patterson, two contractors at Amherst, have been given the contract for the erection of three new houses at Oak Point, the total cost of which is to be $6,000. The men have orders to begin the work as soon as the frost leaves the ground in the spring. The houses will be of permanent construction and will contain from seven to ten rooms each. The buildings will be located on the east side of the road, opposite the Oak Point entrance gate. It is given out that the houses are being built for the engineers and some of the workmen who are expected to begin active operations early in the spring. Several more contracts are to be let which promises to be but a forerunner of the extensive improvements to be made at the place where over 3,000 acres 0f land have been bought.

189070211
LARGE COAL DOCKS AT OAK POINT
OTHER INDUSTRIES WILL ALSO BE SECURED THERE

February 11, 1907

Midland Coal Company and Johnstons' Are Back of the Land Buying and Will Fight the John P. Morgan Corporation, From Whose Docks They Have Been Shipping Steel Company Also Figures in Deal

Gradually the object of the land buying at Oak Point is being brought to the knowledge of the people of this county who have for months been watching the developments in that section with the most intense interest. Almost everything from a dry dock to a steel plant of gigantic size has been located at the one time summer resort since F. S. Knox began the buying up of 3,200 acres of land. The first inkling of the object of the purchase was given out by Attorney Morton at Columbus Saturday, just before he left for Pasadena, Cal. Where be claims he will visit bis mother. Mr. Morton promised to make a clean breast of the affair as soon as be returns from the west, which will be about the end of February. However, before leaving Columbus be gave out that extensive coal dorks will be located at Oak Point, at which place a harbor will be constructed of a horse shoe shape, permitting the vessels to enter at one place and leave by the other This is made possible by the natural topography of the land. A small stream and swamp is located to the west of the summer resort while on the east about 8,000 feet is the main stream of Beaver creek. The canal will be dug from west side of the grove to a point about a half mile south of the lake where it will veer to the southeast. Then due east and join the Beaver creek, thus forming a horse shoe shape canal.

Along the banks will be located coal loading devices of the latest Improved patterns. A sufficient number will be erected to give the quickest possible service to the fleet of boats which the men back of the project already have under lease.

While It has been suspicious all along that the Midland Coal Company was back of the deal to a more or less extent. The first announcement was made Saturday by Morton who admitted that the Midland company was one of the concerns that bad allied its Interest with a number of others for the purpose of fighting the Sunday Creek Company which is largely controlled by John P. Morgan and other steel company magnates who are Identified with the Pittsburg Coal Company and have about controlled the lake shipments for years.

The Midland company and the Johnston Bros. Have been shipping their mine products by way of the Morgan docks in Cleveland. Their business, however, has grown to such proportion that the two interests now feel themselves capable of constructing their own docks. The object of the extensive land buying in the belief of the promoters that with the location of the coal docks at Oak Point and the harbor facilities other industries will locate there. In fact, there seems to be an understanding now with a number of the smaller steel concerns that they will be offered sites at very reasonable prices. A number of eastern manufacturers are also said to be identified in the land buying, believing that works located at Oak Point will afford them many advantages. Especially to the way of low freight rates in shipping to western points

That the Midland Coal Co. is the prime mover in the purchase of the 3,500 acres of land was admitted by F. S. Knox about a year ago when with the writer he traced a railway track from the mouth of Beaver creek across state to the mines of the Midland company. However, this Information was not given for the knowledge of the general public. At that time the matter was very much unsettled owing to but a small portion of the land having been secured.

Should the entire arrangements planned for materialize, coal docks furnaces, steel mills, and steel manufacturing plants will be thriving at Oak Point within a year, bringing thousands of men and their families from Connecticut, Massachusetts, Vermont, New York and New Jersey. While the latter has been planned for some time, the positive announcement of the deals consummation are are lacking,

The real object of the U. S. Steel corporation offering opposition is explained when it is taken into consideration that when the docks are built, Morgans' Interests will be the largest sufferers.

19070212
OAK POINT CASES FEB. 16

At the Oak Point appropriation cases, with the exception of that against the Lorain Sand & Gravel Company. Which is still in the probate court, have been specially assigned for hearing before Judge Washburn. Feb. 16th. Attorneys for the Erie Ship Canal Company and the Erie Terminal Railway Company say that they are anxious that all the cases be disposed of as soon as possible

19070214
SHIPPING AND REAL ESTATE

February, 14, 1907

THESE APPEAR TO BE EXTENT OF OAK POINT ENTERPRISES ACCORDING TO LAST GUESS.

Manufacturing To Be Incidental Depending Upon Sale of Factory Sites Fight Upon J. P. Morgan Coal Interests.

Guess No. 41,144 by the Lorain newspapers as to the nature of the enterprise projected at Oak Point is reasonable enough to command more than passing attention. According to the latest surmise, backed by certain indications, the. Knox syndicate a creature of the Midland Coal company and other shipping interests which seek to make a gigantic shipping point in competition with the J. P. Morgan companies.

The plan is said to contemplate a loop or horse shoe canal, along which the docks will be ranged. Ships will enter at one end of the loop and pass out at the other.

Incidentally, it Is believed that the promoters calculated upon the sale of manufacturing sites adjacent to the canal and to a general real estate business in connection with it.

19070216
Land Buying At Oak Point Helps Amherst Grow

February 16, 1907

Few town in northern Ohio have made such wonderful progress during the past ten years as has the town of Amherst, eight miles west of this city. For while other towns have gone up with a jump as the result of large industries locating in their midst, this town has grown steadily forward in a solid and substantial manner, and in place of a town of a few hundred souls there Is today a village of 2,000 Inhabitants with the majority of them owning their own homes.

Amherst has prospects that few Ohio towns can boast of. Of course, its greatness depends wholly upon the outcome of the land purchase at Oak Point, but F. S. Knox has given the assurance that Amherst will be a town of ten thousand inhabitants in less than five years, and who is there in better shape to make a prediction than the man who Is doing all of the land buying?

The location of the proposed canal at the north village limits will afford opportunities that the people there way not take advantage of until they become more accustomed to the change. They have been in the habit of traveling in a rut and too sudden a change may not be grasped by them as quickly would in some other municipalities but one may rest assured that the chance that it is given even at a later time.

Since the buying of the land at Oak Point real estate values have gone up most wonderfully and today, property that could at one time have been bought for a few dollars is demanding high prices and in many cases the residents will not sell although a handsome figure is offered. The people of Amherst love their town. They have made it what it is by faithful and hard work. It has grown from a mite of a place, that was not even on some maps, to a place that is beautiful in summer time and is as thrifty as any town along the

shores of Lake Erie. Its' location adjacent to Oak Point. Scarcely more than two miles away, will necessarily boom the town as never before and much may be looked for by the people there.

With the location of Amherst as one of the thriving villages of Lorain county a pretty story of Indian hardships and privations endured by the early settlers, is told. It was one summers' day, the day before July 4th, that Issac Shupe and Josiah Harris with their families, drove down to the hill just west of the town ball, A spring of fresh water was oozing out of the hillside. It was late in the afternoon and the wanderers decided to remain. Camp was pitched and the women folk started in to get the evening meal, It was not long however, than the presence of others on the vicinity was made known. They were not white people, either. For the big chief of the Beaver Indian Tribe marched up and demanded to know why they had taken possession of the spring. Being of a peaceful nature, this Indian soon made friends with the early settlers and by nightfall both were smoking the pipe of peace before the log fire.

The next morning was July Fourth and the two pioneers came out of their wagon and fired salutes from their old flintlock muskets, proclaiming to the Indian colony encamped in the valley that it was July Fourth, the nation's birthday.

Josiah Harris remained there and in the course of a few days erected a substantial log cabin directly in the rear of where the town hall now stands. The Brown home although greatly remodeled contains the timbers of the first house built in Amherst. Josia Harris owned practically all of the land which now is the village, while Shupe moved farther south in the woods. Letters were sent to the east and by and by other Massachusetts residents came to locate on the fertile soil of the ridge. In the course of a few years a healthy settlement had grown up and the people were able to support a church. A Baptist edifice was built. The building has been converted into an apartment house.

The first industries of the town were a tannery, grist mill and foundry. The former two were located within a stones' throw of the place where the first white man camped while the foundry was located farther east.

A few years later a number of Scotch and Irish arrived. The Scotch recognized the value of the land underlain by large quantities of stone, and with the aid of the Irish soon had quarries in operation. The majority of them were located several miles from railway facilities and the product had to be hauled by wagon to the Lake Shore tracks where a gang of men was employed to load the cars. Several companys' went broke financially before the stone quarry business was placed on a profitable basis. Later some eastern capital, who owned interests in the Lake Shore railway secured control of some of the stone land and by building switches to quarries found a way of getting the product on the market at a reduced cost, The stone was of a quality that caused many orders to come to tie company and in a short time Amherst buff stone was known from one end of the United States to the other. The town grew from a little village to a town of 2,000 people.

The street car facilities afforded, furnish laborers an easy method of reaching the steel mills and ship yard at Lorain where hundreds find employment.

While in public improvements the village is somewhat behind the times, yet steps have been taken to provide, it with a sewer system and a water supply. Plans are now being laid to purchase a water supply from the Elyria plant.

The citizens have erected a neat building for a town hall, in which is also combined an opera house with a convenient stage. Gas is supplied from the Southern Ohio fields, while electricity is provided by a municipal plant installed a few years ago. A rebuilt telephone exchange furnishes the people with a convenience not enjoyed by every community.

Within the past year a number of substantial business blocks have been erected and more will be built during the coming summer. In addition a large number of houses are being built especially along the ridge road or Cleveland street as it is known on the village map. A plan is now underway to build a boulevard along the road. Many elegant homes have recently been built In that quarter of the village,

The public schools are provided with capable teachers. The village has one of the finest school buildings in this part of the state. Being built entirely of Amherst stone. A new school building is soon to be built to take care of the overcrowded condition of the present buildings. A Carnegie library building also of stone, is one of the recent acquisitions of the town. The youngest generation takes much interest in it and the books are usually out in the homes of the people.

The village looks forward with a great deal of anticipation to the boom which it is to have this coming summer, and the people are now laying plans to take care of the huge increase in population as the result of the growth.

19070221

February 21, 1907

The cases of the Ohio Ship Canal vs. the Sand & Gravel Companies to secure property for rights of way at Oak Point were ordered dismissed at the probate court this morning. This was done, and the cases will now be tried at the common pleas court.

19070222
MONEY READY FOR OAK POINT

February 22, 1907

Only Thing That Blocks is That Independents Want Too Much Money.

Latham Says the Funds Have Been Raised and That Work Wall Start This Spring.

According to advice from Pittsburg today the formation of the new coal combine, which has bought a large amount of land at Oak Point for the purpose of providing a place for the shipment of the product from the independent mines, is progressing favorable and that nearly all of the financial matters have been adjusted. Thos. Latham. Who is promoting the new concern, states that Pittsburg financial men are showing much interest in his plan and that considerable of the money necessary has been raised there.

Latham contends that the deal for the new combine is nearly completed and that active work on the construction of the canal and coal handling devices will be commenced early this spring.

“The money necessary to make the project a success has been subscribed and the only thing in the way now is that some of the independent companies are trying to get a high figure for their holdings,” says he. Mr. Latham denies that the concern is being formed to fight the Pittsburg Coal Company.

19070226
WABASH TO OPERATE TRAINS IN AUGUST

February 26, 1907

Construction of Numerous Bridges Has Delayed Work To a Considerable Extent Freight Service First And Then Passenger Trains.

Since the officials of the Wabash road made the inspection trip last week they have somewhat changed their mind about the date on which the road will be formally opened. From the offices the men had considered that by March ist, the company would be in a position to start the first train over the road. They were able to travel over the new rails from Wellington to South Amherst, but here is where they had to dismount and cover the balance of the right-of-way on foot.

The announcement is now given out by Vice President Worthington, that the line will not be formally opening until about the first of August by which time it is expected to have a few of the freight trains in operation. What is delaying the construction considerably just now is the building of new bridges over roadways and traction lines. An overhead bridge will be built over the Lorain Street Railway tracks north of this city. This work has not yet been started owing to the cold weather which makes it impractical to work cement to an advantage. The bridge over the “Green Line” tracks west of this city, is also delaying the game. While much of the concrete abutments have been finished, the iron work has not yet arrived. This is expected most any day and as soon as it arrives, it will be placed in position.

The officials aim to have harbor facilities at Lorain. In addition extensive improvements are to be made at the Cleveland docks as well as at Huron. The general belief is that the Wabash will have docks at Oak Point instead of Lorain for already the work of building a branch read to that place is under way.

There is now some talk among the officials to have this line double tracked at the earliest possible time This would indicate that the company proposes to do a large business.

19070308

RAMSEY BEHIND LOCAL ROAD

He Buys Lorain and Southern Rumors

Revelations. Of the last week make it certain that Joseph Ramsey, the deposed president of the Wabash road, is the man behind the Lorain and Southern railway, which will shortly be constructed from Lorain through Wellington, Oberlin, and Ashland to southeastern coal and iron points

Ramsey denies that he knows anything about the gigantic work that seems to be contemplated at Oak Point. He says that he will have a railroad spur from Lorain to Oak Point, however. The portion of the Ramsey line that extends from Lorain to Ashland. Will be completed before July, 1.

Speculation is still rife as to the nature of the work at Oak Point. The suggestion of docks and a railroad terminal seems. Among the most plausible. It is reported that the ship canal in Beaver creek will be 28 feet in depth.

19070328
BARN BURNED

March 28, 1907

Lightning Plays Pranks Near the Lake Shore

During the thunder storms on Tuesday night the lightning played some curious pranks in rural sections, particularly in following telephone wires and wire fences. At the residence of George Holstein, near Amherst, the lightning followed the telephone wire into the house and burned out the telephone fuse also scorching the house where the wire ran.

The greatest damage was done at the farm of Adam Hageman on Beaver Creek near Oak Point where the lightning struck the barn, and burned it to the ground, together with a greater part of its contents. Ten tons of hay and a quantity of grain were destroyed.

19070408
SECRET MAY SOON BE KNOWN TO ALL

April 8, 1907

Early Assignment of Oak Point Cases Gives Reason to Expect Solution

A renewal of activity at Oak Point is promised by the assignment of the condemnation cases against the Lorain Sand and Gravel company, which assignment was made in Judge Washburns' court this morning.

Both cases will be tried on, or shortly after, April 22.

The solution of the mystery is expected to follow a decision of these cases. Had it not been for the opposition encountered in the Lorain Sand and Gravel company, the secret would have been out many months ago, according to the attorneys for the Knox syndicate.

There is every promise of a bitter fight when the case comes to trial and the result may wait an appeal to both of the higher state courts.

One of the cases is brought by the Erie Terminal company and the other by the Erie Ship Canal company.

19070410
NEW TRACTION LINE IS MAPPED OUT

April 10, 1907

New Syndicate Has Plan to Connect Lorain, Oberlin, Elyria, , Oak Point and Amherst.

H. G. REDINGTON IN THE SYNDICATE

The route was mapped yesterday for a new Lorain county traction enterprise which will connect Oberlin, Lorain, Elyria and Oak Point. If completed it will have a trackage equal to any other line in this county. The syndicate back of the enterprise is somewhat obscure, the only known figure being H. G. Redington, the Amherst attorney, who has acted for the Knox syndicate in some of its transactions.

The proposed line will start from Oberlin and go to Whiskeyville, west of this town and thence to Lorain. Another line will intersect this line at Whiskeyville and go from Elyria to North Amherst and Oak Point. A “dinky” line will be run between North Amherst and South Amherst

Mr. Redington admits the existence of the plan with some reluctance, as it had been kept under cover for many months. He says that the question of capital is not worrying the promotors. “The only contingency in the whole matter, he says, is that of the development of Oak Point. If the present plans for the point are carried out, our line is a go.”

19070411
BUILDING BOOM HITS AMHERST

April 11, 1907

Oak Point Activity Reflected in Bustling Village

The news of the Oak Point deal is attracting the attention of real estate speculators to Amherst and districts near the point. Mr. Burt E. Taylor, a large real estate dealer in Sandusky and town plat promoter has secured an option on an $18,000 tract of land in the corporation of Amherst. The tract comprises a little over thirteen acres and it is proposed to plat it into 10 good lots for houses, and when sold will bring about $26,000. The land lies in the northeast of the business section of the town and near the large tracts of lands recently purchased at Oak Point and extending back alone the creek.

Already $450,000 has been invested in these lands, by whom. Still remains a mystery, but it is known that a harbor, railroad terminals and large industrial plants are contemplated. Mr. Taylor expects to make a lot of money out of his investment. He has always been successful in handling big real estate deals

19070413
SHIP CANAL COMPANYS' PETITION IS INDEFINITE

April 13, 1907

Judge Washburn Takes Case Against Owen McCabe Under Advisement Defendant Wants to "Be Shown"

The first appropriation case of the Erie Ship Canal Company was argued before Judge Washburn on Saturday morning. The arguments were made on a motion in the case of the Erie Ship Canal Co. vs Owen McCabe. The defendant owns property near Oak Point, and the canal company wants to appropriate the whole of his land. The motion was submitted for the purpose of making. The company tell what they were going to do with the land at Oak Point. It was contended by Judge Nye, who acted for the defendant that the petition of the plaintiff gave no particulars, that is no definite particulars, of what they are going to do at Oak Point.

They do not give any measurement: as to the depth of the canal they are going to build. If they are going to build harbors they do not tell much about these.

The judge could not understand why the company keep its business so much in the dark. If they are going to appropriate land they have a right to tell what they were going to do with the land. The defendants were poor people, and they did not want to be imposed on. They want a fair treatment in the matter, and he thought the plaintiff should make their petition more definite

Judge Washburn admitted he could pot tell from the petition what the company is going to do at Oak Point.

19070419
Not Much Like Shadducks' of Old

April 19, 1907

The paths of the pleasure seeking people will within the next month begin to lead to the lakeside resorts for the cooling breezes of the lake and the amusements that the shady groves contain.

Inasmuch as the Oak Point resort has passed into the ranks of the deserted owing to the sale of the property to the Knox syndicate the pleasure loving citizens of Lorain will be forced to seek other cooling shades. Crystal Beach (formerly Shadducks' Park promises to make a strong bid for this patronage this season. According to the reports of the managers of the grounds the place will not be recognized by the great crowds who attended the park on the bluff last year so mighty and upheaving have the changes been.

"There is not an old building upon the grounds." said Manager George Blanchett, of this city, the present owner." "All the old buildings have been torn down and their places have wore than been filled by large commodious buildings of an artistic nature that is in keeping with the appearance of the grove."

Here are a few of the new attractions which the pleasure seeker will find upon his first visit to the grove this season:

A large new dancing pavilion and dining hall.

New bath house, Forty two rooms.

New boating house.

A large new Tonawanda merry-go-round.

Amusement palace, with countless other attractions.

Toboggan slide into the lake

A filter plant and waterworks.

Electric and natural gas lights.

New German village. 60X110.

New ball grounds. With a grand stand seating 2,000 people.

19070420

SYNDICATE CAN'T HIDE ITS' ROUTE

April 20, 1907

Judge Washburns' Ruling
Makes Oak Point Contingent Bring Out Maps.

In a ruling yesterday, Judge Washburn decided that the Oak Point syndicate has no right of appropriation unless it files maps and shows
the exact route of the proposed railroads and canals which it plans.

The petition of the plaintiff was adroitly drawn to shed the least possible light on these plans.

19070425

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19070427
HAGEMAN GAVE UP LAND FIGHT

Promoter Knox Can Now Obtain Possession of Yearger Farm.

Among the first properties which Promoter Knox, representing the Oak Point syndicate, purchased in the vicinity of Oak Point was that in possession of Anna C. Yeager. He gave $14,000 for the farm.

The farm was a portion of the Hageman estate and the Hagemans contested the sale claiming that Anna Yeager could not give a title to it. The case was put into court and it was expected there would be a great deal of litigation over it. Saturday morning it was to have come up for hearing, but the Hagemans refused to fight and the case was Settled out of court.

Anna Yeager owns the farm by adverse possession and can give a clear title to it. It will now betaken over by Mr. Knox.

19070504
LAUNCHES CRAFT THIS AFTERNOON

May 4, 1907

Oberlin Party Goes Through Enroute for Oak Point, Where Launching Takes Place.

E. G. Dick, of Oberlin, will entertain a party of Oberlin friends at Oak Point. Saturday afternoon, the celebration to be in honor of the launching of a nineteen foot launch, constructed by him during the winter.

The boat is a beauty and the young lady who breaks the bottle of zipy zip over the bow of the craft may consider it an honor to be sponsor for such a beautiful launch. The boat is provided with a five horse power engine. Which It Is estimated will drive the craft through the water at a rate of from ten to twelve miles an hour. The bark will be christened Idyllehour as she takes her maiden dip. And Mr. Dick will endeavor to entertain in such a manner that his guests will vote the little launch well named.

19070504
STANDARD OIL AGAIN APPEARS AT OAK POINT

May 4, 1907

Latest Rumor Connects Knox Purchase With Rogers Road From Lake to Atlantic Seaboard

Lorain May 24: Is Oak Point designated to be the lake terminus of the great Standard Oil Railroad system now being constructed through Virginia and West Virginia?”

Is Oak Point to be the scene of railroad yards and shops, grain elevators, coal docks, etc., as the terminus of one of the country’s greatest railroad properties, whose opposite terminus is to be the best harbor the Atlantic seaboard possesses, Norfolk and Jamestown, Va.

That the above is the solution of the Oak Point mystery is the belief of an out of town real estate man of wide and diversified interests, who has invested heavily in Lorain real estate particularly since the Oak Point egg was laid, over eighteen months ago. His word is reliable and although he disclaims any knowledge of the facts pertaining to Oak Point doings, he has backed his belief with cash and because of his, knowledge of business movements, not only here. But in New York, Pittsburg and elsewhere, his opinion is valued enough to present for public discussion.

Dispatches from Washington last week, disclosed the probable connection of the Lorain and Ashland railroad. Now being constructed by Joseph Ramsey, with the great Deepwater and Tidewater project in Virginia and West Virginia about which has been thrown so much of mystery as to blind the shrewdest New York financiers. The operations of the backers of the work have in many cases paralleled those of the Oak Point syndicate. But enough was admitted on the stand at Washington last week to show that Henry H. Rogers, the head of the Standard Oil, is engineering the deal.

The. Lorain, Ashland & Southern road now under construction by Joseph Ramsey, Jr, is the Northern link. H. H. Rogers of the Standard, and H. Hyam, the Boston financier are now. Building in Virginia and West Virginia a connecting link between Deepwater, W. Va. And Parkersburg, or some point on the Ohio river in that vicinity.

The Rogers work in the West Virginia is being done by the Deepwater Railroad Company. In Virginia it is the Tidewater Railroad company. April 22 plans were completed for merging the to companies under the name of the Virginia Railroad Company, for which an issue of $33,500,000 worth of stock has been authorized.

The Lorain, Ashland & Southern road is being built in much the same way that the Deepwater and Tidewater roads are being put through, and this fact is considered very significant.

That the Lorain, Ashland & Southern is to be a part of the Standard Oil system looks like the most reasonable proposition ever put out. Neither stocks nor bonds have been issued for that road. In that respect it is the counterpart of the road in the two Virginias.

Building in the Virginias has been going on for three years. The Ohio branch of the system has been under way for nearly a year. Everything pertaining to the projects has been shrouded in mystery. The employees of the corporations have been paid with checks signed by unknown men in the territory to which they have been sent

Efforts to trace the men signing the checks have proved fruitless. The banks that cashed them have never been able to give, or if able, have never given the address of the men whose name are attached to paper calling for millions which have been honored without the asking of a question.

Ramsey; it has been admitted from the first, knew all the secrets of Oak Point but has been as the Sphinx when questioned time and time again upon the matter.

Now, comes a gentleman whose word must be given a respectful hearing. And he says Oak Point will be the lake end of the Standard. Oil railway. The land is wanted for ore and coal docks, grain elevators, car shops, round houses, railroad yards, etc: The canal will be used in conjunction with the grain elevators, is his belief. The Standard Oil road enters the rich coal fields of West Virginia and Rogers, he says, has purchased 800 acres of harbor frontage near the site of the present Jamestown exposition. This is to be the seaboard harbor of his railroad and it is to be one of the finest harbors in the world. The Atlantic harbor facilities of the concern will include Norfolk, Hampton Roads, and Jamestown.

The road is not building as an individual project, but there are various small roads under construction between Norfolk and Lorain, which are finally to be merged, by prearrangement, into one big railroad corporation which is to be known as the Tidewater and Deepwater Railroad. When one examines closely the territory through which these various railroads are being built, he will find that it includes the main steel centers of the United States, the best coal fields, oil and farming country. Without any doubt, H. H. Rogers is back of the whole proposition. It is an individual proposition, with the smell of oil on it. No stock is being offered for sale in the various roads, none can be bought.

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19070506
KNOX IS STILL PLAYING SPHINX

May 6, 1907

Man Behind the Mystery Revisits Lorain But Will
Not Divulge.

Lorain, May 6: F. S. Knox, the “Oak Point sphinx,” returned to the city this morning after an absence of several months, part of which time he has spent in California and part in Columbus, With him was Attorney Irvine of Arnold, Morton & Irvine, Columbus. The meaning of their arrival in the city was to close up the Jaeger farm in the Oak Point district, which has gone through considerable legal red tape in order to clear the title.

