AN INTRODUCTION TO THE ECONOMIC AND SOCIAL GEOGRAPHY OF COLUMBUS, OHIO

A Thesis Presented for the
Degree of Master of Arts

by

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OHIO STATE
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Approved by:

C. C. Huntington

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TOPOGRAPHY

STATE OF OHIO
JUDSON HARMON, GOVERNOR
C.E. SHERMAN, INSPECTOR

U.S. GEOLOGICAL SURVEY
GEORGE OTIS SMITH, DIRECTOR

OHIO
COLUMBUS QUADRANGLE

83°00'

40°00'

40°00'

ENGRAVED JUNE 1912 BY U.S.G.S.

Topography and control by U.S. Geological Survey.
Reduced from Dublin, East Columbus, West Columbus, and Westerville atlas sheets.
Surveyed in 1899, 1901, and 1902.

SURVEYED IN COOPERATION WITH THE STATE OF OHIO.

Edition of Aug 1912.

83°00'

Scale $\frac{1}{125000}$

1 ½ 0 1 2 3 4 5 Miles

1 ½ 0 1 2 3 4 5 Kilometers

Contour interval 20 feet.

Datum is mean sea level.

TRUE NORTH
MAGNETIC NORTH

APPROXIMATE MEAN DECLINATION 1902

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Chapter I

PHYSIOGRAPHY

As probably the most fundamental factors involved in the location of an urban site are land surface and water supply, it is well that we examine these geographic features first, in their relation to the city of Columbus and its environs.

Surface and underlying structure.- The rock foundation beneath the mantle rock of this vicinity is, in general, of two kinds, the western third being of limestone and the rest of shale. Over these rock formations is spread a rather thick deposit of glacial tile, except where valleys have been worn through this ground moraine and alluvium, and outwash material deposited. That these different surfaces have caused characteristic reactions in the development of the city will be shown in appropriate places in this thesis. In order that we may understand the topography of the region let us examine the erosional features briefly.

Drainage.- The general slope of the land in the several square miles involved is from north to south, thus causing a marked north to south trend of the streams. From the north north-west the main stream , the Scioto River, has worn a

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The Scioto valley widens at this point.

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narrow valley (a bare half mile in width) through the limestone to a point about two miles northwest of the center of the city, from which point the valley so rapidly widens that it attains a width of two miles opposite the heart of the city. From an almost direct northerly direction, east of the Scioto, another stream, the Olentangy River, has worn a rather narrow valley, which stream joins the Scioto about a half mile northwest of the city's central point. Although the Olentangy does not carry a volume of water equal to that of the Scioto above their junction, its valley is a little wider for several miles above the city. It, likewise, widens perceptibly just above its mouth but not so much so as does the Scioto for an equal distance. From the center of the city the augmented Scioto and its valley take a direct southerly course for several miles beyond the city, having at the very southern urban tip a width of about one and a half miles. Thus, in the central portion of the city, the valley has its greatest width, giving rise to the municipality's greatest problem.

Parallel to the Olentangy-Scioto basin, to the east, and at a distance of nearly three miles, at their nearest points, is found the next drainage basin, of a scant half mile in width, formed by Alum Creek. As this is a much smaller stream in the volume of water carried, and as its course is entirely through glacial drift it has widened its valley

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instead of cutting deeply. Also as it does not join the Scioto within the urban limits, but drains into Big Walnut Creek several miles below the city, its shallow valley, on the eastern edge of the corporation, has presented no particular problem to the city.

The two rivers have a few small lateral tributary streams, principally, to the Olentangy in the northern part of the city, which have caused local reactions in residential sections, but which have been favorable, rather than negative features, on the whole.

This about concludes an account of the relief features, with the exception of a few small morainic deposits, found in the quite level till plain of the immediate region. Thus the urban community is exceptionally favored, on the whole, as to its topographical features. In fact, it is sometimes referred to as a small prairie, although this is really a misnomer, as it was originally rather abundantly, though not densely, wooded.

As the intent of this thesis is only to make some attempt at an analysis of the economic and social geography of the city and its suburbs, let us leave the purely physiographic features, with this brief survey, and note the development and spread of the urban community in relation to its physical features.

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See page 4

Indian mound on left bank of the Scioto near the mouth of the Olentangy.

