

## A Brief History of Madison

1935 Directory of Madison

We believe a brief history of the early settlement of Madison Township will be most interesting to our readers. It will be impossible to enter into detail due to the limited space or to publish all the evidence of the proof of our statements. Suffice to say that all statements contained in this brief historical sketch were taken from published authentic sources, such as histories, magazines, newspaper clippings or by personal investigation or inspection.

Madison Township is located in the eastern part of Lake County, Ohio, extending eight and one-half miles along its eastern boundary, seven and one-half miles on its western boundary and in order to complete the square, we are told that it extends one mile out into Lake Erie, thus forming the largest township in the state of Ohio.

This historic township was originally a part of the Great Western Reserve, the history of which we are all more or less familiar. The first settlement made in the township is recorded as of the year 1802. During the next eight years a very large emigration followed which is evidenced by the number of persons or firms engaged in various lines of business. Following is a census of the various lines of business together with the number engaged in each:

|                          |   |                    |   |
|--------------------------|---|--------------------|---|
| Dry Goods and Notions    | 4 | Furniture          | 1 |
| Groceries and Provisions | 6 | Harness Makers     | 2 |
| Drugs                    | 3 | Carriage Makers    | 3 |
| Clothing                 | 2 | Blacksmiths        | 4 |
| Hardware                 | 2 | Carriages Painters | 4 |
| Boots and Shoes          | 2 | Meat Markets       | 2 |
| Millinery                | 3 |                    |   |

The above statement is further verified by another history which states that the first settlement in the township was called Chapintown and was settled by a man named Chapin, who built the first log cabin just east of what is now the Village. A few years later the name was changed to Centerville, which in 1840 had three stores, two churches and about eighty houses. Unionville, at the same date, is recorded as having four stores, two churches and about one hundred houses.

The total population of the township at this time, 1840, was 2801.

In the year 1811 things began to happen. The first marriage is recorded as of that year. On March 13<sup>th</sup> of this same year, the commissioners of Geauga County met in regular session and passed the following resolution: "That so much of that part of Harpersfield, as lies in the County of Geauga, and is included in township No. 12, and all that part of township No. 11 which lies north of Grand River, in the 6<sup>th</sup> range of the original surveyed township be and the same is hereby incorporated and erected into a separate township to

be known by the name of Madison.” The first election was held the same year with only 15 ballots being cast. It is interesting to note the prices of some of the commodities at this time. Here are a few; butter 15 cents per lb., sugar 50 cents per lb., tea \$1.75 per lb., cambric \$1.25 per yd., and gingham 56 cents per yd.

Let us now look at the early industrial growth of this new township. The first gristmill was erected in 1815, the first cider mill in 1824. The first iron plows were manufactured in 1828 at the Pocked Furnace located on the Dock Road. In 1830, Madison boasted of the following enterprises: a carding mill, a cloth dressing mill, the Madison Woolen Mills, a chair factory, and four tanneries. There were six distilleries, the product of which was used as a sort of legal tender as there was a scarcity of money. In 1858, a gristmill was built on the Dock Road by James Ford. Later owned by Wm. Treat, who operated it until about 1915. This was the last gristmill in this section to be run by waterpower.

No enterprise contributed more to the settlement and development of the township than that of the iron furnace at Arcole. There were immense deposits of iron ore along the bog or wetlands of the North Ridge. The Erie Furnace Company and later the Arcole Furnace manufactured pig iron from this ore. This development in industry caused a natural increase in the population.

Here were manufactured plowshares and the clang of the anvils rose from the blacksmith’s open shops. The new Buckeye stoves were made here and found their way throughout the country even as far as Detroit and into Canada and they soon took the place of the open fireplace. By 1831 the demand had become so great that a second furnace was built. The Arcole Furnace Company had become the largest manufacturing industry in the State of Ohio. Two hundred molders cast the melted-in iron into the desired shapes, a hundred and fifty washed the mud and sand from the ore as it was dumped into the wooden troughs, while another two hundred cut wood and made charcoal that kept the furnaces going. There were more than two hundred houses built and quickly occupied besides a number of large boarding houses. The company employed 2000 men. There was a large three-story hotel at the lake just west of the Dock Road, and this was filled with sailors and others as many boats pulled in at the Dock. At this time this was the best means of transportation. On the Northwest corner of the Dock Road is a brick house built by Cyrus Cunningham, who was justice of the peace, at that time, an important position. The writer believes that this is the only building left, in this section, of the pioneer days. There was a sawmill and cider mill at the corner of Dock and Cunningham Roads at that time called the King Road and a church stood where the old King schoolhouse now stands.