Mr. Knox had nothing new to offer regarding the Oak Point mystery, save to say that the arrival of spring would undoubtedly bring some new developments, in the mysterious work that has been going on in the past year and a half. He had nothing for the curiosity eaten inhabitants.

19070515
SETTLE CASE RATHER THAN SUBMIT TO ANY PUBLICITY

May 15, 1907

Oak Point Corporation Claims to Have Satisfied McCabe's Claim for Land Appropriation Other Case Postponed.

Amherst, May 15.—An interview given out by H. G. Redington, who returned from Columbus, today seems to postpone the hope of learning any of the secrets of the Oak Point syndicate through court proceedings.

The McCabe case, in which the Oak Point corporation was ordered to file a map, has been settled, says Redington and the map will not be filed for that reason.

He also says the case against the Cleveland Stone company has been filed and that the action against the Lorain Sand and Gravel company will be postponed until the first of July.

19070516
DOCKS AT LORAIN START TODAY

May 16,1907

The docks of the National Tube Co. will start up Thursday morning when it is expected that the biggest season in the history of the docks will be opened. The capacity of the big ore handling plant has been doubled and it is thought by marine men that more than twice as many boats will be unloaded as there have been at any previous year in the history of the plant.

19070516
"First Car Over New Belt Line"

Is the Greeting Green Line Attorney Gives to Mendelson's Ox Team.

Quite a novel sight was witnessed Thursday morning when a yoke of oxen hauling a load of straw passed along Broad street. The oxen were purchased by S. Mendelson in London, Kentucky. The last team of the animals which were seen on the streets of Elyria, were owned by a farmer who resided between Lorain and this city, but that was many years ago.

"First car over the belt line," was the expression with which Geo. A. Chamberlain greeted the bovines. "Yess," said Charley Lord, 'an ox- press car too."

19070516
OAK POINT CASTS SPELL ON MARKET

May 16, 1907

Lorain, May 16: Real estate men await with impatience the settlement of the Oak Point suits and the hoped for exposure of the plans of the mysterious land purchasers. To no class of business men is this proposed development fraught with such anxiety as the realty dealer. Many a deal is hanging fire, has been holding off for the better part of a year and cannot be closed up because of the public uncertainty as to what Oak Point will show.

In many cases a fictitious value has been given to land in and about Lorain, based upon the coming of great things to Oak Point. These values have stalled the market to a certain extent and nothing can be moved so long as it is under the spell of Oak Point. Therefore the real estate men are praying for an early end to the suit now pending and a consequent disclosure of the plans of the owners of the 4,000 acres at Oak Point.

19070516
PRAY FOR SOLUTION OF OAK POINT MYSTERY

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Realty Values in Northern
Part of County All Speculative for the Present

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19070517
TRACTION COMPANIES WILL DO THEIR OWN SPRINKLING

May 15, 1907

Green and Yellow Lines Do Not Like
City's Charges—Commissioner Told to
Keep Them to Letter of Contract

Every year about this time the municipal authorities have to jog the memories of the traction companies that operate on the city streets that they must either sweep and sprinkle tracks or else the work will be to the companies.

This year has rot been any exception te the rule, and some time ago the companies were notified to sprinkle and sweep that portion of the streets over which their cars traveled. At the meeting of the Public Service Board on Wednesday evening two letters were read from the traction companies the C. & S. W. and the Lake Shore Electric Railway

Company. In these communications the traction companies say they would do their own sweeping and sprinkling of the streets rather than have the city do it and charge the expense to them. There was. Some doubt expressed by members of the board as to whether the companies would do the work as well as the city would do it.

They, however, instructed the street commissioner that the request of the railway companies would be granted, and he must see that the sprinkling is commenced on the tracks within five days. Unless this time limit is complied with the city will do the work and charge the expense to the companies.

19070523
LAND BOOM HAS RAISED TAX RETURNS

May 23, 1908

Personal Property in Black River is Tripled Over Last Year.

MORE MONEY LISTED

General Tendency to Return Cash and Credits to Assessor Noticed in Results of This Year.

The Oak Point land boom has been responsible for a boost of personal Property values in Black River town- Ship to a sum three times as great as that returned at the appraisal a year ago. This fact is brought to light by a survey of the returns of the assessor for the two periods in question. The large amount of land transferred to F. S. Knox and the big sums paid for the same has meant a moderate fortune to many a farmer who was barely in a position to command a living a year ago. The increase in the personal property appraisal has been almost entirely in the items of money and credits and occasionally in stocks and bonds, showing how the farmers have employed the money paid to them for their farms.

MORE MONEY RETURNED.

The increase in the amount of money and credits placed on the duplicate by assessors in various parts of the county is the feature of this years appraisal. Auditor Haserodt says that the returns from every township show an increase in these items and a corresponding increase in the totals. He does mot Know what to attribute it to in most cases, unless it is the tax agitation of the last few months, which has called public attention to the general covering up of money by those making returns.

PAY STOPPED MONDAY.

The greater part of the assessors for the county have already turned in their reports to the auditor. There are a few however, who have yet to report. The time limit, set by law, expired on Monday, and those who have not completed their canvas are doing so at their own expense, as the law allows them no remuneration for overtime. One of the criticisms contained in the recent report of the state examiners was that assessors in past years, had sometimes been allowed per diems for days beyond the time limit.

The county commissioners assembled this morning to act as a board of equalization upon the returns outside of the incorporated towns. The various city and village boards of equalization will assemble to take up similar duties on the first Monday in June.

19070523
TRACTION MANAGER TOLD HE SPEAKS AN UNTRUTH

May 23, 1907

Hot Controversy on Between the City and C. and S. W. on Subject of Street Work Say Elyria Charge Is High.

Asbestos stationery would be the appropriate vehicle for the correspondence that is now being carried on between the city and the green line on the subject of street maintenance, sprinkling and cleaning. Supt. Wilcoxon wrote to the service board Wednesday, complaining that the price charged by the city for cleaning and sprinkling the streets was excessive, higher in fact than the amount charged by all of the other towns in which the system passes, combined. He added that there was a grave doubt in his mind whether the city could legally require that such work be done by the traction company.

Becoming inquisitive, Wilcoxon asked whether the Lorain Street Railway company paid last year for the sprinkling and cleaning of its tracks. He said that he had tried to find out about this, and complained of the lack of courtesy, which, he said, had balked him in getting at the facts.

Through its clerk, Miss Moriarty, the board indicted a reply which takes the company to task for the wretched condition of the paving around its tracks all over town, it being alleged that brick is often removed in the prosecution of repair work and only half replaced.

Getting to the question of street sprinkling and sweeping, Miss Mori- arty told the railroad company that this work was a franchise obligation on them. She said that similar work had been charged to the yellow line, and frankly added that the methods which the city might take to collect this amount was none of the inquirer''s business. She repudiated the charge of discourtesy and dented that any facts had been withheld from Wilcoxon. His statements to that effect, made once or twice in her absence, were branded as deliberate untruths.

19070524
KNOX AND RAMSEY IN ROGERS SCHEME

May 24, 1907
Lorain Paper Surmises That Oak Point Mystery Deals With Deepwater and Tidewater Inland From Virginia Ports Points of Similarities Traced.

Is Oak Point designed to be the lake terminus of the great Standard Oil railroad system now being constructed through Virginia and West Virginia?

Is Oak Point to be the scene of railroad yards and shops, grain elevators, coal docks, etc., as the terminus of one of the country's greatest railroad properties, whose opposite terminus is to be the best harbor the Atlantic seaboard possesses, Norfolk and Jamestown, Va.? Asks the Lorain Daily News.

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The Lorain, Ashland and Southern road is being built in much the Same way that the Deepwater and Tidewater roads are being put through, and this fact is considered very significant.

FINANCED THE SAME.

That the Lorain, Ashland and Southern is to be a part of the Standard Oil system looks like the most reasonable proposition ever put out. Neither stocks nor bonds have been issued for that road. In that respect it is the counterpart of the road in the two Virginias.

Building in the Virginias' has been going on for three years. The Ohio 'branch of the system has been under way for nearly a year. Everything pertaining to the projects has been shrouded in mystery. The employees of the corporation have been paid with checks signed by unknown men in the territory to which they have been sent.

Efforts to trace the men signing the checks have proved fruitless. The banks that cashed them have 'never been able to give, or if able have never given the address of the men whose names are attached to paper calling for millions which have been honored without asking a question.

Ramsey, it hes been admitted from the first, knew all the secrets of Oak Point from the first but has been as the sphinx when questioned time and time again upon the matter.

Now comes a gentleman whose word must be given a respectful hearing, and he says Oak Point will be the lake end of the Standard Oil railway. The land is wanted for ore and coal docks, grain elevators, car shops, round houses, railroad yards, etc. The canal will be used in conjunction with the grain elevators, is his belief. The Standard Oil road enters the rich coal fields of West Virginia, and Rogers, he says, has purchased 800 acres of harbor, frontage near the gite of the present Jamestown exposition. This is to be the seaboard harbor of his railroad and it is to be one of the finest harbors in the world. The Atlantic harbor facilities of the concern will include Norfolk, Hampton Roads and Jamestown.

SEVERAL LINKS.

The road is not building as an individual project, but there are various small roads under construction between Norfolk and Lorain, which are finally to be merged, by prearrangement into, one big railroad corporation which is to be known as the Tidewater and Deepwater railroad. When one examines closely the territory through which these various railroads are being built, he will find that it includes the main steel centers of the United States, the best coal fields, oil and farming country. Without any doubt, H. H. Rogers is back of the whole proposition. It is an individual proposition, with the smell of oil in it. No stock is being offered for sale in the various roads, none can be bought.

19070525
Did Mr. Kline Know Whereof He Talked?

May 25, 1907

In connection with the surmise that the Oak Point and Ramsey projects are a part of Rogers' Deepwater and Tidewater railroad, it is of interest to recall what Virgil P. Kline, the Standard Oil attorney, said when fighting the appropriation case brought by the Knox syndicate against the Lorain Sand and Gravel company. Kline wished to point out the uncertainty that exists about the Knox project.

"We don't know," he said, "whether this is some mere local enterprise, as appears on the surface, or whether it is a link in some large system that commences at the Atlantic seaboard."

19070530
KNOX AND RAMSEY IN ROGERS SCHEME

May 30, 1907

Is Oak Point designed to be the lake terminus of the great Standard Oil railroad system now being constructed through Virginia and 'West Virginia?

Is Oak Point to be the scene of railroad yards and shops. Grain elevators, coal docks, etc., as the terminus of one of the countries greatest railroad properties, whose opposite terminus is to be the best harbor the Atlantic seaboard possesses, Norfolk and Jamestown, Va.? Asks the Lorain Daily News.

That the above is the solution of the Oak Point mystery is the belief of an out of town real estate man of wide and diversified interests, who has invested heavily In Lorain real estate, particularly since the Oak Point egg was laid over eighteen months ago. His word is reliable and although he disclaims any knowledge of the facts pertaining to Oak Point doings, he has backed his belief with cash and because of his knowledge of business movements, not only here, but in New York, Pittsburg and elsewhere, his opinion is valued enough to present for public discussion.

RAMSEY AND ROGERS.

Dispatches from Washington last week, disclosed the probable connection of the Lorain and Ashland railroad, now being constructed by Joseph Ramsey, with the great Deepwater and Tidewater project in Virginia and West Virginia, about which has been thrown so much mystery as to blind the shrewdest New York financiers. The operations of the backers ,of the work have In many cases paralleled those of the Oak Point syndicate. But enough was admitted on the stand at Washington last week to show that Henry H. Rogers, the head of the Standard Oil, is engineering the deal.

The Lorain, Ashland and Southern road now under construction by Joseph Ramsey, Jr., is the northern link. H. H. Rogers, of the Standard, and H. H. Hyam, the Boston financier ,are now building in Virginia and West Virginia a connecting link between Deepwater, W. V., and Parkersburg, or some point on the Ohio river in that vicinity.

A MERGER.

The Rogers work in West Virginia is being done by the Deepwater Railroad company. In Virginia it is the Tidewater Railroad company. April 22 plans were completed for merging the two companies under the name of the Virginia Railroad company, for which an issue of $33,500,000 worth of stock had been authorized.

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19070603
TROLLEY HAVE MORE BEARING ON REALTY THAN HAS OAK POINT

June 3, 1907

The various articles appearing in the Daily News on the condition of the real estate market in Lorain have excited considerable interest and favorable comment. It is the endeavor of the Daily News to give the ideas and opinions of the various real estate men in the city who can speak as experts on the realty question. In an interview today Charles Davis of the firm of Davis and Chamberlain, prominent real estate dealers in the south end, said that he condition of the real estate market was nothing to brag of.

“We all seem to be down and out, but with all that, we are closing from two to three pretty fair deals each week. Our calls for real estate are generally in the west and southwest part of town, particularly along the route of the proposed belt lines of the traction companies.

“Do you know,” said Mr. Davis, that the street car extension have a great deal more hearing upon real estate transfers today than does the Oak Point mystery. This problem may, to a greater or less extent, have some bearing indirectly upon the present condition of the market, but I believe that in it there is no direct influence that can either benefit or Injure. I believe that if the street car questions, as to the precise loca- ion of any proposed extension, were known it would have a tendency to hurry sales. I know positively of many new buildings that will he erected on Dexter street and Everett street as soon as some evidence is given that the trolley lines will build their extensions. On many sales that I have made the street car extensions and paving of the streets has had considerable bearing.

“The city will also have to take some steps in advance of building in certain quarters. Take for instance the territory around Colgate Avenue, on Woodland, As your article in the Daily News of Saturday stated, here are dozens of people there who will build if the water mains are ex- ended. For instance. There is Sherman Wood, night watchman at the Shipyard. He bought two lots of his and will build an elegant home here; maybe two of them. There is Albert Nore, the B. and O. engineer, who also will build a fine residence. John Anderson, who runs the pool room in the Dawes block, is now getting out plans for a beautiful home and will build if the city grants the water extension. Councilman George Roth will also build. Charles Reisinger, who now lives on Allen avenue, will build an elegant residence there. Mr. Reisinger is craneman at the foundry at the steel plant. D. H. Aiken, the attorney, will also build four houses there. I could name you a dozen more.

“There have been more homes built by people who have built them for their own occupancy than there were a year ago, and not quite so much for investment. The investment opportunities, however, are very great. We have the new addition to the steel plant in the building of the new open hearth furnaces. The new foundry and the galvanizing plant, which has brought on an entirely new addition to our population. And right here I want to say that every effort possible should be made to get small factories and industries to locate in Lorain. Everybody would soon feel the benefit. The steel plant is all right and also the shipyard, but a lot of little factories employing from fifty to a hundred men would be of inestimable and lasting benefit. The citizens should spare no expense or effort to secure them. Then again. We should have more houses built to rent. There ought to be a lot of little five and six room houses. Why, just last Sat- urday, a man came in here and offered me five dollars if I could tell him where he could rent a six room house. I couldn’t help him out. But I believe that when the present slackness has passed, the opportunity for securing desirable building lots upon which to erect nice homes. Will not again appear very soon, but it people simply dance along now, they will have to pay the fiddler later.

19070607
'NOTHER GUESS ABOUT OAK POINT

Lorain, O., June 7.—New reports dealing with the mystery back of the developments at Oak Point are abroad here. It is now said that the Jones & Laughlin Co., and the Tennessee Coal & Iron Co. are effecting a combination and will occupy the land at Oak Point for the manufacture of steel tubing in opposition to the steel trust, which through the National Tube Co. has almost a monopoly of the tube making business.

It is said that the Standard Oil Co. is backing this combination and by this agreement not only gets its lake terminal for the railroad it is building to the Atlantic ocean, but is in the combination for the pur pose of securing tubing, of which it is one of the largest users in the world.

19070614
BIG DEAL IN LAND.

June 14, 1907

An Amherst Man Buys an Entire Allotment.

Amherst, June 14: Herbert Steel of the Amherst Banking company has purchased the entire Axtell allotment with the exception of the homestead of Attorney H. C. Moule. The deal is supposed to have a significant bearing on the Oak Point situation.

19070615
LID OF SECRECY ONCE MORE CLAPPED DOWN

June 15, 1907

Appropriation Cases Against Lorain Sand and Gravel Company Dismissed Private Negotiations on.

Proof that the mysterious Oak Point corporations do not want to carry litigation to the point of too much publicity was afforded Friday evening when the appropriation suits against the Lorain Sand and Gravel company were dismissed at plaintiff's costs. The suit was not settled by the purchase of the land, as generally conjectured, but private negotiations for the purchase of the property are in progress.

The dismissal of the suit was forecast to a certain extent in the continuations and delays that are said to have come at the instance of the plaintiffs. Depositions that were to have been taken in Columbus were postponed on the intimation that the case might be settled.

Attorney E. G. Johnson, who has represented the Oak Point promotors, says that the condition of the money market, the difficulty of floating stock in corporations of any size, has led to the determination of the Oak Point corporations not to press their appropriation suits for the present at there will be a necessary

delay in the plans whether the desired land is secured or not. He says that his clients have secured all the land that they desire. Save the Lorain Sand and Gravel tract.

19070618
KNOX SYNDICATE SELLING BACK!

June 18, 1907

Rumored That It Will Sacrifice $100 Per Acre in Return of Lands.

Lorain, June 18: A rumor is circulated among the real estate men of the city today that the Knox syndicate had given up the purchase of the property in the Oak Point district and is now seeking to return the property to the former owners of the homesteads at a price of $100 an acre less than the price that had been paid over a year ago, This rumor is denied strenuously by Agent B.G. Nichols

Mr. Nichols stated that a piece of property that was now in the village of Amherst was offered for sale. But at no price like $100 less per acre. The property offered is a part of the Appeman homestead

However, real estate men have looking wise today and wondering. The report has it that the Elias Baumhardt homestead was offered to the former owner by the Knox men at a price of $100 per acre, the purchase price having been $200 per acre. This report is also denied by Mr Nichols,

19070619
OAK POINT STORY WAS A RANK FAKE

June 19, 1907

Rumor of Knox Unloading Is Traced to Door of Curbstone Real Estate Broker

Lorain, June 19: From information gathered by a round of the real estate offices of the city today it is believed that any negotiations which may have been on between the Oak Point syndicate and owners of land in the vicinity of Oak Point have been closed up without any unnecessary blowing of horns. The real estate dealers, while they all believe that there has' been something doing within the last few days in the Oak Point deal, today throw cold water on the report in general circulation yesterday that the syndicate was offering land at a figure $100 less than was originally paid.

This rumor, which was published yesterday. And which was denied by Agent B. G. Nichols, has been traced to a certain curbstone dealer in the city, who has no office, but what his object was in circulating the story cannot he discovered. The deal with in the limits of Amherst village, which was mentioned by Agent Nichols yesterday, is the one supposed to have been quietly closed up without any unnecessary notoriety.

19070621
SPEND SUMMER AT OAK POINT

June 21, 1907

J. G. Treat, civil engineer for the syndicate at Oak Point, will arrive this week from his home at Dillwyn, Vt., bringing his wife and two children. Mr. Treat will spend the summer in the cottage at Oak Point, and his family will enjoy the lake breezes with him.

19070705
WABASH TO MAKE BIG COAL PORT OF LORAIN?

July 5, 1907

Cleveland Marine Men Reported to Be Optimistic Regarding Future of The Harbor Cleveland Leader Tells of Their Belief.

That the Gould interests are to make Lorain a point of importance as a coal shipping port in the lake coal trade, is the belief of many in both marine and railroad circles in Cleveland, according to a report in the Leader,

Ever since the now branch of the Wabash from Lorain through Wellington, and connected there with the main lines, was contemplated, there has been considerable speculation as to the ultimate result of this move on the part of the Gould interests. The announcement made recently that through trains were to be run be- tween Pittsburg and Lorain, using the new line as a part of the route, caused this conjecture to take the more positive form of prediction as to how extensive will be the facilities for the handling of coal at Lorain,

In addition to the fact the new line will give a very direct route from the coal fields in the Pittsburg district to the lakes. Lorain has many advantages in her favor for the establishment of an extensive terminal by the Wabash in the harbor. There are large areas of good dock space not being utilized at present on which, it is said, comparatively little would have to be spent by the railroad company in putting them into use, outside of the erection of coal loading machinery. Extensive improvements now are in progress in the harbor there, both by the city and the government, which, when completed, will give Lorain an especially fine, harbor for tho handling of large boats.

At present the only coal dock is that operated by the Baltimore and Ohio Railroad at the lake front, but it has been unable to handle all of the boats which unloaded there for the purpose of carrying coal on the up-bound trip. This necessitated a shift to other ports along the south shore. This is a costly move for the vessel owners, and has been the cause of not a little protest. Vessel owners say, therefore, that if the coal loading facilities keep pace with the ore unloading facilities, Lorain is certain to be raised from a secondary coal shipping port to one of the most important on Lake Erie,

Up to the present time the officials of the Wabash have kept their plans a profound secret, but it has leaked out that they are considering a plan for improvement at their terminal facilities at Lorain along the lines predicted by vessel owners.

19070705
APPEARS TO BE STANDARD ENTERPRISE

July 5, 1907

Oil Trust Said to Be Back of Activity at Oak Point and Vicinity.

Everything goes to confirm the early rumor that the Standard Oil company is back of the activity at Oak Point, which has been the Lorain county mystery for more than six months past. Refineries, a harbor, a gigantic tin plate mill, and perhaps the removal of the entire Cleveland plant of the Standard is the program quoted as authentic.

H, H. Clough, who is promoting an electric railway to connect Elyria and Oak Point, via Amherst, says there is no question about the Standard: Oil company's position in the Oak Point developments. He says that the great oil corporation has options on nearly 6,000 acres of land, and that the options are being taken up and cash paid as they fall due. The plans Include a city as large as Lorain. Mr. Clough expresses. Confidence that the Oak Point settlement will pass Lorain in size in a decade.

Mr. Clough does not give the source of his information, but the act that he is a land owner himself in that vicinity Is significant as bearing on his knowledge of the developments there. The first dock at Oak Point was built there many years ago by Baxter Clough, father of H. H. Clough, who used It as a shipping point for Amherst sandstone.

Besides this it is evident that Mr. Clough would not be promoting an electric railroad to the point if he did not have some definite assurance as to the future of the locality.

19070710
HAVE ELYRIANS' BEEN LIVING ON HOT AIR?

July 10, 1907

Traction Line Talk Galore and Oak Point Speculations Have Not Materialized According to Schedule

A year ago when the citizens first heard the news that Promoter H. H. Clough had a scheme on for the building of a belt line railway, there were many rumors as to the great Benefits that would be derived from it. The people were very enthusiastic. They were told that in a very short time the city of Elyria would have a population of 39,000. It was then understood that Mr. Clough had secured the majority of the consents for two routes for a belt line, one for Elyria with its present population and one for greater Elyria. Maps of the city were made, showing the two routes and the streets on which the Railway tracks would be laid. Soon the matter reached the council with the result that bids were asked for the franchise for the new line. Only one bidder reported and he of course was given the franchise. He was Attorney Frank Butler, of whom it is said that he is a Green Line representative. Although he bid for the franchise with his eyes open, he now wants to throw up the franchise unless it is modified. This 'objection is' raised for the purpose of letting himself out of a hole and of giving the Green Line a chance to put in their oar for an extension. Of franchise. It is safe to gamble that there will not be a belt line in the city for some time to come and all Mr.Cloughs' work has gone for nothing. But there was another matter coupled with this belt line privilege that was to have worked great benefit to the city. The newspapers of the city flashed the news one day in a sensational style that Mr. Clough had another scheme up his sleeve and that was the connection of Elyria with Oak Point by electric line. Which was to work in conjunction with the new belt line.

Mr. Clough exhibited another map and it showed the route of the new road that was to be built from this city to Oak Point. The promoter knew that his enterprise would be a very profitable one. Oak Point was destined to be in a very short time a thriving city. It would in a year or two have a mushroom growth, and consequently a large population. Mr. Clough said he had the means of knowing what the Erie Ship Canal Company was going to do. Everybody in Elyria was proud to know that he was living in a city with such great possibilities. But this scheme has proved another bubble. There is a lull in the Oak Point matter and it is not known whether anything will be done there for some years. What will be the next scheme that will be introduced to raise the spirit of Elvrians?

19070713
REINSTATE SUIT OF OWN ACCORD

July 13, 1907

RATHER THAN HAVE FORCED REINSTATEMENT. THEY SUBMIT TO TRIAL.

This morning before Judge Washburn, of the common pleas court, attorneys for the Erie Terminal company and the Erie Ship Canal company withdrew their motion to have their suit thrown out, and the preliminary is set for hearing July 22. The case is against the Lorain Sand and Gravel company and is to condemn land at Oak Point for terminal purposes.

This feature of the case was brought about by the attorneys for the defendants moving the court that the case be reinstated to compel the plaintiffs to pay the defendants expense bills. Rather than do that, the plaintiffs will let the case be tried.

19070716
ENGINEER IS STILL DRAWING HIS PAY

July 16, 1907

So It Looks as Though the Oak Point Scheme Was Not All Off.

Lorain, July 16.—The fear recently expressed that the Oak Point proposition had fallen through because of the withdrawal of the suits against the Lorain Sand and Gravel company, has no foundation in fact. When it is understood that the engineer in chief, who is a high priced man, being a coast engineer, together with a high priced assistant, are constantly located on the ground, doing nothing but drawing salary, it will be seen that no one would permit such expense had the proposition fallen through. Besides these high salaried employees, there are several well paid assistants, including a good cook, the expenses for all of which are borne by the syndicate which is to make Lorain famous.