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Chapter II

EARLY SETTLEMENT AND GROWTH

Attractions for settlement.- That the environment about the junction of the Scioto and Olentangy rivers was attractive to the settlement of man, as such a river junction always is, providing climate and topography are at all favorable, is evidenced by the archaeological remains in the form of mounds in the immediate vicinity, and in the historical record of an Indian village[1] on the Scioto below the junction of the two rivers, where the fertile alluvial soil in the wide valley allowed large corn fields to be planted. A skeleton and other Indian remains were recently uncovered in the excavations made during the widening of the river. These Indians have been recorded as Wyandots.

At an early date in the settlement of Ohio, 1797,[2] a white settlement was made on the west bank of the Scioto, on its great eastward bend just below the junction point, which received the name of Franklinton. Thus the fertile flood plain was the geographic attraction for the first settlement in what is now Columbus. In fact, its central location in the county caused it to be selected as the first county seat, remaining so for about two decades, then only

1. Howe, Historical Collections of Ohio, Vol. I, pp. 609-12
2. p. 612 ff

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See page 5.

Franklinton founded on the low west bank - Columbus on the high east bank.

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suffering a removal of its county offices to the higher land on the east bluff just immediately across the river. The high east bluff with its level till plain extending eastward to Alum Creek proved to be sufficiently attractive, with the additional geographic factor of its being about in the center of the state, giving due credit to certain real estate machinations of some Franklinton citizens, to cause it to be chosen as the permanent site for the state capital, previous locations not having been satisfactory. Curiously, on the same day that the national government declared war on Great Britain the city of Columbus was founded, June 18, 1812,[3] on this healthful, attractive upland, on the east bank of the Scioto,[4] a half mile below the junction of this stream and the Olentangy River. It was only thus following out an old geographic principle (utilization of river junctions), having precedent in many another national and provincial capital, as well as numerous prominent cities not capitals, in many parts of the world.

Beginnings of the communication system.- The high land on top of the east bluff of the Olentangy-Scioto valley furnished an excellent route for a long, straight street and road through the region and beyond which received the appropriate name of High Street. The extended portion to the north soon became the Columbus and Sandusky turnpike,[4] thus connect-

3. p. 619
4. Hubbard, Geography of the Columbus Quadrangle, pp. 153-5 The Ohio Journal of Science, March 1917.

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See page 6.

Page 6-4

State Capitol located in the southeast quadrant of the intersection of the two principal streets.

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ing the new capital site with one of the most important of the early Ohio towns and also connecting it with Lake Erie by the most direct route. The level till plains to the east and the broad level valley floor and till plains to the west furnished an excellent opportunity for the laying out of an extra wide and attractive street and road (Broad Street), nearly due east and west. The next extended street east of High and parallel to Broad, to the south, soon was utilized by the National Pike, in its course from the Atlantic seaboard, as the means of entrance into the city. This prominence caused the street to immediately become the main street of the early town, in fact as well as name. One is not surprised to note that this national road used Broad Street[5] in its egress from the city on its western way to the next state and its capital. Here, in a very suitable place in the southeast quadrant of the intersection of the two principal through streets of the town, was erected the State Capitol, the site lending itself readily for large park-like grounds. The physiographic features of this spot were thus appropriately taken advantage of as the center of the town; furthermore, time has justified its selection, for, as the urban community grew it encountered difficulties in only one direction, i.e., in the valley bottom to the west, with its handicap of lowness and occasional floods. Also this

5. p. 155

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See page 7.

Site of the old dam and head of the canal feeder.

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early, wise selection of straight through cross streets (or roads) marked out and governed the natural expansion of the town so that within a half century the city had assumed the shape of a Greek cross, with at least two attractive quadrants for filling in, viz., the northeast and southeast ones, while the northwest one possessed to some extent at least certain industrial, commercial and residential advantages.

Another type of communication route was early established in accord with the topographical features, and the desire of the citizens, in the digging of a canal feeder with its head just below Broad Street and pursuing an easy route through the valley plain on the east side of the Scioto, for a few miles, to the main Ohio Canal at Lockbourne.

Early manufacturing and railroads.- The earlier manufacturing plants were located just next to the center of the town in order to take advantage of the various means of transportation,[6] i.e., roads, river, and canal. This fact was not particularly an adverse feature in this early day, as they utilized the lower ground next to the river, which was not so attractive for mercantile or residential expansion.

It is interesting to note, at this point, the geographic factors involved in selecting the kinds of products manufactured, at this early day, in a coming manufacturing city.

6. p. 155

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The fertility of the valleys and surrounding till plains early caused a prosperous farming community to develop, with natural demands for vehicles, shoes, and like articles of common usage. This demand acted as a direct stimulus towards establishing such manufacturing plants in the little town.