The Arcole Company operated a store that annually invoiced \$150,000 in stock. Due bills given by the company answered the purpose of money, as at that time the nearest bank was at Warren, Ohio, fifty miles away.

The problem of transportation now confronted these early manufacturers. Being located on the shores of Lake Erie, water transportation naturally suggested itself to their minds. The record shows that the first steam craft to be constructed west of Buffalo was built

about the year 1828 at what is known as the Madison Dock. At the time of her maiden voyage, she was the third boat propelled by steam on the lakes. The history of her construction is quite interesting. She was built by a man named Fuller, who did all of the work himself, building the engine, forging the spikes and requisite iron necessary to the construction. He built the cylinder to the engine out of wood, banded it heavily with iron so that it would not explode. He must have been a wonderful mechanic. About 1830, the "Caroline E Bailey" was launched. In 1835 the schooner "Helen," a 75 ton vessel and in 1846-47 the "Flying Dutchman" was built, having a capacity of 200 tons, the largest vessel of the lakes.

Besides the store operated by the Arcole Company, there was one owned by a Mr. Blair. There was a post office, a schoolhouse that stood about a half mile west of the corners, about one hundred houses and several boarding houses.

Mrs. Stella Lapham, who now resides in Unionville, but in her childhood lived on the Dock Road just north of Chapel Road, remembers seeing ox teams hauling timbers for the building of boats at Madison Dock, also seeing a boat launched there.

There was a lighthouse built and maintained by the government for a period of years and a pier extended out into the lake.

Let us now return to the early settlement again and note the provision made for the tourist, the traveler, for this was the day of the stagecoach. In Unionville, Madison Township, the foundation of the Old Tavern was started in the year 1797 and was completed in the year 1812. The original building in all its colonial architectural beauty still stands and is now under the skillful management of Mr. and Mrs. Arthur Fritz. From 1805 to 1811 the mail was carried on foot and this Tavern was one of the resting points of the weary carrier. Stagecoaches driving from Buffalo to Cleveland made this hostelry their stopping point. Soldiers of the war of 1812 rested here during the night on their way to fight invading British soldiers. This same building was one of the terminals of the famous "Underground Railroad" during the war of 1861. Many a Negro slave made his escape to Canadian borders through Madison Township. While interior and exterior decorations have been changed, the superstructure remains the same, which is evidenced by the beauty and charm of early colonial days. It was the only Tavern within an hour's ride from Madison Docks located formerly on what is now known as the Dock Road. Every tourist and visitor should spare a visit to this historic "Old Tavern".

Madison Township has always been interested in the education of her youth. The early settlers were no exception and shortly after the first settlement was started the first log schoolhouse was erected. As immigration increased more of these crude institutions of learning were built. The old school masters boarded around with the patrons of the district. While on the subject of schools another event happened that proved the continued interest in education. Madison Township was one of the first townships in the state to centralize her schools, provide a township high school and the means of transportation of her pupils. Madison Township School District was organized in 1865.

The total value of the building, fully equipped together with the grounds amounted to \$12,000 according to the report of the County Auditor for that year.

On November 9<sup>th</sup>, 1867, one hundred and fourteen electors petitioned the County Commissioners asking that certain territory mentioned be incorporated as the Village of Madison. On the 4<sup>th</sup> of December of the same year, the prayer of the petitioners was granted and an election ordered. The first election was held on March 12<sup>th</sup>, 1868.

The first bank was organized May 1<sup>st</sup>, 1875. The entire expense, including building, furniture, fixtures, and banking lot, totaled \$4,350. There was real need of a bank at this time. A United States currency had been established, commerce was growing, and transportation had been widely improved. In addition to the transportation by water, in 1852 the first locomotive and cars passed through Madison on the single track of the New York Central. In order to facilitate business and trade, the bank was a real necessity.

In 1842, a foundry and machine shop was established by A.A. Genung at Genung's Corner, who cast sad-irons and other small articles. Horse power was first used but as the business increased steam power was added. In 1851 the foundry was burned but W.H. Genung erected a new foundry at once. In 1876 he added a new brick building for a machine shop. He manufactured engines, hill-work, cider-mill, and press screws. This building at the present time has all been removed with the exception of the large frame building, which is used for a storage house.