19070719
OAK POINT CASE WILL BE HOTLY CONTESTED

July 19, 1907

Knox Syndicate Believes It Has Gravel Company on the Run Secret Will Not be Divulged for Long Time

There is likely to be a big case over the reinstatement of the suit of the Erie Ship Canal Co. and the Erie Terminal Co., the two mysterious Oak Point concerns against the Lorain Sand and Gravel Co. One of the men interested in the case has made the threat that the suit for possession of land held by the Lorain Sand and Gravel Co. will be fought out to the end. He said that the Gravel Company may yet be sorry that it insisted upon a reinstatement of the suit. They will be fought to a finish, but they will net gain anything.

The withdrawal appropriation suits by the plaintiffs was simply another scheme of the Oak Point syndicate to draw the Lorain people out. The syndicate now believes it has the sand company on the run, that it wants to sell out at the best price it can get. The trial of the case will not throw any light on the secret behind the Knox syndicate. Nothing will come out in court but what the Oak Point people want to come out. The secret will not be made public and it will never become known until the last brick is laid in the plants to be built and last wheel of the machinery is in place and ready to turn for the production of goods to be turned out there.

19070720
SYNDICATE WELL SATISFIED WITH RULING

July 29, 1907

Attorney Says Company is Backed by Millions and Work of Securing Land at Oak Point Will Proceed

With due deference to the ruling of Judge Washburn that the Erie Ship Canal Company and the Erie Terminal Company have no dejure existence, and for that reason have no legal standing, one of the attorneys for the companies said they were composed of men of wealth and prominence and would carry out their intentions at Oak Point. The stockholders will be found to be more than men of straw. They have already invested $700,000 in land at Oak Point and are going to buy more. The settling of the case between the companies and the Sand & Gravel Company is satisfactory to the plaintiffs. The matter ended just as they wanted it to end. It is not likely that a couple of law clerks in the office of the Columbus law firm; of Morton & Irvine, who are the main attorneys for the companies could have mil lions of dollars at their command such as the companies have millions of dollars at their command such as the companies have.

The Knox syndicate is a valid concern with any amount of money be hind it, but they are not going to allow any litigation to make them divulge the secret of their movements until they are ready for publicity. When they want the land of the Sand & Gravel Company they will secure it in the proper way. In the meantime the syndicate will continue to buy land in the Oak Point district.

They will not give the names of the directors and of The Erie Ship Canal Company and the Erie Terminal Company until they are ready. In handling a project as great as theirs' they must be very careful how they move, and they evidently have men managing their business who are shrewd enough not to be caught in any trap.

19070720 et
WHO KNOWS ABOUT COLOSSAL SECRET?

July 20, 1907

Doubt Whether Attorneys and Promotors of Oak Point Deal are Acquainted With Their Employers.

Does anybody in Lorain county know anything more about the Oak Point mystery than anyone else? This is the question prompted by the series of unconfirmed guesses and confidential tips that do not materialize into facts.

About one week ago some Lorain county paper printed a veiled interview in which the name of the informant is carefully withheld. Each time there is a hint (no more) of some development that is expected to take place shortly. Each time the newspaper vouches for its source as someone “who is in the Oak Point secret.”

A review of the guesses shows that those which deal with the general nature of the enterprise cover about every possible industry that might seek a lake shore site. Of course none of them have been confirmed although it is impossible at this time to brand any one of them as false. They are guessers and that covers the whole ground.

A second class of “tips” deals with the probable minor developments of the scheme, when the secret will be told, who is back of it, what means will be taken to secure certain property, what will be the effect of current litigation on the plan. In nearly every case these hints have been controverted, sometimes very promptly, as was the case last week, when a Lorain paper printed a tip to the effect that the reinstatement of the appropriation suits would lead to the defeat of the Sand company’s objects. The following day the Sand company achieved a complete victory in court.

Real estate men and attorneys have been the most vigorous guessers. If any two men in the county know the truth of the matter, they are H. G. Redington, of Amherst and E. G. Johnson, of Elyria who have acted locally as attorneys for the promoters. Neither of these attorneys has had so much to say as others who are more remote from the sources of wisdom, but there is reason for grave doubt as to whether either Johnson or Redington know the names of their employers Doubt is expressed by those who have been close to the two attorneys during the developments of the case as to whether they understand more than the routine instructions which they receive through the office of Arnold Morton and Irvine, the Columbus law firm. It is entirely possible, too, that F. S. Knox, in whose name there stands more farm land than any other half dozen owners in the county, knows who has furnished the money for the purchases. He bears more of the stamp of a trustworthy hired promoter and has performed no task which could not be done perfectly well by a man not in the secret.

Of all the people who have appeared as related to the enterprise, it is very possible that no one, save Attorney Morton knows what is on foot. To go farther and say that he and his firm are obeying blind orders is to go a little beyond the realms of probability.

It is impossible to withhold admiration from the secrecy that has enveloped the scheme from the first. Whoever the remote sponsor is, he is a master of organization and knows the ways…

19070801 et
LAUNCH “OBERLIN” WILL TAKE WATER

August 1, 1907

Oberlin, August 1: “The Oberlin” a twenty-five foot launch, which P. O. Folk has just finished building, will be launched Saturday at Oak Point.

The construction of the launch was started last October and the work has been done during evenings and holidays by Mr. Folk. The boat is seven feet and a half wide and will accommodate twenty people comfortably.

The launch will be taken to Oak Point by wagon where a twelve horse power engine will be installed and as soon as it is in working order the Folk family will start on a trip to Detroit.

19070802 ec
FISHERMEN ARE SAVED BY TUG

August 2, 1907

Engine Disabled and Lives Endangered by Heavy Sea

Lorain August 2: The tug Harvey D. Goulder this morning made a hurry up trip to Oak Point, where it was reported a launch was in distress.

Captain Parker found, a fishing scow with its engine disabled and the crew in danger from the high sea that was running. The scow was safely towed to port.

19070803 et
FIND GOLD AND SILVER ON BLACK RIVER FARM

August 3, 1907

Lorain Excited Over Mysterious Discovery of Vein on Leavitt Road Metals Present Only in Small Quantities According to Assay.

Lorain, O., Aug 2: Traces of silver and gold have been discovered on the property of L. W. Zimmerman on the Leavitt road. The western boundary of this city.

Two veins have been located. Both of which contain traces of gold and silver. One vein 15 about 19 inches deep and 21 inches wide and fully 100 feet in length.

North of this another vein has been discovered which is 16 inches deep and 19 inches wide and of the same length as the other Samples of the ore were sent by local jewelers to a Chicago assaying firm, which found traces of gold and about two ounces of silver to the ton. The vein will be worked by the owner.

The discovery is creating considerable excitement in the locality. The property is not far from Oak Point, the scene of the mysterious real estate activities.

19070810
PLAN LOCAL FREIGHT TERMINAL FOR WABASH

August 10, 1907

Engineers at Work On Plans In Pittsburg
Passenger Service To The Smoking City Is Being Arranged For The Future, Sites For Station Having Been Secured.

Plans for large freight terminals for the Lorain & West Virginia railroad, which was opened for service this week, will probably be announced by Wabash officials in the near future, It Is reported that the Gould interests have secured options on considerable property and that the deal for the terminal site will be closed at an early date. Wabash officials have inspected improvements work in Ohio but it was not learned where the proposed terminals will be located.

Plans for this work are being prepared in the chief engineer's office in Pittsburg and on account of the increased freight traffic between Pittsburg and the lake ports over the Gould system, it is understood that the company will be in a position to invite bids for the new work in a month or so. While the new line was placed in operation only this week a large amount of freight has passed over it.

This gives the Gould Interests a new direct line between the Pittsburg district and Lorain lake port and it promises to become one of the most important ore and coal roads having an entrance to this district.

The company will not attempt to operate passenger trains over the line for a year at least and for this reason comparatively little money will be expended for new stations, Sites for stations at the more important points have been secured, however, and plans are being prepared for temporary structures. It is Intended to establish through passenger service between Pitsburg and Lorain when a sufficient number of sidings have been built to care for both freight and passenger traffic. At, present all the facilities are needed to handle the freight business.

The Knox syndicate has too much money tied up in Oak Point to abandon the idea of industrial development. The land will never again sell at farm prices, excepting under the hammer. The amount of capital tied up in it is a guarantee that industrial uses will be found for it and on a large scale, if it is within the power of the promoters.

19070815 et
REDINGTON IS ALL ALONE IN OAK POINT TIP

August 15, 1907

Land Agent and Engineer Refuse to Corroborate Abandonment Story

Latter Are Still Present at Point in Spite of Rumored Selling Plans.

Lorain, Aug. 15: B. G. Nichols, local representative of the Knox Syndicate, who has been interested in the purchasing of the land in the west of the city since F. S. Knox made his first appearance here, is as immutable as ever in talking of the Knox Syndicate. He says nothing even though H. G. Redington, an attorney for the company, made the sensational statement yesterday that everything was off at Oak Point, as was published exclusively in the Times-Herald.

M. Nichols has cultivated the reply of H. H. Rogers of the Standard Oil Company, and when asked what be knew about Mr. Redington's statement, repeated, "I don't know," "I can't say," "I haven't been released from my promise to maintain secrecy" and similar answers, ad infinitum.

The news came also as a surprise to the engineers employed at the point in their mysterious work. They have received mo instructions to cease their work, which at the present time censists of but little. In fact the news came as a surprise to everybody, and all are prepared to deny it upon the instant but for the conservativeness and authority of Mr. Redington.

19070815 er
TO BE TAKEN WITH CAUTION.

August 15, 1907

There are several reasons for, using a little caution in accepting the statement that from Lorain sources that the Knox syndicate has abandoned all its plans for Oak Point and as trying to sell out its land interests there. In the first place it recalls to mind the fact that not one of the past announcements, statements and prophecies from supposedly inspired sources have been verified by after events. The semi-announcements from promoters and attorneys of the Oak Point venture have in every case appeared to be inspired by some immediate object that the syndicate had in view.

Recently there have been repeated efforts on the part of the promoters to play upon the public sympathy and arouse local pride and curiosity to a point that would assist them in securing land from the more stubborn owners. Nothing would assist this impression so much as the announcement that all plans had been abandoned.

The Knox syndicate has too much money tied up in Oak Point to abandon the idea of Industrial development. The land will never again sell at farm prices, excepting under the hammer. The amount of capital tied up in it Is a guarantee that industrial uses will be found for it and on a large scale, it it is within the power of the promoters.

19070816 er

August 16, 1907

Friendly suit has been brought in probate court to permit the completion of a land contract made by Adam Hageman with F. S. Knox, before the death of the former.

Knox had contracted to buy a tract of Oak Point land from the deceased at $200 an acre The widow, Catherine Hageman, is anxious to complete the deal and brings suit in order to dispose of any adverse claim of the other heirs

Discovery of an ancient mortgage on the county records came near blocking the deal

The Lorain county abstract company was employed by Knox to prepare an abstract of the land. The abstract revealed a cloud upon the title in the shape of a mortgage, given forty years ago, and never canceled, so far as the records showed.

The Hageman heirs were certain that the mortgage had “been canceled, and immediately set about finding the original document. It was found, or rather part of it, a mere scrap of faded paper Luckily it was that portion of the document that contained the cancellation mark. A mistake was made at the time of cancellation, in failing to get the same recorded.

19080817 et
ADMITS REPORT MAY HAVE BEEN STRATEGY

August 17, 1907

Lorain Paper Doubts Whether All is Off in Oak Point Deal.

The Lorain Times-Herald, which first circulated the report that the Oak Point deal is all off is now inclined to think that its informant may have been inspired by strategical reasons The Times-Herald says:

The story divulged by H. G. Redington, one of the attorneys for the Knox Syndicate, that all was over at Oak Point and that the syndicate was now endeavoring to resell the property, resulted in considerable agitation in the city, among real estate men and business men. There are many who believe the story was given out by the attorney for strategic purposes, in fact one of the local attorneys ventured the information this morning that Mr Redington had talked the situation over surfacely with him on the same day that the latter had given out the sensational story, and that he had absolutely nothing new on the famous mystery.

19070817 et
LARGE RESORT PLANNED FOR WEST LORAIN

August 17, 1907

HENRY KING FARM OPTIONED
SAID IT WILL RIVAL LUNA PARK.

Lorain, Aug. 17: It is stated on good authority that the Henry King farm west of the city will take on the garb of a summer resort of no mean proportions as soon as the company of local people conclude the building of the race track and athletic field in that part of the city. It Is stated that private parties have plans for the building of a mammoth pavilion along the shore of the lake to cost in the neighborhood of $6,000, and that the beach will be made into bathing beach at great expense. The dance hall planned will be the largest in the immediate vicinity and will be constructed to house comfortably as large a crowd of dancers and pleasure seekers as may come here from surrounding cities and towns as well as from Lorain.

The site is a pretty one for the purpose, as a grove of over two acres of stately park trees are covering the property, and make a veritable picnic ground The beach is a fine one for bathing, one of the finest stretches of lake front in the immediate vicinity of Lorain. Coupled with the athletic park the site promises to furnish entertainment for hundreds of visitors.

Plans have not definitely been determined upon as to what other amusements will be installed in the park That will depend upon the success which the athletic park meets with this fall, but it is confidently stated that while the building of a real amusement place like a White City is probable, the building of the dance pavilion and bathing beach has been determined upon and will begin this fall so as to be ready for visitors by the coming summer.

19070820 et
REDINGTON INSISTS OAK POINT DEAL IS THING OF THE PAST

August 20 1907

Repeats His Former Statement and Blames Unsympathetic Public.

While denying that he is in the employ of the Oak Point syndicate, Attorney H. G. Redington repeats his assertion that the Oak Point deal is off. This statement was first made in a Lorain paper early in August

After a weeks' time to deliberate over the statement, however, Mr. Redington still strongly asserts that the industry which was to find a site upon the Oak Point grounds has given up the idea entirely. "All is dead at Oak Point," says he and his assertion is emphasized by the statement of B. G. Nichols, the Lo- rain real estate man who closed the greater number of the deals for Knox to the effect: "I haven't heard from the syndicate regarding the Oak Point property for a long time. Mr. Redington, as attorney for the company ought to know positively. "As for myself I know nothing definite about it, but I tell you frankly I think the project is dead I wouldn't be surprised."

In giving the reasons for the failure of the projected industry. Mr. Redington said: "Instead of giving the concern every support, which its evident magnitude should have warranted its receiving, the people in some parts of the county seemed to work directly opposed to the plant locating in this territory. The syndicate met obstacles In its way at every step. They were held up in the purchase of land and charged many fold what it was really worth. Take the case of the Irish. Man who owned five acres of ground that wasn't worth $500. He put up his price to $15,000, and when the syndicate finally went to courts and condemned the property they were forced to pay $2,500." Scores of little things like that disgusted the stockholders of the company backing Knox.

"Who do I blame most severely for the failure of the company to locate at the point? Why that is undeniably the Lorain and Gravel company. They boosted their price to what no concern in the world would have listened to. Of course my company would not have let them defeat the project had they not become disgusted. They would have stepped in and condemned it had they been anxious for it, but there was a point to be considered. The beach was heralded all over the country as a valuable industry, and there is doubt as to whether an unbiased jury could have been picked from the entire county

"Had affairs gone the way the syndicate expected there is little doubt but that the contracts for the improvements would have been signed up by October 1 last fall. That is what the concern expected to be

able to do. When it failed, there was dissatisfaction among the stockholders, a slight rupture occurred, and the project died.

“There is a wrong impression going the rounds as to how much property the Knox people really owned. I don’t remember the exact figures Just now, but it was in the neighborhood of 2300 or 2500 acres. More was under option at different times but they were not taken up.

19070822 er
ADMITS REPORT MAY HAVE BEEN STRATEGY.

August 22, 1907

The Lorain Times-Herald, which first circulated the report that the Oak Point deal is all off is now inclined to think that its’ informant may have been inspired by strategical reasons. The Times-Herald says:

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19070824 et
FINDS HE HAS FOUR ACRES UNSUSPECTED

August 24, 1907

Henry Kolbe has recently discovered he is the owner of about four acres of land near Oak Point that he did not know of. Some years ago he traded a parcel of land land with Charles Jaeger to straighten the line. When Mr.Kolbe sold his farm to the Knox syndicate he sold all the land he owned in township lot No. 2, and supposed that all his land was in that lot.

When the Jaeger farm was survey. Ed it was found that Mr Kolbe still owned a strip containing about four acres of fine bottom land.

19070906 et
RATE REGULATION RESPONSIBLE FOR OAK POINT BOOM

September 6, 1907

Decentralizing Tendency in Manufacture Follows the Equalizing of Rates on the Basis of Weight and Haul Only One of Many Sites Optioned in Similar Way

The Oak Point land boom is easily accounted for by railroad men says the Plain Dealer.

They say it has all been due to interstate commerce regulations and rigid enforcement of the laws. The passing of rate concessions. They explain has forced industrial concerns to scatter their plants.

Heretofore the big producer of traffic could afford to have his factories at one place. And why not? He could get the same rate from Pittsburg to Omaha that he gets from Pittsburg to Chicago Concessions in rates annihilated distance and in this way the manufacturer enjoyed mammoth savings on freight and the advantage of concentrating his plants He did not need so much land in those days. His institution showed off better; It was a sure means of inspiring trepidation.

It is these large concerns that could perpetuate rate inequalities. Formidable as they were railroad companies did not dare to deny many of their parent wishes. For that reason the evil conditions were bound to grow and rates eventually come to be made arbitrarily to suit the whim of the large shippers.

The captains of commerce appear to have anticipated the reduction in plenty of time. They saw that under the Roosevelt stick something must be done to offset losses imminent through the calling off of rate discrimination.

Plants must therefore be erected in the southwest, beyond the Rockies in the Mississippi valley, in the north central states where once a concern only needed one location.

They could ship from one place and make money... But the time was coming when articles must be made closer to the various places of consumption. Rates are soon to be fixed and filed with the commerce commission under penalty they could not be deviated from. Neither the railroad nor the heads of big corporations knew was comings

Accordingly options were taken out at Oak Point as well as at scores of other places. This is believed to have been one of the many sites picked out by steel and iron interests to conform to new industrial conditions. If the Oak Point deal has ‘fallen through’ it is said that the reason is no other than because a different location has been picked. The steel plant at Gary. Ind., the new homes of the Republic Iron and Steel, the new manufacturing center at Birmingham, Ala., are also cited at evidence on this point.

19070919 et
GAS MEN TO EXPLOIT THE KNOX TRACT

September 19, 1907

Rumor Gains Credence Through Visit of Clevelander To Amherst.

J. W. Meyer Is Latest Man To Identify Himself With Oak Point Tract Think Plan May Have Been Altered.

Amherst, Sept. 19: Rumor that the Knox purchases of land near Oak Point will be utilized for a large oil and gas exploitation gained credence yesterday through the visit of of J. W. Meyer of Cleveland, who represented himself as an agent of the Knox syndicate. His mission was to sound out owners of property jet un-optioned with view to option and purchase.

Mr. Meyer has been identified with the oil industry and expressed his belief that the territory under option might prove rich in those properties.

The outgrowth of his visit is a rumor that he represents parties who have made arrangements with the Knox syndicate for the exploitation of its land as an oil and gas field.

19070920 et
REDINGTON KNOWS NOTHING OF MEYER

September 20, 1907

By Inference Seems To Say That and Agent Is Impostor.

Relative to the rumor that a certain J. W. Meyer, of Cleveland, who claims to represent the Knox Syndicate, was in Amherst a day or two ago getting options on more land, H. J. Redington states that he knows nothing of Meyer and that there was absolutely nothing doing in the Oak Point land deal. Mr. Redington has long been recognized as a representative of the Knox interests in this section.

Word was passed about yesterday that Meyer was optioning land near that bought by Knox and that it was to be used for oil purposes. Mr. Redington further disclaims any knowledge of oil activity at the Point or near Amherst. He says he is not acquainted with Meyer and in fact never heard of him.

19070923 ec
OAK POINT PROJECT

September 23, 1907

Held Up Because of Illness of Henry H. Rogers

From reliable sources comes the announcement that the apparent abandonment of what has been popularly known at the Oak Point project is the specific result of the financial difficulties in which H. H. Rogers, the Standard Oil and railroad magnate, has been involved.

By those who are in a position to know it has finally been affirmed that H. H. Rogers is and has been the moving spirit behind the building of the Virginia Tidewater Railway. Of the 433 miles which this railroad is supposed to cover, 132 miles have been built. From some of the same persons who are responsible for this information and from others, some of whom are either local men or are known in Lorain, it is learned that beyond very little doubt, the terminal of the Virginia Tidewater railroad to be at Oak Point.

19071031
ELECTRIC TRACTION WEEKLY

October 31,1907

ELYRIA, OHIO. The Cleveland, Southwestern & Columbus Railway Company has been granted a 25-year franchise to build a belt line in this city. C. N. Wilcoxon of Kamms, Ohio, is general manager of the company.

19071206 er
BELT LINE AND SHIP CANAL

December 6, 1907

THESE APPEAR TO BE PART OF MYSTERIOUS OAK POINT ACTIVITY

Secret Will be Out Ere Long Or Signs Fail
Not Standard Oil
Suits for Land Are Filed Against Owners
Legal Fight Pending

The filing of seven appropriation suits by the two Oak Point corporations is believed to mark the beginning of the end of the Oak Point mystery. If not disclosed in the trial of the suits, the secret purposes of the promoters will at last come out afterward.

The plaintiffs in tho suits are the Erie Terminal company and the Erie Ship Canal company, two concerns whose official place of business is Oak Point

BELT LINE AND CANAL

Each of these corporations describes the purpose for which it was organized in the petitions for right of way. The Erie Terminal company says that it is a railroad corporation. Whose purpose is to construct a railway upon a route that is described in rather hazy terms. It begins at or about the west side of the mouth of Beaver creek goes westerly and southerly to the township line between Black river and Amherst, thence easterly in the township line a distance of three miles, then northerly and westerly to the east side of the mouth of the creek.

The canal is to follow the bed of Beaver creek to the township line, a distance a little short of three miles No exact directions or dimensions are given and there is no map accompanying this petition, as is usually the case in appropriation suits.

LOCAL ATTORNEYS IN IT

The firm of Arnold Morton and Irvine of Columbus, appears as attorneys for the plaintiffs This firm organized both the corporations that sue, and is the ultimate source of the whole activity, as far as the public knows having covered its principals in masterly style. With this law firm are associated E. G. Johnson, of Elyria and H. G. Redington of Amherst

FOLLOWS CLOUGH RAILROAD

Part of the land sought to be appropriated is 2000 feet of the old railroad bed. Which was installed nearly forty years ago by the late Baxter Clough, in order to transport his stone from North Amherst to Oak Point where he had docks. This right of way now In the hands of the Cleveland Stone company.

Over this right of way runs the proposed Elyria-Oak Point traction line, which H. H. Clough is promoting. Mr Clough says that the appropriation suit, If successful, will have no material effect on his plans. His arrangement for the use of the road bed was mot a matter of record, hence does not appear as a defendant in the suit.

19089214
FEDERAL HELP FOR OAK POINT

February 14, 1908
River and Harbors Committee Asked to Dredge Beaver Creek.

SIGNS OF NEW LIFE

Oak Point Mystery Appears Far From Dead Accord- ing to Dispatch.

The Oak Point industrial development project has been suddenly brought into new prominence and has been given renewed life within the past few days by action from an unexpected source, says the Lorain News. Reports from Washington a few days ago gave information of the appearance there of a delegation of men interested in the advancement of the industrial scheme behind the Oak Point boom. Their business at the capital city was to petition congress for an appropriation for harbor purposes at Beaver Creek, which is the stream running into the lake and coursing almost through the center of the land purchased two years ago by the Knox syndicate.

This industrial delegation, the personnel and identity of which is still a secret with the committee before which it appeared at Washington, made formal request for an appropriation of large dimensions for the development of a harbor at Beaver Creek and for the necessary dredging by the government engineers, and at government expense, of the lake approach to Oak Point, now a shallow and unnavigable stretch of water fronting the property owned by these mysterious purchasers and ‘equally mysterious backers. The delegation waited upon a sub-committee of the Rivers and Harbors committee and made known their desires. They were asked to show their hand to some extent to the members of the congressional committee. But it is stated on good authority that nothing was made known that had not already been told in the common pleas court at Elyria on the occasion of the suit for condemnation of the Lorain Sand and Gravel Company’s land at the mouth of Beaver Creek. In a general way the delegation outlined who the projectors were and relied upon the incorporation of the Erie Terminal company and the Erie Canal company, whose corporate existence is the only official ink in the history of the Oak Point scheme. No assurance of an appropriation was given and indeed, it is stated that the projectors did not look for any promise, nor do they anticipate any early action by congress on the matter.

As a matter of fact, having leased the farms they purchased for another year they are not ready to proceed with the development scheme for at least that length of time. But the legislation will be expected to cover that much time at least and the reason for this early movement is solely for the purpose of setting the slow

machinery of the government in motion to the end that some action may be forthcoming when the real project is set going.

To make a harbor at Beaver Creek would be a gigantic task and it is certain that the government before taking any favorable action in the matter, will force a showing on the part of the projectors. To the end that they. At least, shall invest a considerable sum in aiding in this improvement and will prove that the development of such a harbor would be of benefit to the lakes in general and necessary to the marine business interests of this region. It will be necessary to construct a breakwater and a lighthouse before any permanent improvement of the harbor would be advisable. The government will wait, to. Until the companies already incorporated have dredged out and made navigable the creek itself for some distance inland. Or have made an effort to construct the canal which they were incorporated to construct.