Now let us glance back to the late sixties and see just what we had in Madison. We had a population greater than we have now. There were carriage builders, harness makers, shoe makers, manufacturers of cloth, ship builders, iron mills, in fact a full line of diversified industries according to the needs of that time. The farmers were on the job also. Let us look at the statistics of farm products of the year 1878. It follows:

|             |             |                 |
|-------------|-------------|-----------------|
| Wheat       | 788 acres   | 12,099 bushels  |
| Oates       | 994 acres   | 33, 241 bushels |
| Corn        | 1,173 acres | 54,790 bushels  |
| Potatoes    | 1,051 acres | 99,685 bushels  |
| Orchards    | 466 acres   | 7,840 bushels   |
| Meadow      | 2,427 acres | 3,095 tons      |
| Butter      | 77,500 lbs. |                 |
| Cheese      | 1,175 lbs.  |                 |
| Maple Sugar | 2,235 lbs.  |                 |

Let us briefly look at the political situation as of the middle seventies. According to the records every man of twenty-one years of age must have voted. The votes for president in the year 1876 were as follows: Hayes 633; Tilden 163.

The publisher believes a comparative table of the Township will be interesting. It will show if there is a growth or loss.

| Year | Village | Township | Total |
|------|---------|----------|-------|
| 1840 |         | 2801     | 2801  |
| 1870 | 757     | 2913     | 3670  |
| 1911 | 863     | 2013     | 2876  |
| 1935 | 920     | 2615     | 3535  |

The monument in the park at Madison was dedicated to the soldiers and sailors of the Civil War on July 5, 1897.

Let us now glance at the time from 1900 to 1927, the C.P. and E. Street Car Company operated a line from Cleveland to Ashtabula.

Two main highways, the South and North Ridge, were paved through the township. The North Ridge is now U.S. Route 20, the most traveled highway in Ohio, being lined with roadside markets and nurseries. During the summer months these stands do an immense business.

Thousands of bushels of onions were raised in the early 20<sup>th</sup> century, producing carloads that were shipped to all parts of the United States, but this business has diminished, until today there are very few in this business. Most of which are sold at wayside stands or trucked to Cleveland.

Since the day of the invention of the automobile, many roadside stands have been erected and it is possible to buy most any kind of vegetables or fruits along the road.

The following companies, which were located here and did a thriving business, have either moved or gone out of existence: The Madison Wheel Shop, Wm. Edwards Canning Co., The Twist Drill, and the Iron King Cultivator Co. There remains the Madison Basketcraft, which was incorporated in 1908 and was reorganized in 1928, the name being changed to the Madison Willow Craft, a \$50,000 corporation. They manufacture art craft baskets and also maintain a department for refinishing and painting wicker furniture. Many thousands of these baskets are shipped each year and are sold in every state of the Union. They employ on an average of 25 men and women in Madison.

A new industry was started in 1934, which helps the farmers and fruit growers of this section. The Madison Winery, an up-to-date plant, occupies the building formerly used by Wm. Edwards Co. They are at present employing 12 men and as the business grows will give employment to many more.

They are shipping wine to all parts of Ohio at present and business has gone way beyond expectation. Other states will soon be covered and the outlook appears as if it soon will become the largest winery in Ohio.

There have been 389 summer homes and cottages erected in the many allotments along the south shore of Lake Erie. Madison having the finest beach along the lake, it has

become the summer home of a great many people from Cleveland, Pittsburgh, and other places. It is a place where folks can peacefully enjoy themselves.

The North Star, the first Madison newspaper, was published by Berd Lee in 1871, in a greenhouse on West Chapel Road. Following is a list of different papers, editors, and year; Madison Gazette, 1873 Daniel Lee and son, 1880 E. Gill, 1886 B.A. Hayden; Madison Index, 1887 W.D. Howels, and in the same year the name was change to Madison Monitor by F.D. Miller, 1888 F.A. Williams, 1896 S.M. Sweezey and Co., followed by G. Dewey; Madison Review, 1899 A.J. Bollard, H.N. Kimball, Vern Phillipa, Rev. Lindsey, and Merle Wood; Madison Store News, 1910 Elmer Bates; Madison News-Leader 1930 E.D. Bryant; The Madison Press, 1933 Alta M. Hathaway. In 1934 printing equipment was installed at 112 Main St., the Madison Press being the first newspaper printed here since the Madison Review.

### A Brief History of the Fire Department

The first fire department was organized about 1890; their equipment consisted of two-wheel hand pumper. Later a four-wheel combination hose and pumper was added. This had a gasoline engine. About 1922 a Model T chemical truck was bought as this answered the purpose better as Madison at that time had no water supply. In 1926 a Reo truck was added and the pumper was mounted on the chassis.

The present company was organized in 1931 and a Seagraves Pumper was bought, which is still in use. It is rated as pumping 500 gallons per minute and in 1932 the Model T was changed for a Model A chassis. This gives Madison tow trucks, a chemical and pumper. The chemical truck is used for fighting township fires where there is no water supply.

An arrangement has been made whereby every family in the township has fire protection without cost to them.

There are twelve active members on the department and drills are held every first and third Friday night of each month. The department has an annual ball each winter to pay premiums on accident insurance for the men, and as the township people are protected as well as the village let us all turn out to the next one.