At that, this sudden revival of activity at Oak Point, now dormant and for a year past almost deserted will arouse considerable local interest and start anew the speculation as to what is coming to Oak Point, which was the universal guessing game a year and a half ago

19080214 ec
OAK POINT SCHEME AGAIN DISCUSSED BY THE PRESS

February 4, 1908

Delegation Asks for Aid for the Development of a Harbor at Beaver Creek
No Action Has Been Taken

The Oak Point industrial development project has been suddenly brought into new prominence and has been given renewed life within the past few days by action from an unexpected source. Reports from Washington a few days ago gave information of the appearance there of a delegation of men interested in the advancement of the industrial scheme behind the Oak Point boom. Their business at the capital was to petition congress for an appropriation for harbor purposes at Beaver Creek, which is the steam running into the lake and coursing almost through the center of the lard purchased two years ago by the Knox Syndicate.

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19080219 er
CAN'T BUILD, BUT WOULDN'T IF POSSIBLE

February 10, 1908

Mr. Fuller Says Green Line Is Not Satisfied With Late Franchise and Backs Alterations.

Company Claims That It Can Neglect Belt Line and Fall Back Upon Its Previous Franchise Rights.

That the green line is too hard up to build the belt line and also that its directors have taken a second thought and would not build it anyway under the existing grant was the cheering news brought to the city council Tuesday night by F. L. Fuller, A director of the company. Coupled with this announcement, Fuller denied that the company loses any of its old rights by its failure to build the belt line. If his legal advice is correct, and solicitor Pounds is inclined to think that he is correct, the general forfeiture clause is a lemon of the most acid flavor. All that the city can claim for the defeat of its hopes will be a $10,000 bond given at the time the franchise was accepted.

After explaining that his company had neither the money to build nor the belief that it was "expedient" to carry out its franchise obligations, Mr. Fuller made a proposition to the city for a one year extension of time of performance and certain other changes in the terms on which the belt line may be built. He asks: A year extension, deferring the payment of $15,000 in bridge money until March 1, 1909 and the completion of the belt line on August 1, 1909.

A reduction of the amount of paving required from the company to sixteen feet for double track.

The use of lighter rails excepting on business streets and the use of second hand T-rails on the outlying portions of the Belt Line.

Modification of the demands for concreting under tracks.

If the city will be good about these matters, the green line will double track Cleveland street this year, will transfer with the yellow line and will permit the city to allow the yellow line to come to the square.

REJECTED BEFORE ASKED.

The funny feature of the evening was the fact that all of Mr. Fullers' proposals had been turned down before he spoke. In a communication signed by all seven of the councilmen the green line was in- formed that any changes in the franchise relations existing between the city and the green line were considered unwise at this time. This communication was read, but it did not deter Mr. Fuller from occupying something like half an hour in an endeavor to bring the council to his terms. The upshot of the discus- sion was the appointment of a special meeting to confer with the yellow line representatives and an invitation to Mr. Fuller to put his proposal in writing.

LET OTHERS BUILD.

Mr. Fuller expressed the apparent willingness of his company that any other concern should take the belt line franchise and build the system which his company refuses to build. Suspicious members of the council hint that the two traction systems may have come to an understanding,

19080310 ec
NOW IS THE TIME TO SPEND MONEY IN REAL ESTATE

March 10, 1908

Mr. Hartman Predicts Revival in Business in June or July

G. W. Hartman, of McKeesport, one of the heaviest holders of real estate in Lorain among non-residents, is in the city looking after his interests. He says he looks for a much better condition in business by June or July, and advises those who have money idle to invest now for there never will be a better time. There will be barrels of money made in real estate by those who have the money to buy it at low down prices. He states that there is no question in his mind as to the immediate extensions of the United States Steel Corporation plant at Lorain, and this will increase the value of property. There is no doubt but that Lorains' harbor is one of the best on the chain of lakes. There is no doubt but that Lorain will be a wonderful railway center. There is no doubt but that Oak Point will develop. The people who are back of the Oak Point matter did not invest half a million to lose it. Mr. Hartman said he bad faith enough in Lorain to come and invest his money and when things balance themselves he will invest more. "I will, said Mr. Hartman, "invest all I have got in Lorain realty."

19080323 et
SURVEYING OAK POINT

March 23, 1908

Farmers Reports Sight Of Government Engineers.

Lorain, March 23.—It is reported that surveyors are at work on the preliminary surveys for the government harbor improvements at Oak Point. At the engineer's office at Oak Point this is reported untrue. The statement was made by one of the farmers in the vicinity that surveying work had been in progress for several days. If it has not. It is stated that work will soon begin actively.

19080323 ec
SURVEYORS AT OAK POINT

March 23, 1908

Surveyors are at work on the preliminary surveys for the government harbor improvements at Oak Point. Farmers report that surveying work has been in progress for several days, and the work of reformation will be actively commenced in a few days.

19080403 ec
BIG STEEL PLANT MAY BE ESTABLISHED AT OAK POINT

April 4, 1903

Columbus Man Predicts Inside of Three or Four Years Lorain Will Have a Population of 100,000

The agitation over business at Oak Point has been revived. There was in Lorain on Thursday a man who is familiar with all phases of the Oak Point project, and who is directly interested. This man comes from Columbus and represents one of the largest building and contracting firms of the Capital city. What his business is in connection with the point he refused to divulge, but it is believed he is in Lorain on business pertaining to the erection of the buildings that will be used by the industry or concern that will locate at the point.

“I can tell the secret of Oak Point if I so desired,” stated the Columbus man, “and if I were at liberty to do so. I can say however, there is no person in Lorain that can explain the Oak Point mystery.”

“Don’t ever believe that the Oak Point project is dead for it is not, and my prediction is that inside of three or four years Lorain will be a city of 100,000 population. In fact I am sure of it. Lorain will be a second to Pittsburg.”

It is believed that a second steel plant Will be erected at Oak Point larger than that at South Lorain.

19080411 et
HUNTER SHOT IN LEG

April 11, 1908

Accident Occurred At Oak Point This Morning.

Lorain, April 11: Charles Bullock is at Lake View hospital in this city with a badly lacerated knee, due to the careless handling of a gun by a companion, John Kunzle.

These two, with a third man, were duck hunting near Oak Point Saturday morning. They were walking single file, Kunzle being behind Bullock. In some manner the gun of the former was accidentally discharged, taking effect in the back of Bullock’s knee.

19080606 et
HURT AT OAK POINT

June 6, 1908

Freight Cars Sideswiped By
a Train,

Lorain, June 6.—A Nickel Plate east bound freight “sideswiped” several cars of a work train on a siding at Oak Point late yesterday afternoon. The cars were pushed away from the main track and one filled with new steel rails rolled down the bank. Three of the section crew at work unloading the rails were hurt.

Peter Porteraner, Washington St, and Adam Kalish, Fifth avenue, were the most seriously injured. They were loaded into a caboose of the freight and brought to Reid street crossing from where Pierce Brothers’ ambulance took them to St Joseph’s hospital. Each suffered a fractured leg.

19080620 et
EXPECT SPHINX TO END ITS SILENCE

June 20, 1908

Fate Of Oak Point Project To Be Decided In Columbus Today
Project May Be Abandoned and Land Resold For Farming.

Accurate information gleaned yesterday from a reliable source gives reason to believe that the solution of the Oak Point mystery is about to be revealed, says the Lorain Daily News. Within a few days and perhaps by Monday, Lorain may be informed of the exact status of affairs. It is known that tomorrow there is to be a meeting in Columbus of the men who are back of the proposition, or their representatives when announcement is to be made of the intention of the capitalists who have purchased the land at Oak Point, at an expenditure of nearly $750,000. The local engineer of the syndicate, who is now living at the Point, leaves for Columbus Saturday morning to be at this meeting, when he will receive instructions as to his future course. Enough has been learned to state that at this meeting it will be decided to either close up all the affairs of the syndicate, station another employee on the land for the purpose of closing it out by sale and evacuating the premises by removing all belongings of the syndicate, which means that the project has absolutely fallen through or, the announcement of the nature of the project is to be made public, the engineer is to receive accurate instructions as to operations which will be put under way at once.

Lorain county will welcome definite information regarding the proposition, which has now been hanging fire for three years. Probably no financial deal in the country has ever aroused such an interest and remained such a mystery for such a length of time. If the culmination of the meeting will be the announcement that the project will be pushed, it is definitely understood that the nature of it will be made public, and work will be started immediately to carry out the original plans of the syndicate.

19080703
ORDER ENGINEER AWAY

July 3, 1908

Oak Point Loses Last Sign of Its' Boom

Lorain, O. July 3: The far famous Oak Point Land purpose mystery gives every indication of remaining unsolved for the rest of 1908, at least. Engineer John Trent, who for the past year has been in charge of surveying and soxxping operation at headquarters on Beaver Creek, has received orders from Columbus to Leave. The Oak Point land purchase, in which something like 3, 000 acres of rich farmland were first optioned and then purchased outright, has been peaking financial interests for three years. Rumors of steel mills, railway terminals with extensive docks, new model cities and many more projects have been heard in connection with this big deal.

19080709
Oak Point Deal Is Still A Mystery

July 9, 1908

The Oak Point land purchase mystery gives every indication of remaining unsolved for the rest of 1908, at least. Engineer John Trent, who for the past year has been in charge of the surveying and sounding operations at the headquarters on Beaver Creek, has received orders from Columbus to leave. The Oak Point land purchase, in which something like 8,000 acres of rich farm land were first optioned and then purchased outright, has been puzzling financial interests for three years. Rumors of steel mills, railway terminals with extensive docks, new steel cities and many more projects have been heard in connection with the big deal.

The receivership of the Wabash-Pittsburg lines will result in Norwalk losing a large industry and in the gaining of another big plant by the Pittsburg district. The receivers have issued orders that all car and locomotive repair work for the terminal and belt lines be done at Rook, five miles from Pittsburg. The Norwalk shops have been employing about 700 men, and they will be transferred to the new location, where the Goulds' own a large tract of land. It is said to be the intention of the Gould interests to erect large shops at Rook at once and do all repair work for the lines of Ohio, western Pennsylvania and West Virginia at that point.

19080926 et
RENEW KNOX LEASES FOR ANOTHER SEASON

September 26, 1908

Farming, Not Engineering To Be Oak Point Program For Twelve Month More.

Lorain, Sept. 26: A report is in circulation here to the effect that the syndicate which owns large tracts of land at and in the vicinity of Oak Point had refused to renew the leases on this property. The rumor is denied by the company's agent today however. The fact is that the syndicate has announced that it will renew the leases for another year and seems to indicate that there will be no move for nearly a year at

least towards the development of the property along the lines of industrial activity laid out in the original plans.

19081023 et
REVIVE A FORMER TRACTION PROJECT

October 23, 1908

Line From Lorain To Oberlin Is Attracting Attention

GOES VIA AMHERST

Quarries To Have Accommodation Now Long Desired.

Lorain, Oct. 23 —The project for a street car line from Oberlin through South Amherst and Amherst to Lorain has been revived. It is promoted by Oberlin people who claim they are backed by men with capital

The route proposed long ago would be followed to Amherst, from where the road would go north to a point near Oak Point and connect with the Lake Shore Electric and ran over its track to Lorain. Such a road would give South Amherst railroad facilities and an outlet to all the surrounding cities of the country.

The promoters were in Amherst a few days ago in consultation with a prominent business man.

An incentive to build such a road is the large amount of travel between Amherst and the quarries.

19090401 er
ADMIT CONNECTION OF OAK POINT AND JONES & LAUGHLIN

April 1, 1909

BOND ISSUE IS FOR PURPOSE OF CONNECTING IT WITH ALLEQUIPPA PLANT

MAY START ON HARBOR

Official Alleged to Have Stated That Port and Docks are Planned for Lorain County Site.

Pittsburg, March 26: Announcements in connection with the new $15,000,000 bond issue of the Jones and Laughlin Steel company make it practically certain that this concern is back of the late activity at Oak Point. There is also a fair prospect that part of the projected issue will be spent at Oak Point.

The announcement is to the effect that the proceeds of the bond issue will be spent in completing the new plant of the Jones and Laughlin company at Allequlppa, Pa., and also in completing the railroad from Allequippa to Oak Point. In connection with the latter, an official of the company states that a portion of the money may be spent In preliminary steps to establish a harbor and railway terminus at Oak Point.

The bond Issue has been underwritten by the largest New York banks and there is no doubt of their speedy sale.

The Allequippa proposition is modeled upon the plan of Gary, Ind., being a model city, built entirely from the ground up.

19090401 er
EDITORIAL COMMENT

April 1, 1909

Were it not for the indisputable fact that some giant corporation has faith enough in the possibilities of Oak Point to sink several fortunes in real estate, the whole idea of a harbor and industrial development at that place is something which no hard headed, practical man could bring himself to believe. Even now, it requires more imagination than most of the people of this country possess to see harbor possibilities in the small creek which flows into Lake Erie at that point. Yet so great is the demand for harbor facilities along the south shore of Lake Erie that we seem to be approaching a time when the natural inlets made by semi-navigable streams will be insufficient for the demands of traffic. The “made” harbor is relatively a new thing to Lake Erie, yet the coming decade may see a dozen ports of entry at places where nature did very little to aid the harbor engineer. The purchase of Oak Point has been followed by a rumored similar purchase at Mentor Marshes, a low place of lake shore east of Cleveland. Apparently there, as at Oak Point, the selection of low ground was made with the idea of facilitating the excavation of an inlet.

In spite of the numerous positive announcements of the origin and detailed plans of the Oak Point project, the whole affair is as much a mystery as ever. Even the plans brought Into court by the so-called ship canal and terminal companies seem to have been drawn with reference to the legal rather than the industrial requirements of the case. Assurance has been gained, through probability only, that this plan as well as the Mentor plan grow from the necessity of bringing the coal and ore together.

19090605 et
SUES KNOX SYNDICATE

June 5, 1909

COUNTY COMMISSIONERS SEEK TO ESTABLISH LINES OF COUNTY ROAD.

The county commissioners have filed a suit against several property owners on West Erie avenue Lorain, among which is the City of Elyria, the Lorain Sand and Gravel company, George Hahn and the F. S. Knox syndicate.

The action is brought about to determine the correct lines of the road commonly called the shore road which leads from Lorain to Vermilion.

A viewing committee appointed by the commissioners report that the highway is not where it should be and the commissioners wish the court to appoint a day at which time a hearing will occur on the subject.

19090614 et
CARP CLUB VENTURES ON A SEINING TRIP

June 14, 1909

DON'T TELL GAME WARDENS

Don't tell the game wardens from Summit, Geauga and Cuyahoga counties, that the Carp under the leadership of "Poor" Jones and Alec Dumas are dragging a seine in Black River Monday afternoon.

The treasury of the club will be taxed to the utmost to furnish a little easy money to the game wardens who made the spectacular pinch at Oak Point a few weeks ago, and for that reason it is deemed advisable to keep the affair quiet.

President Jones has mounted a Gatling gun in a buggy, and woe betide the diligent game warden that attempts to hang the irons on the wrists of any member of the Carp club.

The party will drag the river Monday afternoon for the purpose of securing a few dozen carp for the fountain in the park and will be conducted with the permission of State Game Warden Speaks of Columbus.

19090618 et
CARP CLUB LET OFF WITH FINE FOR ONE OF SEINE WELDERS

June 18, 1909

HAL SANFORD VOLUNTEERS TO TAKE SENTENCE FOR THE OTHER TWELVE

ARREST NETS LITTLE

Those Who Made the Haul Will Cost Only $2.15 A piece For The Night's Work and Worry.

Instead of dividing about $60 among themselves, as the game wardens who placed several members of the Carp club under arrest at Oak Point a few weeks ago, expected to, they will receive just $2.15 apiece for their nights' work. Hal Sanford, one member of the party. Plead guilty by agreement on Friday morning to fishing within one-half mile of a creek, and the fine and costs amounted to $62.50, of which $15.85 goes to the four game wardens , $25 to the state game commission and the balance to defray the costs of Mayor Kings' court.

The black bass which was claimed to have been found in possession of the local fishermen is on display in the Feed Stable restaurant, a long gash on its side suggests that it was thrown from some fish house and later on secured as evidence.

Attorney Glitch of Lorain, advised his clients to permit one member of the party to plead guilty Is order to save money which it would take to carry the case to the supreme court of the state. Sanford volunteered to be the hero.

He filed a demurrer to the case and a brief supporting the demurrer, was an epic on the construction of the statutes protecting fish and defining the meaning of rivers and creeks.

William Carwile, chief deputy game warden, of Geauga, Summit and Cuyahoga counties failed to put in an appearance at the hearing, and it was intimated that Andy Tinker, whom he promised $10 to help pull off the arrest, was waiting on the corner to talk over the financial end of the deal with the game warden.

The joke of the settlement is that the members of the party had offered to pay a fine of $100 and costs at a previous hearing, but after Charles Adams of Lorain refused to prosecute the case the settlement figure began to dwindle. Had it not been that the game wardens were so free with the handcuffs, it was the intention of the Carp club to renumerate the officers for the time they lost in pulling of the affair.

19090709 et
RECORDERS REPORT SHOWS INCREASE IN MORTGAGES

July 9, 1909

Immense Activity in Real Estate, However-Interesting Comparisons Made.

County Recorder Charles Tucker. Has completed the annual report of business conducted through that office and many interesting comparisons can be drawn from the figures, relative to the financial conditions in the cities, villages and the county.

There were 310 tracts of agricultural property deeded during the rear 1909, other than those where a $1 consideration was mentioned, comprising 15,045 acres for a consideration of $583,403. an average price of $38.77 per acre.

In 1909 there were 212 farms deeded for to the extent of 14,086 acres for the sum of $975,681, an average of $69.26. nearly fifty percent higher than the average value from 1909.

This increase is accounted for by reason of the extensive property purchases made by the Knox syndicate at Oak Point, during that year when the price of farm land in that locality soared like wheat under a Patton corner.

City, village and town property numbering 1895 lots were deeded for the sum of $1,946,637. while 486 pieces of property were transferred for the nominal sum of $1 each, a total of $2,533,541.

Last year 1,493 pieces of city and village property changed hands, the value of the land being $2,076.211, while there were 534 one dollar transfers, a total deeded amount of $3.052.427.

There were six pieces of agricultural lands leased during the present year as against five for the year ending June 30 1908 comprising 469 acres at a consideration of $1,918, as against 236 acres last year for $1,025.

Thirty-seven parcels of city and village land were leased for $20,873 and all other lands of miscellaneous description, numbering 91 pieces of property was leased for $18,300. mainly gas leases.

In 1908 there were 32 pieces of city and village property leased for $18,257 and other property to the extent of 489 pieces leased for the sum of $92,058. also for gas permits.

The amount of mortgages increased nearly fifty per cent in both cities and country during the present year as compared with last year, due undoubtedly to the financial depression which swept the country.

Farms to the number of 314 were mortgaged for $300,994 a total area of 17,190 acres, city lots to the extent of 1244 were encumbered for $2,153,502, and three other parcels of land to the extent of $105,000.

Last year 249 farms were mortgaged for $404.311, comprising 14,374 acres, 1247 city lots were used to raise $1,791,364 while three pieces of property were mortgaged for $155,900.

The number of mortgages canceled this year is about the same as were taken up last year, 243 farms numbering 12,542 acres, being freed from debt to the extent of $351,987. while city property comprising 717 lots was released from a debt of $1,281,587.

Last year 247 farms of 13,165 acres were cleared when $393,263 changed bands, while 545 pieces of city property secured a clear title when $917,091 was turned over to the mortgagees.

19090722 et
Lake Erie and Eastern to Terminate at Oak Point

July 22, 1909

A dispatch from Pittsburg received today seems to put a somewhat new phase om the development of the Lake Erie & Eastern railway. The terminal of which is at Oak Point. In addition to the fact that the Jones & Laughlin people are backing the deal the dispatch adds importance to the enterprise by connecting the Pennsylvania and Pittsburg & Lake Erie railroads with the new line. The dispatch states that the road, though backed to a large extent by the steel concern, is also owned by the two roads named. This would add to fits importance and to the importance of the Oak Point terminal by bringing to that point the Interests of the two Mg railways named.

The new road will be used as a connecting link between Pittsburg and the lakes, carrying ore to the big independent steel concerns and exchanging traffic with the Pittsburg & Lake Erie and Pennsylvania. In addition to this construction, the main line of the P. & L. E. will be improved.

About $10,000,000 will be required to complete the road from Allaquippa, Pa. To Oak Point. Half of this expense will be borne by the Pennsylvania and New York Central.

Under the plans at present, Lake Erie & Eastern will have a direct connection with the Pittsburg & Lake Erie near Youngstown. A connection will also be made with the Cleveland & Pittsburg division of the Pennsylvania, several miles west of Youngstown, the Lake Erie & Eastern will connect with the new Lake Erie & Pittsburg which is being built by the Pennsylvania and New York Central. This line also runs into this city.

The connection of the road with the L. E. & P, the P. & L. E., the C. & P., together with the affiliation with the New York Central which will insure a line from the L.S.& M.S. to the Point, will bring a long line of important railways to Point. If this be so, and there is no reason to doubt it, the site west of the city will be the greatest ore and coal handling port in the country, if not in the world and in addition to the docks. There will

be enormous terminal facilities, shops. Round houses and other auxiliary buildings. The land now held by the Oak Point projectors is vastly in excess of what will be needed for even such a great terminal as is proposed and it is believed that the announcement of the full plans will show a big industrial enterprise in addition to the other great improvements.

19090724 et
RAILROADS TO DEVELOP LORAIN AND OAK POINT

July 24, 1909

East Side of River May Secure a Large Industry if Plans Proposed by L. E. & P. and L. E. & E. Develop

There is considerable conjecture being indulged in by some of the thinking people of the city regarding the late rumors concerning the opening up of Oak Point and the building of the Lake Erie and Eastern Railway from Oak Point to Youngstown as well as the location on the east side of the river of some Industry, presumably an independent steel company and one of the best arguments made was that by a prominent business man who keeps pretty well in touch with matters concerning Cue industries.

The arguments advanced are to the effect that the east side will see located there a large industry of some kind that has already completed 1ts' negotiations. This seems reasonable from the fact that the land on the east side of the river was first secured by Contractors Carter and Kennebeck. Who were back of the road now known as the Lake Erie & Pittsburg and which was to be built as a proposition to be afterwards disposed of. This was accomplished when the Lake Erie and Pittsburg purchased the right of way and all the land on the east side of the river. Today, according to the dispatches, the Lake Erie and Pittsburg is a part of the Pennsylvania and New York Central systems. According to the dispatches, the Pennsylvania and the New York Central interests are back of the Lake Erie and Eastern which will build their line from Youngstown directly into Oak Point,

It is thought reasonable that the land on the east side of the river was originally intended for harbor purposes for the L. E. & P. but since the acquisition of the L. E. and E. railway, it is evident that the backers have changed their tactics and now propose to open up large acreages at Oak Point for harbor and dock facilities as well as for immense shops, yards, etc. It is now deemed likely that the Pennsylvania and New York Central will hold the land on the east side for factory sites and will also develop the river frontage for shipping facilities for these industries. With the rumors that are are current regarding the location of some independent steel interests it is not at all unlikely that these plans will be carried out. From the dispatches received today Lorain wll be connected directly with the Pittsburg steel centers through Youngstown, the deal having been engineered directly by the Pennsylvania and York Central railway interests.

1909727 er
WABASH ROAD MAY BE ANSWER TO THE OAK POINT PUZZLE

July 27, 1909

PROPOSED EXTENSION TO OAK POINT MAY SOLVE LONG STANDING MYSTERY

100 WORKMAN ON JOB

Employed During the Past Week to Prepare Road For Heavy Traffic

Amherst July 27: The fact that a force of over a hundred workmen having been working during the past week, unbeknownst to the public, to improve the Wabash road for heavy traffic seems to substantiate the rumors of an immediate development of the Oak Point mystery. The Wabash is the only steam road with a right of way from the south to Oak Point.

The branch extends from the other direct line into Lorain, from south of the local quarries. The track was laid two years ago as far as the independent quarry. The right of way was at that time secured over the old pony track used in the pioneer days of the sandstone industry and before either the Lake Shore or the Nickel Plate bad been built, to convey stone to the Oak Point port where it was shipped to its destination by water.

No track as yet has been laid further than the Independent quarry but a good road bed from the pony rack is left and it would not be difficult to extend the Wabash to Oak Point, should anything develop, which from present indications seem probable.

The work train which started more than a week ago, is the first train to run on the Oak Point branch and that while no freight or other business in the past came from this division, owing to the Independent closing down with the financial depression of 1907 and it now seems probable that some immediate development is to come at Oak Point.

Perhaps the statements made in county papers a few weeks ago were authentic, but those facts were backed by the construction of a new railroad. The Wabash is owned by men backing the Oak Point project and it is believed the road will be used for the work at the proposed booming place.

While no definite account can be given, it is believed from the proposed extension of the Wabash and the relaying of the present track for heavy traffic that something will develop and the mystery will be no more a mere matter of conjecture.

19090805 er
DELAY MOVING UPON OAK POINT TERMINAL

August 5, 1909

OFFICIALS OF NEW RAILROAD WANT TO SEE SOMETHING MORE DEFINITE.

H. W. Seman of Chicago president of the Lorain and West Virginia railroad has made the announcement that there is no immediate probability of his company extending its lines from Amherst to

Oak Point as some have believed would be done in the near future. While showing that no hasty action will be taken in making such an extension the president of the Lorain and West Vriginia has expressed himself highly elated over the tonnage prospects on the road.

The terminal in East Lorain is now almost completed at the cost of about $10,000 and he is now optimistic regarding the future. He stated that business conditions are growing better and that they have reason to feel much encouraged over future prospects and the information that the steel corporation is to expend $2,000,000 in extensions at the Lorain plants.

Although cognizant of the fact that Oak Point is one of the few suitable places left on Lake Erie for the location of a large steel plant in his opinions the developments of the Jones and Laughlin people have not proceeded far enough to necessitate immediate action on the part of the Lorain and West Virginia. However, as soon as the opening of the point is assured there is no question that the line will be extended.

19090805 et
WILL FLOCK BY ITSELF

August 5, 1909

AMHERST FIRE COMPANY NOT TO JOIN IN COUNTY CELEBRATION.

Amherst, Aug. 5: The Amherst firemen will not join the county organization at Chagrin Falls next Wednesday and if present plans are carried out the picnic will be held at Oak Point on August 11.

The Eagles and business men are figuring on joining the firemen and the occasion will be made an Amherst day. A program of athletic sports is being arranged

19090908 er
BELIEVE D.D. LEWIS IS CONNECTED WITH OAK POINT PROJECT

September 8, 1909

LORAIN SEES SIGNIFICANCE IN RETURN OF FORMER JOHNSON CO. MAN

HAS LITTLE TO SAY

But Hints Darkly That There Are Lorain Interests Which Will Occupy Future Attention

Lorain, Aug. 30: The announcement of the coming to the city of D. D. Lewis, who has had charge of the construction work of the Canadian Soo steel plant, has raised considerable conjecture as to the meaning of the move, a large number of people in close touch with such affairs generally believing that this event is a forerunner of developments in this city which have long been looked for.

When it is understood that the position held by Mr. Lewis with the Johnson company, with whom he originally came to this city, his connection afterwards with the United States Steel corporation in this city, and his advent at the Canadian Soo where he was instrumental in erecting the largest steel plant in

Canada, it will readily be seen that there is good reason fer the belief that with his coming back to Lorain, he will have some connection with industrial developments soon to be gotten under way here.

Mr. Lewis' strong point is in construction work. From all indications, the work at the Soo plant is completed. Mr. Lewis has decided to resign his position and come to Lorain to make his home. It is understood, however, that the intention of coming to Lorain is not of his own choosing. He had intended to move to Philadelphia, this decision having been arrived at by him several months ago. The question is, why this change? With everything taken into consideration, the work of extending the Wabash tracks into the Oak Point Syndicate's land: the rumors of the completion at a very early date of the Pittsburg and Lake Erie. Into Lorain and the determination. Of the officials of the road to extend the same into Oak Point proper, and many other things that have recently developed, gives ground for the belief that Mr. Lewis has been engaged by the Interests back of the Oak Point project and that developments are soon to be underway.

In an interview with Mr. Lewis. He was asked whether he intended to affiliate himself with Lorain interests and in reply, he said: "Yes, I expect to associate myself with Lorain interests but of what nature, I cannot say at this time.

There is no known project in existence at Lorain that has suffcient secrecy concerning its' operation, nor any cause for concealing his connection therewith, and the conjecture by local men who are in touch with conditions here seems to be on the right track.

19090915 et
WANT HUNDRED TEAMS FOR OAK POINT WORK

September 15, 1909

RUMOR SPREADS IN LORAIN THAT LARGE CONSTRUCTION IS STARTING

Lorain, Sept 15: Another mysterious turn in the Oak Point proposition came to light this morning, with the coming to the city of a stranger who is endeavoring to engage 100 teams to work at the point, presumably on excavations for a steel plant.

Rumors of impeding operations are rife today and among other things, 1t was said that G. M. Lackey was one of the men who engaged the teams. When seen this morning, Mr. Lackey denied having any connection with the affair.

It is also understood that Virginia has been scoured for mules to work on the same proposition and developments are looked for within a very few days.

Who the stranger engaging the teams is or where he came from is a mystery, but it is known that he represents the Knox syndicate and for that reason it seems positive that the Point long dormant, is soon to be revived and operations put under underway.

19091021 er
CONNECT WITH LAKE SHORE

October 21, 1909

Wabash Officials Preparing for Oak Point Connection

From Saturday's Telegram

Amherst, Oct. 16: Wabash officials arrived Thursday afternoon on a special train and went over the branch leading from the quarries into the Oak Point district. Announcement was made that connections will be made with the L. S. & M. S., a mile west of Amherst for the exchanging of freight and to handle work for Oak Point if this place booms.

This will be the first connection between the Wabash and the L. S. & M .S. . A depot and several sidetracks are the intentions with an expenditure of about $9,000. How long before this work will he pushed is a matter of conjecture but will undoubtedly be started by spring.

On this division of the Wabash there is at present little business, only for switching. This track was recently placed in operation to be extended into Oak Point at any time.

19091109 et
ARE BOATS INTENDED FOR OAK POINT USE?

November 9, 1909

GUESSING STILL CONTINUES CONCERNING FUTURE OF BIG ENTERPRISE.

Lorain, Nov. 9 In the several recent announcements of new vessel contracts made by the American Shipbuilding Company it has been significantly stated that the freighters ordered were for 'Southern Furnace Interests." In each case it was announced that the prospective owners were not ready to have their names known at this time

This has given rise to considerable speculation as 10 who is getting equipped with this fleet of ore vessels. Some are inclined to believe that the freighters are being built for the independent steel interests and in this they see where Oak Point is to be developed as the receiving harbor for the orc shipments. On what basis this theory is being advanced is not known, other than it is the supposition that prospective owners are ordering the vessels under a blind to still further shroud the mystery in which the Oak Point situation has always been found . It cannot he denied that there in significance attached to the fact that the owners wish to keep their identity unknown

19091122 et
AMHERST BREVITIES

November 22, 1909

Q. R. Lane, head of the Columbus end of the Knox syndicate at Oak Point, has been spending a few days here going over the territory. As far as known, there is nothing significant to the Oak Point development in his visit.

19100329 et
1 CONTRACTOR SAYS HE HAS OAK POINT JOB

2 March 29, 1910

SAYS HE WAS ORDERED TO COMMENCE WORK SOMETIME PRESENT SPRING

An Elyria man who does not wish his name published, is authority for the renewed report that Oak Point is to be the terminal point of a canal, work on which is to be started this spring.

He was in New York recently and met a canal contractor, who during the conversation asked him how far Elyria was from Oak Point.

He also stated that he had a contract to dig a canal at Oak Point and expected to start work there in a short time.

It has been impossible to determine what the immense amount of property has been bought or leased for at this point, as the promoters have withdrawn appropriation suits rather than disclose in court what they intend to construct.

19100408 et
IS THIS ANOTHER OAK POINT SCHEME

April 8, 1910

PURCHASE OF KRISS FARM CAUSES SPECULATION AS TO OBJECT.

HURON April 4: Ever since purchase of the Kriss farm last fall by Ogleby, Norton & Co. of Cleveland, the people of Huron have been on the anxious seat awaiting developments, As yet, however, nothing tangible has come to the surface and this affair, like many others that have preceded it, has resolved itself into a waiting game, says the Huron Reporter. A slight ripple of encouragement was caused last Monday to change the usual trend of affairs end bring a ray of hope and encouragement. On the aforesaid day a representative of the firm came here and bought the farm of Philip Beagel, which adjoins on the north the Kriss farm. The farm consists of about thirty-five acres, some fifteen of which is tillable soil, while the remainder is marsh land and borders on Mud Brook. The site is especially valuable for the Cleveland firm in perfecting their plans for the iron industry which, it is assumed; they expect to locate here.

During the transaction the Cleveland agent gave no intimation as to when the firm expected to undertake operations here toward the erection of a plant and with reference to this important particular we are still in the dark. With the advent of spring it had been hoped that the prospectors would be in position to commence active work here, but as yet no move has been made in this direction. With the acquirement of additional land it is apparent that the Cleveland firm has serious intentions upon this port, but about all our people are able to do is to wait and hope.

For the Beagel farm the Cleveland firm paid $6,250, this being considered a very high price so far as land values are concerned.

19100919 et
OAK POINT MAY BE DEVELOPED BY MEN

September 19, 1910

MANY PARTIES BUYING LAND WEST OF BEAVER CREEK

That there is some importing development, in connection with the Oak Point project seems to be indicated by an activity among Pittsburg men and men connected with the steel industry of this city and elsewhere. It is known, absolutely that a high official of the local steel plant and a department superintendent of the big mill have just closed a deal for considerable land between Oak Point and Vermilion. It is also known that there is a lesser official of the same company who is spending practically all of his time in that vicinity securing options on farm property for a syndicate of men who particularly anxious to make purchases.

Just what this movement means cannot be ascertained and none of the parties interested will give out any information. Local realty dealers and business men who have been keeping a close watch on these matters, are of the opinion that some one has received a tip which is regarded as being of great significance.

The county commissioners and] the trustees of Black River township. Have been urged to make certain that huge developments are planned by the syndicates.

19100922 et
SEEK GAS AND OIL ON AMHERST FARMS

September 22, 1910

OAK POINT MAY BE SCENE OF HUGE REFINERIES IN FUTURE

Amherst, Sep. 22: Nearly 1000 acres of land have been leased in this vicinity, by the Cleveland Fuel & Oil company, through its' agent Mr. McKinley, for the development of gas and oil wells. The Cleveland Fuel & Oil is a subsidiary of the Standard Oil company and its' operations here may have some bearing on the future development of Oak Point.

The leases are effective for 20 years and actual operations are to commence within a year. The terms of thew lease are insure the farmer 50 cents per acre, if not developed within a year. Providing oil or gas is

struck, the owner of the land is granted 1/8 of the crude product sales. Some land is being purchased outright at $200 per acre, providing that gas or oil is struck in paying quantities.

The agent has been working quietly here for the past week, ever since the development at Oak Point was again brought in the limelight.

The agent said that wells will be drilled to a depth of 2800 feet, if an abundant of gas is secured the well will be sold to the Pittsburg Light and Gas company, operating in Elyria, Lorain, Amherst and thirty-nine other towns in this section. All damage to crops will be paid by the company leasing the land.

The lands so far leased comprising nearly 1000 acres are those of Joseph Whiten, H.R. Jaycox, Fred Wilheim, Henry Bechtel, and Conrad Springer. The entire farm of each owner was leased.

19100929 er
MORE FARMS LEASED BY A FUEL COMPANY

September 29, 1910

WELLS WILL BE DRILLED ON PROPERTIES IN NEAR FUTURE

Amherst, Sept. 23: That the Cleveland Fuel & Oil company intends to promote a gigantic enterprise here, presumably in connection with Oak Point, is shown that up to the present time, 25 farms have been leased the approximate acreage being between 2000 and 2,500 acres. Two other farms have been verbally leased and it is understood the company intends to lease about 4000 acres. The company is leasing every farm in sight.

The farms already leased are those extending from Whiskeyville, just this side of the Elyria township line, through South Amherst and northwest in Brownhelm township. It is understood the leased land will join that of the 3,600 acres secured by the Oak Point syndicate.

Aside from the eight farms so far leased, as announced Thursday, C. E. McKinley, the agent has secured leases on the farms of Peter Ruth, Fred McQueen, Julius Peck, ‘George Rice, George Ludwig, Peter Schacht, Adam Beckstine, Henry ‘Wagerine, Arthur Wagerine, John Beckstine, Fred Springer, Peter Christner, Martin ‘Ruth, Garfield Harris, Wm. Springer, Lawrence Holzhauer, Libi Peabody and that of of his brother. The farms of, Frank Peck and J. J. Rice have been verbally agreed upon.

19101013 er
FLOOD DOES DAMAGE TO OAK POINT LAND

BEAVER CREEK GOES ON A RAMPAGE FRIDAY

Amherst, Oct 8 —The heavy rains of the past few days have caused Beaver creek to rise to its highest point 1n several years, flooding the lowland in this section and doing considerable damage to the crops. The sand bar at the mouth of Beaver Creek near Oak Point which has blocked the outlet has been washed out. The newly built fourth frack of the L S & M. S. was so badly washed out that the track will not be used until a fill is made.

19101013 er
LAKE SHORE STOPS IMPROVEMENT WORK

October 13, 1910

Construction of Fourth Track to be Delayed Until Next Spring.

Amherst Oct 8: The work on the third and fourth tracks through Amherst and between Elyria and Vermilion, has been stopped and reports indicate that no further work will be done until next spring The work on the dozen bridges to be built is also at a standstill

19101027 er
FIRE DESTROYED A BARN AND CONTENTS

October 27, 1910

Blaze of Unknown Origin Causes a Loss of $300 at Oak Point Monday.

Amherst, Oct. 25: A fire of unknown origin, at noon yesterday destroyed the barn, corn shed and granary of Arthur Hintz, on the old Faber place, owned by the Knox syndicate near Oak Point All efforts were directed toward saving the house. In the barn were tools, three tons of hay, four tons of straw, a granary and two buggies. Hintz's loss will reach $300.

19101229 er
OIL LAND MAY BE DEVELOPED WITHIN YEAR

December 29, 1910

Promoters Refuse to tell of Plans Regarding Huge Field

MANY ACRES LEASED

Generally Hinted That Active Steps Will Be Taken to Develop 300,000 Acres of Oil and Gas Lands In the Next Few Months
Agents Who Are Leasing Farms Are Reticent in Regard to Plans.

The first tangible clue in solving the Oak Point mystery, developed in the information given out in Pittsburg recently to the effect that the Standard Oil Company would spend millions of dollars in exploiting 300,000 acres of oil land which 1t leased in Ohio extending from Lorain county, on the north, to Hocking county, on the south.

While nothing has been accomplished since the three thousand acres were leased in this vicinity, extending from the Elyria township line through Amherst and into Brownhelm township, three months ago,

those from whom land has been leaded stated they had information that actual operations will be commenced before spring.

The promotion of the oil and gas proposition in this community, may have some bearing on the development of Oak Point, as an oil refinery om a gigantic scale is generally rumored, but those who have charge of the Oak Point syndicate of 3,600 acres in which $600,000 is invested, do not want to be quoted at this time.

The striking of surface oil on several farms in this vicinity and the gusher gas wells at Avon, also the excellent gas wells in Amherst, has been a matter of importance to the oil and gas companies for the past twelve years.

Ten years ago the land embracing Oak Point, now owned by the Knox syndicate, and supposed to be affiliated with the Standard Oil company, leased the land. The leases made eight years ago were renewed but these expired. Five years ago the Oak Point land was purchased. At the time it was generally conceded that the land would be utilized as a gigantic oil refinery, but lack of action caused the land to lie dormant and other talked of projects received more or less attention

The clause in the land leases secured from the farmers, reads that possession of the land may be taken at any time, the damage to be paid by arbitration. The farmers, however, discredit the immediate development of Oak Point. In case the 3,000 acres leased by the gas and oil companies, are to be put in actual operation within nine months from date, the land may be reclaimed by the company providing $1 per year per acre is paid annually

19110406 er
PROMOTORS WILLING TO LEASE THE LAND

April 6, 1911

GIGANTIC SCHEME HAS NOT MATERIALIZED AFTER SIX YEARS

Amherst, March 31: Indications are that property in the vicinity of Oak Point, will lie undeveloped for another year. Releases covering 20 farms under lease will take effect tomorrow. The land however, can be recovered by the syndicate at any time providing all damage to crops is settled for by the concern.

The leasing of this land has been a wild scheme of speculation. It comprises 3,600 acres and the sum of $600,000 is involved. The land brings a yearly revenue of $6,000. This, with the expenses, is less than one per cent on the money invested and from a financial standpoint it can readily be seen that the proposition is not a paying one. The loss each year now amounts to approximately $30,000.

19110711 et
WOULD MAKE CONEY ISLAND AT LORAIN

July 11, 1911

CLEVELANDERS NEGOTIATE FOR SLATERS GROVE AT STOP 110

LORAIN. O., JULY 11 – Slater's Grove, a widely known pleasure resort, located at Stop 10 (110) on the Lake Shore Electric railway near the Nickel Plate undergrade, west of here, may be made over into an elaborate amusement park, if a transaction now on foot between Clarence Slater, owner of the grove, and Cleveland capital is consummated. Mr. Slater has named a price on the grove, and his offer is now being considered by the Cleveland people, who are contemplating extensive improvements, in case the deal is closed.

Thousands of dollars will be spent in converting the historic grove into a modern place of summer amusement. A large dance hall and dining rooms, roller coasters, scenic railways, an improved bathing beach and all the accessories of a place of this nature are the improvements that are contemplated for Slater's grove.

The spot has an ideal location for such an enterprise. Within three miles of this city and accessible from points east and west, it would furnish practically the only amusement place on the lake shore between the Cleveland parks and Cedar Point.

In addition, the grove has natural inherent advantages. It contains in the neighborhood of 15 acres of almost ideal park ground, through the center of which flows Martin's run, a natural stream of sufficient depth and width to provide a harbor for small boats and launchings. The natural bathing beach is as good as that anywhere along the lake shore.

Slater's grove is undoubtedly the most widely known among the older pleasure resorts near here. For many years it was the only picnic ground within easy reaching distance in this part of the country. People from Lorain, Elyria, and places even further south made the place their summer headquarters. Martin's run was a creek known to every boy within ten miles. Many of Lorain's business men received their first schooling in the art of swimming in the old stream.

If the deal is closed, it will be within the next week or two.

19110816 et
FIREMEN POSTPONE THE ANNUAL EVENT

August 16, 1911

Amherst, O., Aug. 16: At a special meeting of the Amherst Volunteer Firemen, held last evening, their third annual outing which was to have taken place tomorrow at Oak Point, was postponed The committee in charge was unable to secure use of the grounds for the day and they also claim that the dance hall was not in any condition to Be used. It was decided last evening to hold their picnic next Thursday, Aug. 24th, at Crystal Beach, at Vermilion. It is thought that the Amherst business men will join the firemen in their outing and help make the affair a success. A program {is being arranged by the committees and already various races, ball games and contests have been scheduled for which cash prizes will be awarded the winners.

There will be extra coaches added to the regular trains to accommodate the crowds, both in the morning and evening

19120212 et
A FINE PIPE DREAM HAILS FROM LORAIN

February 12, 1912

VICTIM OF HALLUCINATION SEES THE “PEN” AT OAK POINT

Lorain, O. Feb. 12: Light breaks across the horizon, the beams penetrate the mists and darkness, shooting through the overhanging shadow and settle upon a spot darkened until now beneath a pall of uncertainty and doubt.

The metaphor appears to be mired, but so small a rhetorical blunder is excusable when one considers the excitement under when it was made. An announcement, bristling with importance is forthcoming.

This Oak Point business is all settled. The mystery that has been xxxxxxx for nearly four years, at last is solved and by a South Lorain merchant, at that.

Oak Paint is to be the site for a new state penitentiary, The Knox syndicate, organized to purchase the land pearly four years ago has nothing whatever to do with the iron and steel world. Says this South Lorain man, The syndicate was farseeing enough to know that at some time or other; the state of Ohio will have to move the penitentiary.

“The pen ought to be on the shore of Lake Erie.” mused the Knox syndicators. “Let’s buy some lake front land and then argue the state into taking it off our hands. But seriously, now, the idea of a penitentiary out at Oak Point is an attractive one; except, perhaps to those few people who happen to live nearby, and might object to having a big penal institution moved into the neighborhood.

But thing how nice it would be for the prisoners. Picture to yourself a group of imposing buildings done in simple architecture of an attractive prison grey, planted in symmetrical rows in the center of a 2400 acre park. The prisoners might roam about at will within these spacious confines, Their moral tone undoubtedly would be benefited. Lake Erie sunsets might well furnish inspiration for am ex-burglar.

Banker’s row might be installed in summer cottages along the beach with landing stages for the launches, of prison aristocracy.

Of course it will scarcely do for Lorainites to bank upon the probability of the pen’s being moved to Oak Point, or for the Board of Commerce to throw it’ support into the movement just yet. The proposal may work out in the natural course of events, and risk of failure might be Incurred by the meddling of outsiders.

19120326 et

March 26, 1912

Sufficient Ground for Another Boom.

The Knox syndicate is renewing its' leases at Oak Point. Evidently some large industry is to be established there.

19120718
CARS PLUNGE OVER TRESTLE, 7 HURT

3 July 18, 1912

Men Buried Under Debris as Train Jumps Track to Mud Forty Feet Below.
Four Seriously Injured, One Fatally, in Nickel Plate Wreck.
ENGINE HAULS PICNICKERS

Unhooked With Baggage Car, Backing Toward Vermilion, O. When Crash Comes Seven Buried Under Twisted Iron and Timbers After Plunge Over Trestle Special Train Called From Lorain, O, With Doctors and Nurses Baggageman May Die.

THE INJURED.

H. BETHEL, 2170 E. 86th-st, engineer; head and shoulders cut and bruised, back injured and cut about body. Came home last night.

R. B. HARRISON, 2287 E. 87th-st, fireman; cut about face and head, per- haps internally injured. At hospital in Lorain, O.

WALTER MILLER, 4127 Bailey-av S. W., baggage man; back injured and Injured internally, not expected to recover. At hospital at Lorain, O.

R. N. CUMMINGS, 2237 E. 82nd-st, conductor; cut and bruised about head and body, right arm wrenched. Returned home last night.

P. L. FERGUSON, 2530 E. 3lst-st brakeman, cut and bruised about body. In hospital at Lorain, O.

TIMOTHY DONOVAN, 5xxxx Detrolt. Av-N. W., news agent; cut about head, right arm cut, back wrenched.

HENRY NEWMAN, 2115 Myrtle-av, Erle, Pa., beating his way; body cut and bruised.

Bruised and burned, seven men dragged themselves from under a Nickel Plate railroad baggage car and engine which had jumped the track on a short trestle and turning completely over, plunged forty feet to the bottom of a ravine near Kishman's, between Lorain, O., and Vermilion, O., at 12:10 . m. yesterday.

Two or three were able to run to near-by farm houses and call for help, while the others dropped to the ground when they found themselves clear of the wreck.

Louis Kishman, a farmer, who lives near, notified Lorain, and called for physicians. Mrs. Kishman called Lorain and Vermillion, to have all trains held.

A special train from Lorain rushed nurses and doctors to the wreck. The 12:14 p. m. westbound regular passenger train was stopped a short distance West of the wreck and one coach was sent to Lorain with the injured, who were then removed to St. Joseph's hospital, Lorain.

At the hospital physicians found that four of the men were seriously, but not fatally injured. The other three left for Cleveland after their wounds had been dressed.

Late last night it was feared at the hospital that Walter Miller, Cleveland, the baggagemaster, would probably die. The others will recover.

The wrecked engine had drawn a train load of picnickers from Cleveland to Crystal Beach yesterday morning. After unhooking from the excursion train at the beach, the engine and baggage coach had gone to Lorain, where the engine had been reversed. It was while the engine and baggage car were backing to Vermilion that the coach jumped the track.

Plunges Over Trestle.

Over the ties the coach bumped, dragging the engine and tender with it. With a crash, all three plunged over the trestle into the mud of. The creek. The soft bottom undoubtedly saved the men from death,

In the baggage coach were Miller, Tim Donovan of Cleveland, news agent; Conductor R. W. Cummings of Cleveland, Brakeman R. I. Ferguson of Cleveland and Henry Newman of Erie, Pa., who had boarded the train at Lorain. The car fell so quickly that none had opportunity to jump.

"I was the first one to get out," said Donovan. "I don't know how I got out. I ran to a farm house for help, and then hurried back to help the others."

By the time the relief train had arrived the injured had been cared for. All went to the hospital at Lorain, while the wrecking train arrived soon after to clear the track and get the ruins out of the ditch.

News of the accident was sent to the families of the injured in Cleveland. Wives and mothers left at once for Lorain. Mourning was turned to joy in three homes when Donovan, Bethel and Cummings walked into their homes.

Donovan, news agent, was married three weeks ago yesterday. Mrs, Donovan, as soon as she learned of the wreck, boarded a suburban car for Lorain. Shortly after she had left Donovan surprised his mother-in-law by walking Into the kitchen and asking her when supper would be ready. He was surprised when informed that his wife had gone to Lorain. He had not considered his injuries serious. Last night he was still waiting for his wife to return from Lorain. Donovan's head was cut, his right wrist cut, his arm, shoulder and back wrenched and one foot bruised. "I lost my watch," said Donovan.

"I felt for it when I crawled out from under the baggage car. When we were 'leaving the hospital Cummings, the conductor, found the timepiece. He had picked it up, but could not tell when or how."

The scene of the wreck was almost the same spot where a wreck occurred several years ago. Many were killed and injured at that time. The Nickel Plate railroad. Has been replacing the old wooden trestles with concrete spans, and the trestle where the wreck happened yesterday was the only wooden bridge left between Cleveland and Vermilion.

19120805 et CSW Charter
YMCA BOYS AND SCOUTS AT SUMMER CAMP

August 5, 1912

Army of Sixty Youths to Spend Ten, Days on Lake Shore.