## STATISTICS

This page at the present time contains some very interesting facts.

In gathering this data we tried to get the average in livestock and the figures given are from the houses occupied at the present time, both village and township and are a least 95% correct.

Of the vacant houses there are 16 uninhabitable.

|                     | Township | Village |
|---------------------|----------|---------|
| Population          | 2615     | 920     |
| Total Houses        | 1260     | 292     |
| Occupied at present | 725      | 275     |
| Summer residents    | 297      | 3       |
| Cottages            | 187      |         |
| Vacant              | 14       | 63      |
| Families            | 800      | 328     |
| Owners              | 533      | 156     |
| Renters             | 192      | 119     |

Of the occupied houses there are:

|                        |       |      |
|------------------------|-------|------|
| Electricity            | 597   | 257  |
| Telephone              | 194   | 154  |
| Running Water          | 323   | 218  |
| Gas                    | 136   | 127  |
| Electric Refrigerators | 138   | 75   |
| Washing Machines       | 409   | 181  |
| Vacuum Cleaners        | 351   | 188  |
| Radios                 | 510   | 258  |
| Trucks                 | 119   | 46   |
| Tractors               | 63    | 4    |
| Tractors, Garden       | 28    | 2    |
| Cows                   | 1126  | 144  |
| Horses                 | 461   | 29   |
| Dogs                   | 540   | 114  |
| Cats                   | 951   | 149  |
| Pigs                   | 336   | 30   |
| Chickens               | 26525 | 2740 |
| Acres of Grapes        | 1340  | 154  |

## Ages

|                   | Township | Village |
|-------------------|----------|---------|
| 5 Years and under | 159      | 74      |
| 5 to 10           | 171      | 76      |
| 10 to 15          | 262      | 84      |
| 15 to 20          | 245      | 65      |
| 20 to 25          | 186      | 67      |
| 25 to 30          | 144      | 65      |
| 30 to 35          | 138      | 52      |
| 35 to 40          | 179      | 50      |
| 40 to 45          | 166      | 54      |
| 45 to 50          | 168      | 49      |
| 50 to 55          | 171      | 59      |
| 55 to 60          | 166      | 61      |
| 60 to 65          | 118      | 44      |
| 65 to 70          | 130      | 32      |
| 70 to 75          | 68       | 28      |
| 75 to 80          | 31       | 27      |
| 80 to 85          | 7        | 11      |
| 85 to 90          | 5        | 3       |
| 90 to 95          | 4        | 2       |
| 101               | 1        |         |
| Unknown           | 64       | 17      |

There are nine sets of twins in the township and three sets in Madison Village.

There are 35 occupants at the Madison Home. Their average age is 85 years.



Automobiles (75% 1930 or over)

| <u>Make</u>    | <u>Township</u> | <u>Village</u> |
|----------------|-----------------|----------------|
| Ford           | 244             | 70             |
| Chevrolet      | 124             | 40             |
| Dodge          | 36              | 15             |
| Buick          | 35              | 17             |
| Pontiac        | 31              | 4              |
| Nash           | 27              | 6              |
| Plymouth       | 25              | 13             |
| Oldsmobile     | 17              | 4              |
| Chrysler       | 12              | 6              |
| Studebaker     | 11              | 5              |
| Essex          | 12              | 6              |
| Whippet        | 10              | 2              |
| Oakland        | 9               | 3              |
| Willis Knight  | 9               | 2              |
| Graham Paige   | 8               | 2              |
| Hudson         | 6               | 2              |
| Overland       | 6               | 0              |
| Hupmobile      | 5               | 4              |
| Lincoln        | 3               | 0              |
| Chandler       | 3               | 2              |
| Marquette      | 3               | 0              |
| Marmon         | 3               | 0              |
| Cleveland      | 3               | 0              |
| Star           | 3               | 0              |
| De Soto        | 2               | 0              |
| Auburn         | 2               | 2              |
| Peerless       | 2               | 2              |
| Rickenbacker   | 2               | 0              |
| LaSalle        | 1               | 0              |
| Locomobile     | 1               | 0              |
| Elcar          | 1               | 0              |
| Maxwell        | 1               | 0              |
| Durant         | 1               | 1              |
| Reo            | 1               | 1              |
| Franklin       | 0               | 1              |
| Erskine        | 0               | 1              |
| Austin         | 0               | 2              |
| Moon           | 0               | 2              |
| Viele          | 0               | 1              |
| Gordon         | 0               | 1              |
| Interstate     | 0               | 1              |
| <u>Unknown</u> | <u>11</u>       | <u>4</u>       |
| Total          | 670             | 222            |