ROUGH IT FOR TIME

Oak Point a Busy Scene Monday When Three Score of Campers Swept Over Wooded Hills and Crossed Streams to Prepare Camp. Good Fishing and Frog Hunting When Boys Are Not Taking a Swim In Lake

A crowd of sixty boys made made up of future Y. M. C. A. members and boy scouts, departed om the green line, Monday morning, for Oak Point, where they will camp for the next ten days.

They were accompanied by Secretary Hahn, Secretary F. R. Eastman and a group of Oberlin College students, who are spending their vacations conducting Y. M. C. A. work throughout the county.

Great Send Off

There were some twenty mothers and as many fathers at the car to bid the lads good bye and good luck and nearly as many friends of the boys were on hand as there were boys in the party.

Those who could not take the trip wished they could as there is sure to be ten days of unalloyed pleasure when the young army descends upon the wooded hills and quiet streams about the point and Lake Erie will be popular as a swimming hole if the sun will only show some consideration for the campers.

Pay the Freight

The boys in the camp will assume the expenses in connection with the outing and the cost per day will not be expensive as the site has been donated and all the boys will have to pay for is the meals which the cook prepares for them, sleeping quarters having been provided by the men interested in Y. M. C. A. work.

Oak Point is an ideal spot for a camp, Beaver creek abounding in fish, while the swamps about the inlet will permit more than one frog dinner being served, providing the scouts are able to “shine” the greenbacks at night.

The camp will be located near the Lake Shore Electric tracks and it is only a matter of a few minutes run into Lorain or Vermilion, so those desiring to make side trips to the various resorts will find it a handy place to spend the next ten days.

Bugler With Them

The boys will be routed out each morning by the notes from the bugle operated by Paul Andress and at a reasonable hour will retire when the “lights out” is sounded. The address is Y. M. C. A. Camp. R. F. D., Lorain.

19121104 et

November 4, 1913

Representatives of the Knox syndicate were here and after inspecting the property decided to improve the various buildings which intimates that the land will lie dormant for some time.

19130304 et
SUGGEST OAK POINT AS SITE FOR “PEN”

March 4, 1913

At last there has been discovered a way to utilize Oak Point!

The general assembly of Ohio has brought up just the thing. They decided to move the penitentiary to the country. It seems the presence of the “castle” in Columbus is undesirable. Besides, the legislature would prefer a farm penitentiary of 2,000 acres They would like it located near a steam or traction line or preferably both.

Local people point to Oak Point as a logical site. It has about 3,000 acres of good farming land, it is situated on the Nickel Plate and Lake Shore electric lines, and is fanned by the healthful breezes of Lake Erie.

The bill will be introduced next week. The twenty-seven acres of and in Columbus now occupied by the prison would net the state much more than a farm would cost.

19130406
POLICE CHIEF DIES, RUN DOWN BY CAR

April 6, 1913

Head of Lorain Department Killed as He Returns From Hunting Trip.

Steps in Front of Interurban He Thought Was About to Stop.

SPECIAL TO THE PLAIN DEALER,

LORAIN, O., April 5. Norman H. Willlams, chief of police, here, was struck by an eastbound Lake Shore electric Interurban car at stop 117, four miles west of here, at 5:80 o’clock this afternoon and suffered Injuries of which he died in an ambulance that was taking him to St. Josephs’ hospital.

Williams, with Criminal Judge I. H. Job and Edgar Job, brother of the judge, had gone hunting on the Nieding farm at Oak Point this afternoon. They left the farm shortly before 5:30 o’clock in order to get a Lake Shore car into Lorain.

As they reached the car tracks the men saw a car approaching. Believing it to be the regular one, Chief Williams and Judge Job flagged It. They were on the north side of the track, After giving a signal for the car to stop Williams attempted to cross the track to get his gun,

Body Carried on Fender.

The car, which proved to be an extra, not stopping at that point, was going at full speed. Williams, not knowing it would not slow down, misjudged the cars' speed, and was struck, He was caught on the fender and carried 150 feet, being thrown off to the north side.

Judge Job and his brother ran to the chief's assistance. They found him unconscious and covered with blood. He had been injured about the head, probably suffering a fractured skull; his chest was crushed and his left leg broken. He was picked up and placed on board the car. A quick run was made to Lorain, where an ambulance was waiting at the station.

The chief was removed from the car and the ambulance started at top speed for St. Joseph's hospital. But the Chief died on the way.

Willlams had been chief of the Lorain police department five years, having been appointed by Mayor A. A. King, He leaves a widow and two children. As chief of police he had earned a reputation for efficiency and it has been the boast of Lorain that under Willlams' management the police force had reached a higher state of efficiency than ever before.

19130419
New Steel Bridge for L.S.E. Soon

April 19, 1913

The big steel bridge which is in course of construction on the Lake Shore Electric at Oak Point between Vermilion and Lorain has almost been completed.

The structure takes the place of the old wooden structure which spanned the ravine there for several years, It is about 50 feet in length,

A large force of workmen have been busy there for more than a week and have been rushing the work to completion as rapidly as possible. It is hoped to have everything finished within a few days.

19130604 ldn
SLATER'S BEACH CONVERTED INTO MODERN AMUSEMENT PARK

June 4, 1913

Big Dance Hall, 70x135 Feet Has Been Erected Together With Dining Room Will Have Bath House and Ball Grounds
Banks Baird and Springer, Managers
of New Park
To Open About June 15th.

With the purpose of making Slater's beach one of the best amusement places of Its kind near Lorain, the firm of Baird and Springer, managers of the beach, have been engaged In building an elaborate amusement park, with dance hall, dining hall and outdoor equipment.

The beach, formerly boasting only a small bath house, now has a dance hall of 70 x 135 feet floor space, and a dining room 20 x 70 feet. The old bath house will be replaced by a structure of thirty rooms, The nine acres of park will be covered with a ball ground, tennis court, and all small concessions such as merry-go-round, etc

The park will open about June 15th offering dancing, bathing, boating accommodations. A feature will be a band concert every Sunday. The beach is only 1 1-2 miles west of the city, and will receive large patronage. A special "Slater's Beach" car over the Lake Shore Electric will furnish frequent service at a fare of only five cents from Lorain. Much Cleveland patronage is expected, the fare has been placed at 35 cents round trip from that city

With the municipal beach closed this summer on account of lack of safeguards, thousands will probably take advantage of the accommodations st Slater's.

19141002 rag

October 2, 1914 RAILWAY AGE GAZETTE 624

LORAIN; ASHLAND & SOUTHERN.—An officer writes that in addition to the line in operation from Custaloga, Ohio, northwest to Ashland, 23 miles, a section of 24 miles on the extension building from Ashland north via Wellington to Lorain has been completed and was opened for business on September 5. A total of 67 miles of track has been laid, and it is expected that the remaining section to Lorain will be opened for business at an early date.

19141004 erj
October 4, 1913 ELECTRIC RAILWAY JOURNAL 633

The Lorain (Ohio), Ashland & Southern Railway operates a combination passenger, baggage and smoking car, 50 ft. over all, equipped with 220 A-8-H cells for traction, seven similar cells for lighting and four 20-hp motors. A test of this car was made on the tracks of the Jamestown (N. Y.), Chautauqua & Lake Erie Railway, as a result of which the Jamestown company has ordered a car of similar design.

19141130 rag

November 30, 1914 RAILWAY AGE GAZETTE 91

Lorain, Ashland & Southern: A new line called the Northern division has been opened for business from Ashland, Ohio, via Ashland Junction north to Lorain, 45.5 miles. (October 2, p. 624.)

19150403 ec
KNOX SYNDICATE RELEASE FARMS AT OAK POINT

April 3, 1915

The tract of land north of Amherst and west of Lorain, owned by the Knox Syndicate of Columbus, O., is being released to tenants through the agent, George W .Hollstein, of Amberst. The tract comprises 3,600 acres with about 24 separate farms. Many changes are being made this year.

Martin: Kreuck has rented the farm formerly occupied by John Appeman, who moved to Vermilion. W. H. Treaster, of Lorain, will occupy the C. C. Jaeger: farm; William Weikel, the Hildebrand farm. And James Ray, the Michael farm. Oliver Best of Lorain, will occupy the house located in the Oak Point grounds. Improvements to many of the farms are being contemplated by the Knox people. About 700 rods of fence will be erected and the buildings on the farms will be generally improved. Times-Herald.

19160120 vn

January 20, 1916

Vermilion News

The dancing pavilion at Slater's Grove on the shore, 7 miles east of Vermilion, was destroyed by fire Thursday evening. The building was owned by Mrs. Clarence Slater and was valued at about $3000. The origin of the blaze is unknown.

19160420 et
COMMISSIONERS TO ERECT NEW BRIDGE OVER CREEK

April 20, 1916

The county commissioners adopted a resolution. Thursday morning. Asking for bids for a new bridge to be erected over Beaver Creek. At Oak Point.

The engineer estimates the substructure will cost $3,659 and the super structure $2,661.

19160612 et
OAK POINT MAY BECOME LARGE LAKE TERMINAL

June 12, 1916

Big Tract of Land West of Lorain May be Developed.

MAY CONTINUE ROAD

MYSTERY SURROUNDING BIG TRACT OF LAND WEST OF LORAIN, MAY SOON BE SOLVED, NOW THAT A PUBLIC CARRIER HAS SECURED THE RAMSEY RAILROAD

It is now believed that the Pennsylvania Railroad company, which has purchased the Ramsey road, known as the Lorain Ashland and Southern, intends to develop Oak Point.

Eight years ago a company known as the Knox syndicate, purchased 2,600 acres of land at Oak Point, expending the sum of $600.000 but since that time the rentals derived from the land have not paid more than one percent on the investment.

Terminal Point

In railway circles it is inferred lake terminal point. Where vessels will discharge and receive cargoes.

The Ramsey railway extends to a point within two miles of Oak Point, a branch line having been construct to the Klondyke quarry a short distance from where Beaver creek empties into Lake Erie.

Big Mystery.

Oak Point since its purchase by the Knox syndicate, has been a mystery to the world, many speculations having been made as to what the land would be used for and by whom.

It is now believed that the Knox syndicate, is none other then the Pennsylvania Railroad company and that with the purchase of the Ramsey road, will come great developments at Oak Harbor.

Shipping Point.

By constructing piers and railroad yards at Oak Point, it could be transformed into one of the biggest shipping points on the great lakes.

Beaver creek could be dredged out and scores of freighters could be. Loaded and unloaded by the machinery which would be installed on the docks.

19160615 ant
OAK POINT IS NOT OWNED BY PENNSY, ROAD

Officials of Road That Recently Acquired Lorain Ashland & Southern, on Tour of Inspection, Deny Ownership of 2,400 Acres of Land North of Town.

TIDEWATER R. R. CO. THE PROBABLE OWNER

Officials of the Pennsylvania, which road recently acquired control of the Lorain, Ashland & Southern Ry, which runs in the south and east part of the township, positively deny that they have any connection with the wholesale land purchase at Oak Point. As soon as the purchase of the road by the Pennsylvania company was announced, rumors were ripe on every hand that the company intended to make use of the land which about seven years ago was purchased by Frank Knox, of Columbus. At that time 2,400 acres of land at Oak Point were purchased by a group of mysterious Interests, which became known locally as the Knox syndicate. The land bought extends to the north corporation line of the village and includes an area sufficient for the building of great shipping facilities. The land is still held by the Knox syndicate, but the Identity of the syndicate is still a deep mystery.

Last week the officials of the Pennsylvania made tour of Inspection over the recently acquired property, and also visited the steel mills at Lorain. Some years ago title was acquired to land on the east side of Black River, the title being taken in the name of Lake Erie and Pittsburg and an effort was made to promote a road through to Cleveland. A part of the right-of-way was graded and then suddenly operations ceased and since then the proposition has lain dormant. On the recent tour of Inspection, Pennsylvania officials admitted that now this land would be utilized for the building of dock.

As far as the Oak Point deal In concerned. The only information that may possibly fix its ownership is the fact that about ten years ago, soon after the survey of the land was completed, a civil engineer who had spent many months surveying at Oak Point, applied for a position in Sharon, Pa., and presented a letter of endorsement as to his capabilities from J. C. Trent. Mr. Trent was the engineer in charge of the work at Oak Point and the letter upon which the reference wax written bore the heading, “The Tidewater Railway Company, Baltimore, Md., Engineering Department J. C. Trent.” Although at the time Inquiries were made In Baltimore relative to the Oak Point deal men at the head of the Tidewater Railway Company. Refused to discuss the case.

19160722 rr

July 22, 1916

July 22, 1916 RAILWAY REVIEW 131

Lorain Ashland & Southern.—The Erie Railroad has exercised the option given it by the Pennsylvania Railroad to acquire joint interest in and control of the Lorain Ashland & Southern, which the Pennsylvania purchased last June, and which will now be operated by the two. The transaction will afford both the Pennsylvania and Erie entrance to the important and rapidly growing industrial district of Lorain, Ohio, to which the rails of neither extended hitherto. Connection with the Lorain Ashland & Southern by the Pennsylvania is at Custaloga, its southern terminus, a station on the Pittsburgh Fort Wayne & Chicago, and with the Erie at Ashland, where the two cross. The road is 67 miles long and almost an air line,

running due north and south. The 45.5 mile section extending from Lorain to Ashland is of recent construction, having been built by Joseph Ramsey, Jr., who died July 7, and associates, while the remaining 21.5 miles of line extending from Ashland to Custaloga formerly constituted the old Ashland & Wooster, built many years since by capitalists of Akron, Ohio.

19160922 et
NEW STEEL PLANT FOR LORAIN TO COST A LARGE SUM OF MONEY

4 September 22, 1916

WILL REPRESENT AN INVESTMENT OF $35.000,000, IT IS SAID.

Lorain. Sept. 22.—That a steel mill to be erected by Cleveland and Eastern capital on a site of several hundred acres of riverfront land on the east side of Black River opposite the mills of the National Tube company. Will represent an investment of $35.600.000. was the definite information from an authoritative source today.

While mystery still shrouded the identity of capitalists who are known to have optioned at least 250 acres of east side land and are negotiating for more, one steel manufacturing interest, at least. Declared itself as being unconnected with the project.

Officials of the Jones & Laughlin, interests, in Pittsburg, declared the company has no connection with operations in Lorain.

Along with this denial came unofficial reports that the Jones & Laughlin company has optioned the 2,400 acres of Oak Point land, owned for several years by the mysterious so-called Knox syndicate.

Meanwhile surveyors were at work on the east side riverfront land where, it has been admitted that Garrett-Cromwell Engineering company is to have charge of the construction of an immense steel mill.

Lorain businessmen today predicted not only an increase of 25 per cent or more in the city's population. But a general development along real estate and business lines as a result of the building of the plant.

One phase of development that is expected is the building of a third bridge over Black River. Probably at a point near the "Devil's Elbow" on Broadway. This project was promulgated several years ago, but was dropped.

19160926 et
OPEN HEARTH FURNACES TO BE BUILT AT LORAIN IMMEDIATELY

September 26, 1916

SECOND BIG STEEL INDUSTRY NOW PREDICTED FOR PORT CITY

That the United States Steel corporation contemplates the erection of a big steel plant on the East Side river-front opposite the mills of the National Tube company, and that the steel corporation's project is not

connected with the plans of Eastern capitalists who last week optioned 252 acres of river-front land in the same district was the positive state meat from an authoritative source today.

J. C. Cromwell, head of the Garrett-Cromwell Engineering company of Cleveland, who returned to Cleveland Saturday, from a conference with Pittsburg capitalists, authorized the announcement that he and his associates have purchased a 252- acre tract of riverfront land here and plan the erection of a steel mill.

While plans are not fully complete it was announced the intention of interests whom Cromwell represents, is to erect immediately initial units that will include four open hearth furnaces and a mill for the working of steel and steel products. The exact nature of the mill was not announced.

Cromwell's announcement, the first definite statement to be made since it became known several days ago that Lorain was to be the center of a big steel making development business and financial circles were certain today that not one but two big developments, with the East Side river front land as a site are in the process of materialization.

Local real estate dealers are Known to have been negotiating for options on approximately 1,000 acres of land for a manufacturing site. This, it was declared today, is a United States steel project.

Reports today connected the Pennsylvania railroad with the East Side development. The Pennsylvania recently purchased the Lorain Ashland and Southern railroad, which by an extension of its present limits in South Lorain, could be made to reach the east Side property involved in the negotiations.

In addition, the Pennsylvania is understood to hold a half-interest in the Lake Erie and Pittsburg railroad which owns a partially developed right-of-way extending from its lines in Cleveland along the lake shore to Lorain.

On the East Side here, this right-of-way connects directly with the river front land optioned.

Lorain officials of the Pennsylvania today said they knew of no connection between their company and the East Side project. Information coming from Amherst reports here this week that Oak Point may be involved in contemplated development here.

Real estate owners have been approached within the past few days by several prospective buyers, who offered big prices for land adjoining the Knox buildings. One of the prospective purchasers said he was connected with the Guardian Savings and Trust company of Cleveland. It was through the Guardian bank that Cromwell and his associates have handled the financial phase of their project.

19160927 et
BETHLEHEM STEEL COMPANY TO BUY OAK POINT LAND, RUMOR

September 27, 1916

BIG COMPETITOR OF UNITED STEEL CO. MAY BUILD GIGANTIC MILLS.

Lorain. Sept. 27: Arrangements for the beginning of construction work on a steel plant to be built by J. C. Cromwell. Cleveland engineer. And his financial associates on 2,252 acre tract of river-front land on the, East Side here were being made in Lorain today.

Edwin S. Griffith, representing the Cromwell interests. Was in the city arranging for the employing of drivers and teams of horses for excavating work.

“I expect to have surveyors on the ground of the plant next week the definite statement made by very shortly. Mr. Griffith, in Lorain today is arranging for the beginning of construction work.”

With this definite and positive announcement from the Cromwell interests, business and financial circles had reports o activities here of other interests backing a project for th building of a second big steel on the East Side.

The Cromwell plant is to include four initial units, consisting of of hearth furnaces and a mill of a type not yet announced In addition to the plans of the Cromwell interests, another and a larger manufacturing enterprise, the East Side river front as a prospect site, is known to be materialized. This is believed to be backed the United States steel corporation. And in its present conception is understood to contemplate the use of 300 to 1.000 acres of land.

A persistent report in financial and manufacturing circles is that the Bethlehem Steel company. Chas. M. Schwab’s competitor of the U. S. Steel. Is negotiating for the purchase of the 2.400 acres of land at Oak Point. Owned for several years by the mysterious Knox syndicate. Which is headed, ostensibly. By a Columbus attorney.

As a result of these reports, real estate in the vicinity of Oak Point and as far south as Amherst is unusually active. Realty owners tell of being approached by strangers and offered big prices for their holdings.

19170216 lth
BIG RESORT IS PLANNED AT SLATERS’

February 16, 1917

Attorney Wesley Grills and George Schenker, present owners of Slaters’ Grove, several miles west of town, plan to give Lorain one of the finest summer resorts on the Lakes. From 10 to 40 cottages are planned to be constructed, together with the erection of a dance hall and other improvements.
Only one thing is delaying the progress, there is no gas piped to the grove from Lorain and wells have to be sunk.

The success of the resort is established already. Many Elyria parties have agreed to lease cottages for five years at a handsome sum. This morning Mr. Grills received word that a party of 20 from Cincinnati would like to have reservations made for this summer.

The cottages, if they are built, will have concrete foundations with a bath in each. They will on the latest thing in camp construction.

19170330 lth
40 COTTAGES TO BE BUILT AT SLATER'S AT ONCE

March 30, 1917

A large summer resort is to be developed west of Lorain at Slaters' Grove if present indications-count for anything.

Wesley Grills, attorney and George Schenker, theater owner, will in a few days award contracts for the erection of 40 cottages on the property. Of this number 16 have already been leased for five years, it is asserted. Mr. Grills said today he could rent 150 cottages in a week If he had them.

All of the buildings will be of the bungalow type and will contain all modern equipment. There will be screened porches.

The beach at the park Is to be improved. A pier will be constructed and will be covered with a Japanese canopy. Tennis courts and other sport features will provided. The stream which enters the park will be dredged will be made into a lagoon.

19170316 et
REPORT CLAIMS THAT OAK POINT PROPERTY IS TO BE DEVELOPED

March 16, 1917

STEEL FIRM TO BUILD ON BIG TRACT PURCHASED 9 YEARS AGO

Pittsburg, March 16: Steel circles in Pittsburg were today discussing information that leaked from the of offices of a big company that it would shortly begin a big industrial development at Oak Point, near Lorain, Ohio.

Men close to the source of information would not divulge the identity of the company involved in the Oak Point development. But it was stated that actual work in the district. May be expected within the month.

It was pointed out that the Oak Point development would rank with Gary, Ind. In its extent. A harbor will be made by the dredging of a small stream.

The territory is regarded as favorable from a railway standpoint. It is touched by the New York Central lines, the Pennsylvania and the Nickel Plate.

19170330 lth

L. A. & S. WOULD. RAISE TRACKS AT BROADWAY; 90 DAYS UP TODAY

Lorain, Ohio, Friday, March 30, 1917

Plans for the removal of the crossing of the Lorain, Ashland & Southern railroad over Broadway at city limits by the elevation of the tracks were filed yesterday afternoon by William Semple, Ashland, attorney for the Pennsylvania Lines, which now controls the L. A. & S. with City Engineer C. M. Osborne,

The plans call for the lowering of the grade of the street to provide for a 16 foot clearance under the railroad. The tracks will also be elevated, in order to make the required clearance.

“The filing of the plans followed action in the court of appeals December 20, when the railroad was ordered to have the plans prepared ad submitted to the Lorain City Council within 90 days. The ninety day period expired today.

In carrying out its plans for the elimination of the grade crossing the railroad company will he compelled to purchase lands in the vicinity, it was stated today. Some of this land is already ready under option.

It is understood that the plans, will be submitted to the city council when 1t meets Monday evening. Engineer, Osborne said this afternoon that he had not gone over them and consequently did not know whether or not they would be satisfactory.

19170330 lth
LE&P PREPARES TO DEVELOP LAND HERE

March 30, 1917

Road files Mortgage of $15,000,000

Development of the 400 acres of Lorain harbor front territory owned by the Lake Erie and Pittsburg Railroad company was forecast today when copy of a $15,000,000 mortgage on the property given by the railroad to the Guaranty Trust Co. of New York was fled with County Auditor C. A. Horn at Elyria.

The mortgage was given to secure $15,000,000 in 60-year gold bonds given last year. The filing fee was $24.

The development of the railroad tract which lies east of Black River and which included a right-of-way for a railroad to Cleveland with part of the grade completed has been dormant for some time. Recently when an effort was made to purchase the site of the plant of the American Sheet and Tinplate Co. the proposition was rejected because of the new plans to revive the project.

The Lake Erie and Pittsburg is now controlled by the Pennsylvania Lines and the New York Central.

19170330 lth
See Plot in Burning of L.A.& S. Bridge

March 30, 1917

Chief of police, A.A. King, today joined the detective forces of the Pennsylvania Linea in the investigation of the burning of six spans of a 300 foot bridge of the Lorain Ashland and Southern railroad early this morning eight miles south of Wellington.

Charges if incendiary xxx xxx xxxxx with the burning of the xxxx xxxxxx structure which spanned the Baltimore and Ohio railroad and a deep gulch.

The burning of the trestle tied up traffic on the line until this xxxxxxxx. More than 150 loaded cars were held in Lorain as a result, mostly loads from the National Tube Company

Record breaking time was made by in replacing the fire damaged trestle. Pennsylvania bridge building crews were rushed to the scene xx xxxxxxx trains and within 24 hours had the tracks cleared and trains running.

L.A.& S. officials today would not discuss the bridge burning. They stated that an investigation was being made in an effort to determine the cause.

19170519 et
OAK POINT WOULD MAKE AN CAMP SITE

May 19, 1917

COMMISSION OUGHT TO LOOK OVER 3,000 ACRES ON THE LAKE BANK.

Attorney Harry Redington, suggests that the government commission which is seeking a suitable site of 1.000 acres for a training camp, should look over the Oak Point property owned by the Knox syndicate, comprising 3,000 acres.

Pure lake water could be piped to the camp from the Elyria water works, which is about a mile away.

19180103
SOUTH AMHERST VILLAGE SURE

January 3, 1918

Even tho the prospect of an immediate city government is likely to be fulfilled, it is not likely that the administration will be able to make any great showing in the way of improvements much short of another year. In the first place they will have no money to work with and this will come only when they have made a levy and the money has been paid months later into the treasury of the town. Meanwhile they can thinking up some nifty stunts to pull off in order to make theirs a beautiful and modern village.

One of the things that the town needs badly Is railroad facilities. It is located on the Ramsey line which runs a bob-tailed train back and forth to Lorain every day. It is up to this new born village to get better accommodations than this on the only road that makes the town. The prospect is not good, but it would be a wonderful opportunity if the Green Line could be Induced to extend its' line into the village and make that the terminus of the road.

19180426
EIGHT CARS WRECKED AT KISHMANS

April 26, 1918

The fourth wreck on the Nickel Plate railroad near Kishmans' siding occurred early this morning when eight freight cars were derailed a mile west of that point. No one was injured.

The notorious point was the scene of one of the worst wrecks in Ohio ten years ago when a dozen men were killed and 40 injured.

The cars which were derailed this morning contained general merchandise much of which was scattered over the tracks for a short distance. Several of the cars rolled over. Traffic was temporarily delayed but the tracks were cleared before 10 o'clock and regular traffic was resumed.

A Lake Shore and Michigan Southern freight car was derailed late yesterday afternoon at a point near Kishmans'. Traffic was not delayed.

19190327
OAK POINT LAND AGAIN BEING LEASED FOR YEAR

March 27, 1919

No Development of Project Seen for Some Time to Come, According to Local Opinion.

Approximately 30 farms having to total acreage of 3,000 acres and comprising what is known as the Knox syndicate property north of town are being re-leased for this year by A. Holzhauer, representing the Knox syndicate which purchased the property about ten years ago.

No one knows just when the projected development of the property will take place, but the action in again leasing the farms seems to preclude anything being done this year. The leases, however, provide that the lessees must vacate upon being notified, the syndicate to pay for any growing crops or damages done, in this event.

The land in question stretches from Amherst to the lake front, and includes one of the finest harbors in this part of the country.

19190328 et
RE-RELEASE LAND AT OAK POINT

March 28, 1919

The farms in the vicinity of Oak Point, four miles west of Lorain, are being re-leased by A. Holzhauer who represents the Knox syndicate which purchased the land ten years ago.

There are thirty farms owned by the syndicate, including about 3, 000 acres. These farms are leased each year to those who desire to cultivate them. The leases provide that lessees must vacate within a short time after belong notified to do so on consideration that the syndicate pay for growing crops or any damage that may be entailed.

The Knox syndicate purchased the Oak Point property with the idea of developing the land for industrial purposes. For more than a decade the syndicate has kept secret its plans.

The re-leasing of the farms this spring is believed by the farmers to indicate they will be no development in the big tract this year.

19190730

Boys Camp Will Open At Oak Point Monday

July 30, 1919

Everything is ready for the big boys camp which will be conducted at Oak Point through the month of August. The tents will be pitched Saturday and everything will be put in readiness to open the camp Monday morning. Two boats and a canoe have been attractions With good fishing, boating And bathing assured, and all the athletic equipment of the YMCA at their disposal the boys are promised a good week of camp life.

There has been no end to the assistance the boys secretary has had in putting the camp across. The first lift came from John Rosenfeldt, who gave the boys a liberal contribution and made it possible for them to purchase the equipment at half price. He also loaned the boys the balance of the money needed until they will be able to pay for it.

The next boost came from Wesley Grills, who made the location of the camp possible. He also loaned the boys a large tent which will be used as the mess tent.

The big financial lift came from the efforts of 65 boys who were kept busy three days of last week gathering paper. Approximately 28 tons of paper was gathered by the boys.

A. Gruelich gave the boys the privilege of using the voting booths as storing places for their paper. Camp Director Ivan S. Justice said he had never received such splendid support on any project as was given the boys on their paper raising campaign.

The first Saturday in camp will be known as “honor day”, when all who have helped make the camp possible will be invited as guests of the boys. Each Friday will be “mothers day” when the mothers will be invited to visit the camp.

The boys were busy loading the paper on the car this morning for shipment to Buffalo.

19200718
OAK POINT PUZZLE IS STILL UNSOLVED

Plain Dealer Jul 18,1920

Big Land Sale Near Lorain Twelve Years Ago as Yet Unexplained.

(Special to The Plain Dealer)

LORAIN, July 17.— Twelve years ago this spring a group of men quietly slipped into Lorain county and visited farmers who owned land in the vicinity of a point five miles west of Lorain. They purchased 7,000 acres of the finest farming land in Lorain county at a cost of $730,000.

Twelve years have passed and the “Oak Point mystery” is still unsolved. For years newspapermen, detectives representing industrial, financial and real estate interests, investigators for promoting concerns and railroads have sought to solve the mystery without success.

The land was bought for ‘the Knox syndicate,” represented by a Columbus firm of attorneys. At Columbus the Knox crowd refused to divulge the identity of those whom they represented. Joseph Ramsey, promoter of the Lorain, Ashland & Southern railway, said the ground was bought for the purpose of erecting an industrial plant.

His belief in the project prompted him to build the railway from Lorain to Castalia, now owned by the Pennsylvania system.

The acreage abuts on lake Erie at Oak Point, once a popular summer resort and still one of the most beautiful spots on the south shore of Lake Erie. Here Beaver creek empties into the lake. The stream winds about a hill in such a manner as to afford opportunity for a fine harbor.

It was the late Joseph Ramsey who advanced the idea that a horseshoe shaped harbor could be constructed at small cost.

The Nickel Plate and New York Central railways run through the property. A short distance below the surface is a rock and shale formation that would make mill construction economical because of the excellency of the foundations

From New York came the report that H. H. Rogers was behind the project and that the Standard Oil Co. proposed to erect a plant on the site. Charles M. Schwab was once quoted as saying: “At Oak Point there will be one of the greatest industrial developments in history.”

The Jones & Laughlin Steel Co. of Pittsburg, was reported to have been back of the big land purchase, but officials of the company always have denied knowledge of the plan.

After a corps of engineers had worked for several years and gangs of men had been housed on the portion of the land formerly used as a summer resort, the project was apparently abandoned.

Now only a caretaker occupies the house in the big grove overlooking the lake.

But the land is still held by the purchasers of twelve years ago and indications are they still expected some sort of development, for the farms are rented by the year.

Leases for two years or longer, are refused and all leases arm made with the understanding that the tenant must vacate within sixty days when notified to do so. The lessor agreeing to compensate him for all crops in progress of development.

Despite their disappointment over lack of activity at Oak Paint residents of Lorain county still expect a boom along the lake shore and many owners of land adjoining the 7,000 acres at the Point are holding on to it, refusing to sell in the belief that some day the Oak Point mystery will be solved and a great industry will rise and smoke of great mills will float over fields now covered with grain and fruit

19200701
BUILDINGS AT OAK POINT BEING TORN DOWN

July 1, 1920

The old Dance hall and pavilion at Oak Point about three miles north of here, erected about 25 or 30 years ago when the park was a favorite resort is being torn down. This resort was once famous as a place of amusement and may be of the older residents of Amherst tell of good times which they enjoyed at this popular place. This step in destroying tho buildings means the passing of tho once famous resort.

The dance hall is on the Knox Syndicate property, comprising about 6000 acres and sold about ten years ago for $600,000.

At the time the land was purchased it was rumored that a large steel plant and lake terminal center would be situated there.

The Wabash railroad abandoned the site after the right of way had been secured and the rails laid to within a couple of miles from the site which starts at the mouth of Beaver creek and extends to within half a mile of Amherst.

George Hollstein, well known, Amherst man said that he thinks there is still some chance of a large manufacturing concern locating on this site some day.

The site follows the course of Beaver Creek and is regarded as advantageous for lake shipments.

19210825
AMHERST MEN LEASE BATHING BEACH

August 25, 1921

The land which is now known by Amherst people as Poplar Grove, located at Oak Point, has been leased by Mayor J, J. Smythe and Dr. W..G. Schaeffer for a period of ten years in the anticipation of building a first class bathing beach and summer resort, The land contains 12 acres and was leased from the Lorain Sand and Gravel company of Cleveland.

The land has been leased to a party in Lorain for several years and admission has been charged to the beach for bathing purposes and the grove for camping purposes without any conveniences whatever. Mr. Smythe and Mr. Schaeffer are planning to improve the beach by building a first-class bath house and many other necessities which will be of benefit to bathers and campers.

Work on improvements will start in the spring and will be ready for use for the summer bathing end camping period next summer. The park will be known as Beaker Park.

19220000 ant

ENTERTAIN FOR NEW TEACHERS

Members of the teaching staff of the public schools gave a reception to the new teachers Thursday evening at Slater's grove, The affair was to be In the nature of a weiner and corn roast, but on account of the rain they ate their lunch in the pavilion. The guests of honor were Supt. And Mrs. J. E. Porter and son, R. E. C. McDougall, P. E. Keahn, and Miss Mayme Cameron, The trip was made in Martin's taxi.

19230111
BEAVER PARK COMPANY ORGANIZES

January 11, 1923

NEW COMPANY INCORPORATED
FOR $40,000 J. J. SMYTHE ELECTED PRESIDENT.
Amherst News-Times January 11, 1923

Last Thursday afternoon final arrangements were made for the corporation of the Beaver Park company who have recently purchased 86 acres of land at Oak Point.

The members of the corporation are J.J. Smythe, Dr. W. O. Schaeffer of Amberst, Wm. H. Evers, E. C. Morehart and F. W. Karber of Cleveland.

The company has been incorporated for $40,000.

Officers have been elected and are as follows President. J. J. Smythe; Vice President, F. W. Karber; E. C. Morehart, Secretary and Dr W. O. Schaeffer Treasurer

The now company has purchased 86 acres of land at Oak Point which includes the present Beaver Park allotment and sixty acres om the south side of the Lake Shore road.

The addition will be used for lots and at tho present time the land is laid out with streets and lots, ready for summer use. Water and many other modern conveniences will be installed In the near future

Another feature of the new arrangement will be that adequate space for parking will be arranged for.

President, J. J. Smythe has been unable to give out any other plans for the coming summer camping season but meetings will be held in the near future at which time complete plans will be made.

19230705
OVER 1200 PEOPLE ENJOY THE FOURTH AT BEAVER PARK

Amherst News-Times July 5, 1923

Over 1200 people spent the Fourth of July at Beaver Park, according to a statement of J. J. 8mythe this morning

Electric lights have been installed and were turned on for tho first time last night. Water is also being pumped into the park which makes the convenience complete,

A number of people have started to camp at the park this week which makes the colony there a large one.

19240222
BEAVER PARK BEING IMPROVED

Amherst News-Times February 22, 1924 is now improving the park at Oak Point. Lights will be put in, a new boat house will be erected, new boats and canoes will be purchased and equipment for a playground will be purchased.

J. J. Smythe and W. G. Bchaeffer state that they hope to have all of the improvements in for this summer.

19250623
LORAIN PUZZLED OVER OAK POINT

Plain Dealer Jun 23,1925

Learns Identity of the New Purchasers.

(Plain Dealer Special)
LORAIN, O., June 22: Future development of Oak Point, four miles west of here, was the subject of considerable speculation here today as the identity of the new purchasers became know.

Deeds transferring the 3,200 acres of land at Oak Point to the Lake Lands Corporation of Delaware are in the county recorder's office, at Elyria, awaiting record.

The Lake Lands Corporation was granted a charter at Dover, Del, Dec. 4. 1924.

The corporation's authorized capital is 10,000 shares without par value.

Incorporators of the Lake Lands Corporation are Patrick H. Loftus, Berkley Heights, N. J.; Harold A. Donegan, New York city, and John Q. A. Johnson, jr, Yonkers, N. Y.

The land formerly was owned by the Knox syndicate, Pittsburgh.

19250808 ant

August 8, 1925

AMHERST MEN LEASE BATHING BEACH

Amherst News-Times August 8, 1925

The land which is now known by Amherst people as Poplar Grove, located at Oak! Point, has been leased by Mayor J. J. Smythe and Dr. W. G. Sehaefler for a period of ten years in the anticipation of building a first class bathing beach and summer resort. The land contains 13 acres and was leased from the Lorain Sand and Gravel company of Cleveland.

The land has been leased to a party in Lorain for several years and admission has been charged to the beach for bathing purposes and the grove for camping purposes without any conveniences whatever. Mr. Smythe and Mr. Schaeffer are planning to improve the beach by building a first-class bath house and many other necessities which will be of benefit to bathers and campers.

Work on Improvements will start in spring and will be ready for use the summer bathing end camping next summer. The park will own as Beaker Park.

19250811
7 HURT WHEN AUTO PILE UP AT OAK POINT 4 MACHINES IN JAM AT DANGER POINT ON CURVE

August 11, 1925

Four-Ply Collision is Enacted on Steep Hill Bend

2 TOURISTS ARE SERIOUSLY HURT

Three Cars Badly Damaged When They Leap Into Ditch

Seven persons were injured, two seriously, in accident at Oak Point, four miles west of Lorain, at 5 p. m. Monday in which four automobiles were badly damaged.

The smash-ups occurred, witnesses. Say, when Miss Margaret Corts, 118 W-27th-st, driving a Packard sedan, attempted to pass another automobile on the hill and collided head-on with a machine driven by Harry E. Rex, Des Moines, Ia. The other two cars figuring in the accident were trailing the east bound Rex car .

The Injured

Harry Rex, Des Moines Ia. Cut about the face and hands.
Not serious

Mrs. Harry Rex, lacerations and Bruises, in SL Josephs' hospital

Misa Margaret Corts 118 W. 27th-st.. minor cuts and bruises

Porter Dean, lorain automobile salesman, body lacerations

L. G. Rothey, McKeesport. Pa. Body bruises

Miss Venus Rothey. McKeesport, PA. Lacerations about the face and hands.

Miss Elizabeth Rothey. Mc- Keesport. Pa., severe lacerations Is St Josephs' Hospital.

According to witnesses, Miss Corts; who was accompanied by Frank Kline, of lorain, was west bound enroute to Sunnyside beach. As she turned out on the hill to pass a car in front of her she collided head-on with the Rex machine.

Dean who was following Rex In a new Studebaker being brought here from the factory, was forced into a ditch. His car was badly damaged,one side being stove in and the top badly torn.

The Rotheys', directly in the rear of Dean, were unable to stop in time to avoid a collision and took the ditch also.

J. C. Standen. City, auditor was in back of the Rotheys but avoided the fate of the three cars preceding him.

Passing autoists brought the injured to St. Josephs' Hospital where they were given medical attention and all but two of them released.

Kline escaped injury by dropping to the floor of the Packard.

19260104
Lorain In Retrospect

January 4, 1926

J. J. MEYER

My reference to America's great holocaust in the burning of the City of Chicago in the fall of 1871 may be condoned when blended with local happenings. Dense clouds of smoke hovered over this vicinity, completely obscuring the sun for several days following the fire, a fact fresh in the minds of some now living among us. The rehabilitation of the Midwest Metropolis stimulated the stone industry at Amherst and created additional demand for Lorains' vessel tonnage. The success and volume of this enterprise rested on cheap transportation, which was provided by constructing a railroad from the quarries to Oak Point and a stone landing pier, projecting into the lake, from which to transfer stone from tiny cars into vessels Chicago-bound. The visible evidence of this project today consists of the old pier favored by anglers for perch, and the occasional iron streak you encounter in the woods north of Amherst when hunting for berries.

19300920
VILLAGE BACKS ROAD WIDENING

Sandusky Register September 20, 1930

VERMILION, Sept. 19 (Special): Widening of the Lake-rd between Lorain and Vermilion and the elimination of the dangerous curve at Beaver Creek are believed to be among the road projects to be included in the state's 1931 program.

The projects are being backed here by the Lake Shore Route Association headed by Sidney R. Royce, president of the Lorain Chamber of Commerce. The association has also gone on record as endorsing the plan of the Chicago-Cleveland Pike Association to make the Lake-rd a U. S. highway but protested the part of the plan which would split the highway at Sandusky into a north and south route.

The next meeting of the association will be held In Avon on Oct. 16.

19320217
NEW PLAN FOR LAKE HIGHWAY

Sandusky Register February 17, 1932

A new Improvement plan for Lake-rd calling for abandonment of one-and a half-miles of the present west shore highway from Beaver Park to Claus' hill in Lorain- co, was announced by A. P. Lagron, resident state highway engineer.

Estimated cost of the project Is $108,000, including a bridge over would follow the Lake Shore Electric tracks between tho two points,

Preliminary approval was given the proposal and Lorain-co commissioners at Elyria.

Former plans for widening the present highway have been dropped, he stated. Contracts for the work are expected to be let May 1. One- fourth of the cost is to be paid by the county and the remainder by the state.

19330610
SPEED ROAD SHIFT PLANS

Lorain Journal June 10, 1933

One Land Suit Settled,
Two Others Due for Decision Monday

(by staff Correspondent)

ELYRIA: Prospects for early resumption of the two-mile relocation of the Lake-rd west of Lorain was seen today as the result of the settlement of one land appropriation action and the imminent settlement of two others now pending in probate court.

Progress of the road construction has been halted for nearly a year because of litigation which was started by property owners having holdings along the right-of-way of the new road.

Under the plans of the highway department, the new roadway will leave the present Lake-rd at Beaver Park bridge and follow the Lake Shore Electric Co. tracks for a two mile course.

Sees Early Resumption

The new road will strike the Present roadway again at the Claus' hill, two miles distant, west from the bridge. The section of highway laying between the two points will be abandoned.

A. P. Lagron, state highway engineer here, today said he looks for early resumption on the work on the highway inasmuch as court progresses in the appropriation cases is going ahead.

A probate court jury this week gave a verdict of $1371 as a fair value of land owned by the Lake-lands Corp. The state had or previously offered the corporation $900 for three acres of land which is needed for the highway.
19330612
GO AHEAD ORDER OF ROAD CHIEF ON LAKE-RD PROJECT

June 12, 1933

Suits Settled; Prepare to Lay Out New Route
Construct Bridge

By “Staff Correspondent

ELYRIA, June 12: The order to go ahead on the Lake-rd project west of Lorain was given today by State Highway Director O. W. Merrill

Merrills’ order to the local state engineers’ office and the contractor follows closely on the jury settlement of one land appropriation action last week and the settlement of another out of court today

The order also permits the state department to go ahead with construction of a new bridge over the Beaver creek to replace the present narrow, antiquated structure which has been one of the biggest menaces to auto traffic on the Lake-rd for more than a score of years.

$75,000 Project

The roadway and bridge project calls an estimated expenditure of more than $75,000 of state funds, most of which will be spent in and around Lorain-co. Scores of men will be given work on the project as soon as Hill and Hill, Elyria contractors, resume work on the highway. They are expected to start within the next week.

Only one stumbling block. re- mains to be passed before the state can have a clear title to proceed to completion of the two-mile re- location of the road from Beaver park to Claus hill.

It is a strip of property owned by Henry Claus at the western terminus of the relocation, This is expected to be settled thru court action in a few weeks. In the meantime, the road work can go ahead, according to Information received here today from Merrill’s office.

5 New Settlement Made

Merrill announced today that a settlement for land needed for the road has been made with the Beaver Park Co. Last week, a probate court jury awarded the Lakelands Corp. $1,372 for land which the state took over The corporation asked $13,000 for the property, according to Merrill, but was willing to settle out of court for $7,600. The state offered only $900 for the land.

19330814
WORK STARTED TO FILL GAPS ON LAKE ROAD

August 14, 1933

Lake Shore Route Group in Effort to Settle Highway Disputes

OFFICIALS ARE HOPEFUL

Strive to Complete West Shore Links Before Cold Weather

Efforts to close the gaps in the improvement of the Lake road. Between Lorain and Vermilion, are underway.

Work has started and is well progressed on a new bridge at Beaver creek and a two mile unimproved stretch in the highway to west of the creek.

Attempts at settlement of right of way disputes that are holding up widening and repaving of two other shorter sections are being made. The Lake Shore Route association has appealed to both Gov. George White and the state highway department to settles the dispute in order that the project can be completed and the traffic hazards resulting from the present conditions eliminated.

May Finish by Winter

If negotiations are successful, it is hoped to have the new 30 foot concrete highway improved thruout before snow flies.

Right of way and damage claims of the Lake Lands corporation and the Beaver Creek Land Co, were settled recently by the state highway department, This made possible the improvement in the vicinity of Beaver Creek which is now giving work to about 50 men. Hill and Hill, Elyria has tbe contract which totals $90,100 for bridge and highway

However the strip now being improved cannot be connected at its west with the present road unless the dispute between Henry B.Claus and the highway department can be settled.

The right of way is clear up to Claus hill, where the new road will join the old Lake rd. after cutting out several curves and hills

Claus wants $4,500, claiming that the new route will block off the present by-pass under the railroad and street car tracks, which allows access from his Lake rd. property to the beach. The state has offered $1,700. Efforts to bring the two together on a compromise arrangement are underway. G. A. Resek, attorney for Claus, says the case is near settlement. If the Claus ease can be settled, the present work can be completed in about 80 days, A. P. Lagron resident engineer said.

19330814
Lorain Journal

August 14, 1933

Claus wants $4,500, claiming that the new route will block off the present by-pass under the railroad and street car tracks, which allows access from his Lake-rd property to the beach. The state has offered $1,700. Efforts to bring the two together on a compromise arrangement are underway. G. A. Resek, attorney for Claus, says the case is near settlement.

19330817
SETTLE DISPUTE ON ROAD PROJECT

Lorain Journal August 17,1933

Agreement Lifts Barrier to Lake-rd Paving

The last bar to the progress of the West Lake-rd construction was cleared today with settlement of an injunction suit brought against the state highway department by Henry B. Claus, Lake-rd farmer.

Settlement of the dispute was announced today by A. P, Lagron, state resident engineer.

Claus procured a court order restraining the highway department from entering on his property to locate a new section of the Lake-rd from Beaver Creek to Claus' hill. He asked $4,500 damages for the property to be confiscated by the state to lay the new road. The state had offered approximately $2,000.

The case was settled for approximately $3,000, it was learned today. With the settlement of the suit, Hill and Hill, Elyria contractors in charge of the paving job. Entered on the Claus property to start work there today, Lagron said.

The road job is expected to be completed in the next 60 days, establishing two miles of new roadway westerly from Beaver Creek, where a new bridge will be installed.

Another section on the unimproved roadway, lying between property of Mrs. Harriet Braun and Claus' hill, is to be improved later in the year, it was announced. A permanent injunction held by Mrs. Braun is delaying letting of a contract.

19330822
CLAIM $350 HOLDS UP LAKE-RD JOB

Lorain Journal August 22, 1933

Compromise on Damages Rejected by State

(By Staff Correspondent)

ELYRIA. Aug. 23—Refusal of the state highway department to compromise on damages to the property of Mrs. Hattie Braun, W. Lake-rd, is holding up the complete improvement of the road between here and Vermilion, it was learned here today.

It was definitely learned that the state has refused to pay Mrs. Braun the $2,850 she asks as damages for the removal of several century-old shade trees which align the front of her property. They are In the line of the highway improvement proposed by the state. Originally Mrs. Braun asked $3,000 and the state has offered $2.500.

All other controversy holding up the Lake-rd paving has been completed with the exception of the Braun case. Mrs, Braun holds a permanent injunction, restraining the highway department from removing the trees. Their only recourse now to complete the job is to go thru the formality of a court appropriation action.

At present a section of Lake-rd lying between Beaver park and Claus' hill is being relocated and a be completed in the next 60 days

19330907
STRUCK BY FAST INTERURBAN CAR

September 7, 1933

Four Companions Narrowly Escape Injury, Girl Trapped on Trestle Dies in Hospital

Trapped on a trestle over a 15 foot gully near Beaver Park, Betty Kane, 18, of Lincoln street, Amherst, was struck by a fast interurban car and fatally injured about 10 P. M. yesterday.

Four companions of the girl narrowly escaped being struck. Rosemary Lauer and Hugh McGarvey, who were nearest to Betty when the car suddenly came upon them, said that they leaped down the embankment an instant before the car passed over the trestle. They said that their first thought was that Betty had also escaped, it was reported.

The five, all residents of Amherst, had parked their car a short distance from the trestle and were walking to Claus' beach to visit some friends there, Adelbert Young and Henry McGarvey, the other two members of the party, had gone a little ahead of the party and were over the embankment when the accident occurred.

Rushed To Hospital

Miss Kane was rushed to Lorain in the interurban car and then speeded in an ambulance to St. Joseph's' hospital where she died a few minutes later.

The family moved to Amherst about a year ago from Lakewood. Betty was a junior in Amherst High School and was a member of the Congregational Church and Sunday school.

She is survived by her parents, Mr. and Mrs. Roy Kane, and one brother, Richard, 9. Her body was removed to the Zilch Funeral Home at Amherst. Funeral arrangements will be made pending the return of Mr. Kane, who is a traveling salesman.

19330914
HOLD RITES FOR ACCIDENT VICTIM

September 14, 1933

Amherst Girl Struck By Trolley, Buried Here Saturday

Funeral services for Betty Kane, Amherst girl who was killed last week by an interurban car near Beaver Park, were held Saturday afternoon at her home on Lincoln street.

Miss Kane with four other young people had parked their car near the park preparatory to enjoying a swim. Walking across a five foot trestle she failed to hear either the shouts of her companions or the approach of the electric car. The others saved their lives by jumping,

The Amherst girl, her companions reported, had halted momentarily to tie a loose shoe string when the car struck her. She was hurled from the trestle sustaining fractures of the skull, arm pelvis and jaw. The victim was taken to Lorain in the interurban and transferred to an ambulance which rushed her to St. Joseph's hospital. She died five minutes after she was admitted.

Other members of the party included, Rosemary Lauer, Delbert Young, Hugh and Henry McGarvey, all of Amherst. The quartet left Amherst in the McGarvey automobile leaving it at the "hole in the wall" near the culvert and starting east toward the swimming beach by the way of the trestle,

Dr. W. W. T. Duncan, pastor of the Lakewood Methcdist church and Rev. F, E, Eastman of Amherst officiated at the funeral services. Pall bearers included Hugh Mc- Garvey Adelbert Young, Harvey Al- brecht, Melvin Frederick, Freder- ick Wilhelm, Albert Braun, James Gourley and Jerry Achenbach. Conrad Zilch was in charge of in- terment which took place at Maple Grove Cemetery.

Miss Kane was the daughter of Mr. and Mrs. Roy Kane. The dead girl enrolled in the local high school at that time where she soon won a wide circle of friends.

She is survived by her brother, Richard, and her parents.

19400228
When Lorain County Stone Helped Rebuild Chicago

THE LORAIN JOURNAL, WEDNESDAY, FEB. 28, 1940

6 KICK BY MRS. O'LEARYS' COW STARTS BOOM

Rusty Rails, Oak Point Piers Evidence of Spectacular Era

When Mrs. O'Learys' cow kicked over the lantern more than a half century ago and touched off the disastrous conflagration which wiped out three and a half square miles of Chicago's most flourishing districts, the seed was sown for an unprecedented boom in activities about which the growth of young Lorain-co was then entering.

Mute evidence of this can be seen in the abandoned quarry holes, near Brownhelm, the iron streak of rusty rails occasionally seen thru the woods north of Amherst and the piers of Oak Point.

"The Sandstone Center of the World," then a community larger larger than its neighboring village of Charleston, now Lorain, played a most important part in the rebuilding of the fire-ravaged city thru its' unlimited supply of stone.

$187,000,000 Damage

As a point of history, it might be stated here that the Chicago holocaust, which swept a large part of the municipality from the earth, started on Sunday Oct. 8, 1871, in a small barn on the west side.

The flames spread quickly and before a welcome rain quenched the raging inferno 24 hours later the main business and residential districts were devastated, the burned area totaling 2,024 acres,

The loss was set at $178,000,000 and approximately 300 persons were burned to death.

Faced with the Herculean task of reconstructing the city, the undaunted people of the midwest metropolis discovered in Lorain-co the closest available spot where a sufficient supply of stone building materials could be obtained.

Amherst Stone Favored

Amherst sandstone was especially well fitted since it was easily worked, but hardened on exposure to air after construction.

Shrewd business men, sensing the opportunity and also anxious to have this district play its part in rehabilitating the burned area, exerted every possible effort to turn out stone from the numerous quarries around Amherst at a rapid pace.

One quarry after another was blasted into and crews of men worked feverishly digging out the stone for shipment to Chicago.

The success and volume of this enterprise rested on cheap transportation which was provided by constructing a railroad from the quarries to Oak Point and a stone landing pier, projecting into the lake, from which stone was transferred off tiny cars into vessels Chicago-bound.

The Clough Stone Co. was the owner of this railroad. It was a little, narrow-gauge road that ran from their quarry to Oak Point, just west of Lorain, where the company had the wharf.

7 Old Pier Remain

The stone was loaded on flat cars and allowed to run down to the water, the grade. Being sufficient to allow the cars to go under their own weight. There the stone was lifted off by derricks and loaded onto the boat.

At first this railroad used mule power to draw the cars back from the waters' edge to the quarry. But business increased, mules were too slow and a small engine was obtained,

Besides stimulating the stone industry at Amherst, Charleston, the village to which shipbuilding was already bringing fame among Great Lakes communities benefited to a large extent thru the increase in vessel tonnage during the boom in stone business.

Two-Year 'Boom'

Even before the black clouds of smoke which hovered over this vicinity, completely obscuring the sun for several days, following the disaster, had arisen, preparations were underway for shipping thousands of tons of stone from Amherst to Chicago and it was not until two years later when the city was rebuilt that the pace slackened.

But Lorain-co, and particularly the district around Amherst, had participated in the epoch making and record-breaking project of reestablishing Chicago and of constructing buildings of more solid type than those which had been burned down.

With Chicago rebuilt, normalcy returned to the "limestone center" many of the quarries were abandoned and the railroad to Oak Point together with the old piers were allowed to disintegrate.

But the road kept running until the Lake Shore railroad made rates so low that it was cheaper to ship by rail than water. Then the whole narrow-gauge outfit was sold to a Michigan lumber concern where the little engine continued its usefulness by pulling logs instead of stone.

Amherst, however, has continued with its thriving stone industry which is known thruout the United States and Canada. Amherst sandstone may be found In some of the finest buildings in the nation.

19410819
Half of Span Moved; Job Takes Four Hours

Lorain Journal August 19, 1941

County Engineers Make 20-Mile Trip With Discarded Beaver Park Truss Bridge

(By Staff Correspondent)

ELYRIA: Half the old Oak Point bridge from Beaver Park was successfully moved aver county and state roads yesterday,

The county is using the 84-foot steel truss span, discarded two years ago when the old Oak Point road was abandoned, in the construction of a new bridge on Webster-rd In Pittsfield and Wellington-twps.

Yesterday's moving job took something near four hours to traverse around 20 miles? Because the span is 50 long, It is being moved by halves. The moving was without mishap but hit a close call at the curve from Lake-rd onto Route 58 The span started to lean to wards one side. County Engineer Don E. Patterson said, but workmen were able to right it without too much difficulty.

Saving of $30,000

This morning workmen are unloading yesterday's half at the new site. Tomorrow the other half will be moved, Patterson said.

The county Is saving approximately $30,000 by using the old bridge. A new bridge for Webster-rd would cost about $35,000, Patterson estimated, and cost of all work in connection with placing the old span on Webster-rd is estimated at $5,000.

The Oak Point span is about four feet longer than the former Webster-rd bridge requiring the building of one new abutment.

The Oak Point bridge was built in 1905, Patterson said, but is In good condition and will require only painting.

19530515
Second Suit Filed To Keep Beaver Creek Open

May 15, 1953

A second suit to enjoin Dr. William G. Schaeffer and his son, Roy, from blocking Beaver Creck west of Lorain was filed in Common Pleas Court here today.

This second suit was brought by Joseph Sisco, owner of property on the stream south of property owned by the defendants.

Sisco is asking for a court order enjoining the Schaeffers from interfering with navigation on the stream. The petition, similar to the other suit filed against the Schaeffers, charges that the defendants stretched a cable across the stream which prevents boats from proceeding to Lake Erie.

THE SCHAEFFERS operate a boating business which, because of the barrier, now gives them exclusive use of the stream for boating purposes, the plaintiff points out.

His petition states that in 1949 the defendants, who own the property at the mouth of the stream, changed its' course about 100 feet west of its original outlet to Lake Erie.

His petition requests that the defendants be enjoined from obstructing navigation on the stream and that it be restored to its original course.

A hearing on this suit and on the one previously filed is to be held at 1:30 p. m. May 15.

19550621 lj

Lorain Journal June 21, 1955

Oak Point Mystery Unsolved

An interesting fact not generally known is that Oak Point, the vacation, boating and fishing resort four miles west of Lorain, once played a role in the rebuilding of Chicago following the Chicago fire

The story was told by J. J. Meyer, onetime Lorain editor, builder and realtor, in his fine history summary, “Lorain in Retrospect,” prepared originally as an address before the Lorain Real Estate Board.

Clouds Of Smoke

The great Chicago fire occurred in the fall of 1871. “Great clouds of smoke,” Meyer report. Ed, “hovered over this vicinity, completely obscuring the sun for several days following the fire, a fact fresh in the minds of some now living among us

“The rehabilitation of the midwest metropolis stimulated the stone industry at Amherst and created additional demand for Lorains’ vessel tonnage.

“The success and volume of this enterprise rested on cheap transportation, which was provided by constructing a railroad from the quarries to Oak Point and a stone landing pier, projecting into the lake, from ‘which to transfer stone from tiny cars into vessels Chicago-bound.”

Basic Document

In 1926, when Meyer told his story, which was printed in booklet form and remains one of Lorain’s basic historical documents, there was still an iron streak in the woods north of Amherst as evidence of the railroad

Moyer recalled that his maternal grandmother used to give vivid descriptions of the fire She was widowed and resided ir the fire-swept district with her youngest son. They were compelled to flee for their lives losing whatever earthly goods they possessed.

The “Chicago Fire” episode was only one of several in which Oak Point and Beaver Park have figured.

‘Mystery Center

Shortly after’ the turn of the century, Oak Point first became the center of a mystery which was the source of prolific rumors and newspaper stories for decades

In 1905 a party of strangers invaded the community and quietly obtained options on 3,200 acres for the Knox Syndicate, headed by Francis Stewart Knox. Behind the scenes was H H. Rogers, a capitalist.

Rogers had a “dream” of some gigantic project which was never clearly defined. It was known that it involved a huge harbor at the mouth of Beaver Creek, and a direct railroad connecting the railroad with Norfolk, Va. Thus providing shipping facilities between the lakes and the Atlantic ocean. More than 20 engineers established headquarters in Lorain and surveys were conducted for more than two years, with expenditure of a million dollars. Then Rogers died and the project fell through.

Site Selected Periodically there were reports. That this or some similar project was being promoted again, but nothing materialized More recently, within the past few years, concentrated efforts were made to have the Oak Park location selected as the site for a new lake shore state park. It was proposed to call the spot “King Park” after Lorains’ Admiral Ernest J. King However, the state commission working on the park plan preferred other locations.

19660315

Letters petition crossing action

Letters will be sent to the Norfolk and Western Railroad, Lorain City Council and the owners of Beaver Park by the Lorain County Traffic Safety Committee this week urging action be taken to make the railroad crossing at Beaver Park safer. The crossing was the scene of a train-car smashup last week. In which three Lorain teenagers were Killed.

The committee action was planned at the monthly meeting last night which was attended by three members of The Sleepers Automotive Association, a Lorain auto club which is picketing the crossing site, six Lorain County law officers and the public.

19660322

March 22, 1966

Railroad, city to seek death crossing solution

LORAIN — The widespread protest over a dangerous rail- road crossing in West Lorain is paying off,at least in preliminary action

City Solicitor John Hritsko announced to city council last night that he and Mayor Woodrow W Mathna will meet at in 1:30 pm Thursday with representatives of the Norfolk and Western Railroad to discuss the Beaver Park crossing where three Lorain teenagers perished in a car-train smashup March 8. Six persons have died at that location in the last four years. Mathna said the meeting was requested by the railroad. Council last night was presented with a petition from 100 residents of Beaver Park, a private housing and recreation development, asking installation of safety devices.

The three youths. John C. Kelly, 19, of 2864 McKinley St. Gary Maclay. 18, of 2616 Gar- field Blvd. And Dennis L. Vance, 17, of 1121 Euclid Ave., were killed when their auto, traveling on the private access road owned by Beaver Park Inc., was struck by a freight train. The crossing is marked only by wooden signs.

Fred M. Ritenauer (D-8), initiated a council-endorsed let: ter demanding action in 30 days by the N&W or the corporation or face a closing of the road.

Councilman William Parker, (R-7) suggested that a speed limit be placed on trains. Ritenauer said he had this in mind when referring the petition to council's legislative committee. Such an ordinance could be drafted by the committee, he said. The train that rammed the youths' auto was traveling at 60 miles an hour, police reported.

Safety measures have also been demanded in demonstrations at the crossing by members of the Sleepers Automotive Association. Dedicated to highway safety, car club counted Maclay, a victim of the March 18 crash, among its members.

19660115

January 15, 1966

Letters petition crossing action

Letters will be sent to the Norfolk and Western Railroad. Lorain City Council and the owners of Beaver Park by the Lorain County Traffic Safety Committee this week urging action be taken to make the railroad crossing at Beaver Park safer. The crossing was the scene of a train-car smashup last week. In which three Lorain teenagers were killed.

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20210716 mj

July 16, 2021

Killer Crossing' can't be allowed to take the lives of any more people

Morning Journal

UPDATED: July 16, 2021 at 12:50 PM EST
A large "stop, look, listen" sign stands at the crossing, but there are no flashing lights or crossing gate to help prevent car-train wrecks.
The railroad crossing at Beaver Park sits on a private road on private property off West Erie Avenue in Lorain. It is called one of Ohio's most deadly rail crossings. But for many years, the railroad, the city and the land owner have merely pointed fingers at one another when it comes to determining responsibility for action to save lives.
The fine points of such debates mean nothing when compared to the fact that on Wednesday morning the latest victim, David Carroll, 31, of Lorain, was ripped out of the lives of his wife and three children in an instant as his pickup truck was hit at the crossing by a train.
Before Carroll, the last victim was 75-year-old Sami Sfeir, killed when his car was hit in 2003. Before them, 14 others had died there going back four decades to 1962.

Sfeir's family recently filed a lawsuit in their quest for accountability. Named as defendants are land owner John Schaeffer, Beaver Park, Lorain City Council and the Norfolk Southern Railroad.
If we owned the land on which that crossing is located, as the Schaefers do, we certainly would feel obligated to help put an end to the needless deaths there. How can so many deaths be left unanswered?

We're dismayed that year after year, life after life, the aftermath of each fatal collision dissolves into wrangling over red tape, but no significant safety improvements to prevent more deaths.

We sincerely hope that the Sfeir lawsuit brings the debating and finger-pointing to a head and that the court assigns responsibility for the rail crossing so that safety improvements can be made promptly. Sixteen lost lives require justice and real action to halt the litany of death at "Killer Crossing." Originally Published: January 23, 2006 at 9:20 AM EST

20210716 mj

Hope comes hard for 'Killer Crossing'

By Jennifer Bracken
UPDATED: July 16, 2021 at 12:51 PM EST
After spending Sept. 25, 1979 fishing with friends, the married couple and parents of two were killed by an oncoming train at "Killer Crossing," which, since 1962 has claimed 16 lives. News of the city's recent proposal to take ownership of the land at the crossing and allow the state to install safety gates and warning lights makes sense to a lot of people. But to the daughters of the Stecklers — and families of many of the crossing's other casualties — a burning question remains. "My first reaction was, why didn't they do it years ago?" Deborah Cutter said. "It could've saved my mom and dad's lives." The Stecklers' deaths marked the 12th and 13th at the crossing, which is located at Oak Point Road and Beavercrest Drive. Cutter and her sister Sandra Conrad have continued to follow the 14th, 15th and 16th deaths at the crossing, saving newspaper articles for each one. "We're grateful that maybe there won't be another family that has to go though what we did," Deborah said. "But, I'm very skeptical." The sisters continue to have a "wait-and-see" attitude, Deborah said. But she wouldn't say much more. The death of her parents 27 years ago is still very fresh in her mind. She was at Beaver Park the day her parents were killed. Her sister, Sandra, said Deborah can't talk about that day. It's too painful. And every time another person gets killed, they relive that day. Sandra hopes the gates will be installed, but she cautions that she is not holding her breath. She's been disappointed before. "This is too good to be true," she said of the latest proposition. "If it was that easy to get gates up, it would've been done by now. "Why didn't they do it in 1961, before the first death at that crossing."
On May 5, 1962, "Killer Crossing" claimed its first life: Robert A. Norton. Relatives of his live in the area to this day, and often drive by the crossing that looks the same as it did decades ago. When Craig Norton read that the city is working with state officials to get crossing gates up he simply said, "It's about time, comes to mind." He was 7 when his Uncle Bob was killed and he says it's still a traumatic memory to this day. "As each successive person was hurt or killed at that crossing you go, Jeez, another one?" 'he said. "I respect this family for making such a big deal. It would give my (late) grandfather some relief to know there are gates." Norton is referring to the family of David Carroll, who was killed at the crossing just two weeks ago. Brianna Carroll, one of his three children, pleaded with the mayor to help make the crossing safer. Citing a letter he received from the 10-year-old girl as inspiration, Mayor Craig Foltin called a meeting this week with representatives from the Ohio Rail Development Commission and other city safety officials and came up with a "proposed solution" to the problem. Foltin said the owner of the property that contains the crossing, Dr. John Schaeffer, agreed to give the land to the city, making it public property. With that hurdle cleared, the commission, which has said it could not intervene unless the land was city-owned, agreed to

put up the lights and gates. But the safety measures are coming too late for the families of the 16 casualties the crossing has claimed over the last 44 years.

Two years after Norton's death, on Feb. 14, 1964, a train claimed the life of Walter and Flora Burnett. The couple had recently moved to Lorain from Tennessee, according to past reports.
The next deaths at the crossing came on March 8, 1966, when three teenagers were killed by an oncoming train. John Charles Kelly, 19, Gary MaClay, 18, and Dennis Vance, 18, marked the fourth, fifth and sixth fatalities on the tracks. MaClay's mother, Ann Louise, 80, said the most recent death brought back memories of that horrible day almost 40 years ago. She recalled a meeting, similar to the one on Wednesday between city and state officials, just days after the three boys were killed. "The city was willing to split the responsibility then, but Schaeffer backed out," she recalled. "When I really know they're going up, I'll believe it." Ann Louise said her family, who lived near railroad tracks at the time of the accident, had to move shortly after Gary's death. She said the sound of trains made the family cry instantly. She said if they didn't move it would've killed her now-late husband. "I lost a son who was just beginning his life — he was 18," she recalled. "(Carroll's children) lost their father." Skepticism still lingers in Ann Louise's mind, but she continues to hope that the gates will be erected before another life is lost. "I will feel relieved and blessed if the gates go up. We have prayed for years. It won't end unless they go up," she said. But to some it's still too late.

On June 9, 1969, Joan Daly, 27, died and a year later on Sept. 2, 1970 Frank Gesualdo, 22, lost his life at the "Killer Crossing." Bill Griffore believes the gates should've been constructed before his brother, Russell Griffore, 28, was killed by train at the crossing. His life ended on Jan. 13, 1972. "I feel real sorry for this last victim, but I don't see any difference between him and the one before him. Why now? Why not four lives ago, why not 10 lives ago, going all the way back to my brother," said Bill Griffore, now 69. "What's the difference? Why did it take all this time and all these years?" Bill Griffore said the gates will never take away the pain and loss the family was left with after that tragic day. "I ran into Russell that day and we had lunch together in Amherst," he recalled. "That was the last time I saw him. Sometimes it brings me to tears to think about it." But Bill Griffore, who lives in Sheffield Lake, said he does not want to be mistaken — he's glad there is talk again about gates at the "Killer Crossing." "It's going to save someone's life in the future," he said. Some feel the effort by the city, state and Schaeffer may be too little too late.
When Susan Hess, 23, and Dennis Hess, 25, lost their lives at the crossing on April 16, 1968, Jeaniece Prince lost her son, daughter-in-law, and unborn grandchild. Susan was seven months pregnant. Prince has been following the news about the Killer Crossing since. She received a call last week — she lives in Florida — about the possibilities of gates. "I'm relieved, but it's still hard after 30 years," said Prince, now 70, getting choked up. "It's about time, but yet it's a little too late." A year later Mary Ann and William Steckler were added to the list. Carolyn Stringer, who was friends with Dennis Hess, was appalled by the Stecklers' deaths because it meant that nothing had been done. "I couldn't believe that someone else had died there," she said this week. Stringer picketed the "Killer Crossing" after the Steckler's lost their lives. She made it her cause. She and several others made signs and collected more than 2,000 signatures to get gates at the crossing. The result: a couple of caution lights, she said. She was 29 at the time. Stringer is not convinced that this year is any different. She says the issue only comes up when there's a death, and the talk of gates is usually pushed under the rug soon after. "I can't believe that a little girl writing a letter is going to get gates up after we tried for years and years," the Vermilion resident said. "Why now?"
The caution lights Stringer fought for didn't put an end to the dangers of the crossing, however. On Dec. 16, 1982, David Martinez, 27, was hit and killed after leaving Surf Side IV. His death marked number 14. Twenty years went by before another life ended at "Killer Crossing." Dr. Sami Sfeir, 75, was hit and killed by a Norfolk Southern train on Aug. 13, 2003. Another painful reminder to all the victim's families. "Dr. Sfeir was my husband's doctor at one time," Prince said. "It was awful when I found out he was killed there."
Sfeir's children had made it their mission to get gates up. The family is currently involved in a lawsuit with Norfolk Southern Railroad and the City of Lorain. They want someone to take responsibility. Sfeir's widow, Angele, has said the construction of lights and gates is long overdue. "For those of us who have lost loved

ones at that crossing, we think it should have been done long ago," she has said. "Hopefully it will be done before another person loses their life." The Carrolls lived in the Beaver Park cottage when Dr. Sfeir was killed. David Carroll constantly reminded his three children to be careful around the railroad tracks. His family, which lives several hundred feet from the crossing, was shocked to see his red pick up truck strewn about on the morning of Jan. 18. Carroll was hit and killed instantly that morning as he was traveling to work. In her letter to Foltin, Brianna pleaded with the mayor to help make the crossing safe. "I am going to keep writing until they put (the gates) up, please," she wrote. Though officials say the wheels are in motion, angry and hurt families aren't getting their hopes up. They caution others not to do the same. "It all sounds good on the surface, but it's all the same promises," Sandra Conrad said of the most recent proposal for crossing gates. "I'm not excited about talking. I will get excited when they begin to dig the holes in the ground."
Originally Published: February 5, 2006 at 9:21 AM EST

20210716 mj

July 16, 2021

'KILLER CROSSING' FINALLY GETS RAILROAD GATES By Morning Journal UPDATED: July 16, 2021 at 12:12 PM EST
Norfolk Southern spokesman Rudy Husband confirmed yesterday that lights and gates at the Beaver Park railroad crossing are anticipated to be in service sometime today (Sept. 18). By By: JENNIFER BRACKEN For decades, family and friends of victims pleaded with the railroad company, property owner and city officials to make the crossing safer. It wasn't until young Brianna Carroll said she would not stop writing City Hall until lights and gates were put up, however, that action was taken. Brianna was 10 years old on Jan. 18, 2006, when her father, David Carroll, 31, was hit and killed by a passing train. Carroll lived with his family in a small cottage next to the railroad tracks – several hundred feet from the crossing. His wife, Stephanie Carroll, said having the workers from Norfolk Southern and the Ohio Department of Transportation has been a constant reminder to her and her children of that tragic day. As she sat on the step outside their yellow cottage yesterday, she gazed at the crossing and shook her head. "It should've been done a long time ago. Then David would still be here. It just aggravates me," she said. Stephanie admits that she and her three children are excited about the lights and gates. She knows deep down it will save lives in the future, but she remains bitter about what happened to her children's father. "I just can't see it that way yet," she said. "I think it's too late for me and our kids." The day after the accident, Brianna wrote her now famous letter to then mayor Craig Foltin. Since that time, Brianna has stepped out of the spotlight. Her mother says she's too young to realize the magnitude of change she inspired. There had been protests, lawsuits and pleas from victim's families since 1962 when "Killer Crossing" took its first life. Robert Norton was 21 when he was hit and killed by a train at the "Killer Crossing" in 1962. His nephew, Craig Norton, said he has a lot of respect for Brianna because she got the community to listen to her after so many others had tried and failed. "She doesn't realize what she's done," Craig said. "How many times have they said 'no' to adults? And finally a little girl took them on and won. That's pretty neat." Two years after Norton's death, Walter and Flora Burnett were killed by a train at the crossing. In 1966, three teenagers – John Charles Kelly, 19; Gary McClay, 18; and Dennis Vance, 18, – were killed, marking the fourth, fifth and sixth fatalities on the tracks. In 1969, "Killer Crossing" took the life of Joan Daly, 37; and a little more than a year later Frank Gesualdo, 22, became the eighth tragic loss. In 1972, Russell Griffore, 28, became casualty nine; and in 1978, Dennis and Susan Hess were killed. At the time of her death, Susan was seven months pregnant. The casualties continued in 1979 when Mary Ann and William Steckler, both 59, died on the tracks. Yesterday as news spread about the construction and activation of the lights and gates, family members were speechless. Over the last year, the City of Lorain took ownership of the property, ODOT volunteered to put up the funds and Norfolk Southern agreed to do the

work on the project. The Stecklers' daughter Deborah Cutter cried when she heard the news. "I guess it's a little too late for my mom and dad, but it's good for anyone else who has to go across those tracks," Deborah said. "I'm just beyond words. It's been too long." Deborah's sister Sandy Conrad said she thought it would never happen. "I am so happy," she said. "People are going to be a lot safer. It should've been done so many years ago. Wow. It took 16 people getting killed before they put up gates, but hey, they're up." Three years after the Steckler's were killed, David Martinez, 27, lost his life on the tracks. "Killer Crossing" was quiet for 20 years after Martinez was killed, but the pain came rushing back to all the victims' families when Dr. Sami Sfeir, 75, was killed in 2003. "I can tell you I think it's a great thing that is happening," said Sfeir's son, Camille Sfeir. "It's better late than never. It's too late for us and it wasn't in time for David Carroll, but it's in time for whoever was going to be killed there next and it's pretty clear, based on history, that someone else was going to be killed there." Lorain Law Director Mark Provenza said he was happy to be a part of the process to get lights and gates installed at that location. "It's fantastic," he said. "Hopefully in the future no one will ever again be injured or worse as the result of the railroad crossing." Camille commended Brianna for getting the community to take action. Stephanie and her three children still live in the little yellow cottage next to the tracks. She balked at the thought of ever leaving the house her and David raised their children in. Many things in the house are still the same as he left them that fateful day. From today forward, Stephanie will look out her windows and see the results of her daughter's efforts to make Lorain a little safer. "She's the one that did this," Stephanie said. "Many people tried to get this and didn't. Her dad would be very proud of her."

THE ROLL OF 'KILLER CROSSING' VICTIMS

Lights and signals have been installed 45 years after the first of 16 deaths at Lorain's "Killer Crossing." The victims are as follows:

1962 Robert Norton, 21
1964 Walter and Flora Burnett
1966 John Charles Kelly, 19
1966 Gary McClay, 18
1966 Dennis Vance, 18
1969 Joan Daly, 37
1970 Frank Gesualdo, 22
1972 Russell Griffore, 28
1978 Dennis and Susan Hess (Susan was 7 months pregnant) 1979 Mary Ann and William Steckler, both 59
1982 David Martinez, 27
2003 Dr. Sami Sfeir, 75
2006 David Carroll, 31

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