By 1850 the first railroad had entered the town,[7] to be followed at various times by several other lines, thus giving added impetus to the commercial and industrial interests so early established.

It would be interesting, and no doubt profitable, to trace in detail all the geographic factors influencing the development of the city up to the present day; but it is not the primary intent of this monograph to trace historically the geography of Columbus, but rather to analyze the geographic (or environmental) controls, or assists, involved in the location of the economic and social institutions and groups of the present day city. Such historical geographic facts as have been noted above were introduced merely with the hope of making clearer the results obtained by the writer after making six distinct surveys of the city and its suburbs, each with a different aim in view. The exposition of these surveys is the real intent of the thesis.

7. Howe, Vol. I, p. 620

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Chapter III

LOCATION OF RAILROADS AND THE EFFECTS

In our geographic analysis of the city of the present time let us take up first the location of the railroads, their effect upon adjacent residential properties, their effects upon the location of industrial plants, and the combined effect of railroads and factories upon adjacent residential sections.

In order that we may obtain a clear analysis of this theme let us examine each railroad and its effects in detail as it radiates from the center of the city.

Location of the focus of the railroads.- The level till plain east of the junction of the two rivers, which originally was a low, almost marshy region for some distance east, has been taken advantage of in the location of the Union Station (and central yards), which all but one line use as their passenger depot, and also for the location of nearly all the freight depots. This location also has the advantage of being adjacent to the heart of the city. The industrial plants established before the coming of the first railroad were within easy touch of this locality. Since that time the added attraction of the many rail lines of transportation has caused this region to be nearly

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See page 10.

Railroad yards and industries to the south.

Depots and wholesale houses.

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covered and surrounded by many industries of various natures, except such land as is actually occupied by main lines, switches, spurs, yards or other public or private properties already established. These topographical features and the proximity to the heart of the city were geographic factors which were highly important for the industrial and commercial development of the municipality; for, about and near this point are located the major portion of the wholesale houses, which thus have the dual advantage of being in juxtaposition to the lines of transportation and to the great retail district. This easy access to the many railroad lines which radiate out from the city like the spokes of a wheel, in the very hub of which are located the jobbing houses, together with the central location of Columbus between the low edge of a plateau and a plain, has assisted in making Columbus an unusually important point for wholesaling merchandise manufactured elsewhere, as well as in the city itself, and also has made the city the division headquarters of many corporations located over a wide scope of America.

The Big Four and Sandusky Short Lines.- Taking advantage of the easy grade and nearly level stretch of the upland ridge between the Olentangy and Alum Creek, thus minimizing construction and power costs, three railroads

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See page 11.

Industries west of the Big Four just above railroad yards - a region inhabited laboring people.

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pursue their way to northern and northeastern Ohio cities and Lake Erie ports, viz., the Big Four, Sandusky Short Line, and the Cleveland, Akron and Columbus branch of the Pennsylvania lines. In turn the presence of the railways and level ground for sites have determined the location of several dozen industrial plants. The Big Four and Sandusky Short lines run side by side from the point of their egress from the central railroad yards, turning north just east of North Fourth Street, for several miles north of the city, with the exception of a short stretch where the Sandusky Short Line bends to pass around the State Fairground on its eastern side. The levelness of this upland course minimizes the necessity of cuts, fills, and bridges, and also gives a gentle gradient out of the (almost) valley level, at the Union Station, to the highlands to the north.

There is almost an unbroken line of industrial plants on the west side of these lines to their point of separation at East Eighth Avenue and continuing on the west side of the Big Four to East Eleventh Avenue. On their east side these two have induced the erection of a more or less continuous line of industries, from the point clear of the broadened area of track and yards, just south of East First Avenue, to their point of divergence. Industries are also scattered along on the south side of the eastward course of the Pennsylvania division and on both sides of its northward stretch,

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as it swings around the Fairground, but the reduced advantage of the single line has drawn less important plants. This lessened attraction of one line is noticed also along the isolated Big Four north of East Eighth to East Eleventh avenues (where smaller industries are established only on the western side) and on the east side of its tracks just north of the Fairground, where a single small plant is located. The reuniting of the two in adjacent parallel courses just north of Indianola Park marks the site, on the east side, of another plant. The added advantage of a through street (and pike continuation) at right angles to the railway lines has caused the location of a group of industires and supply firms, just above, at Mock Road (Hudson Street). Thus the intersection of railway lines and a good street for truck transportation has influenced the location of a cluster of industries, and such a supply establishments as depend upon the market offered by the city. Another geographic influence may be noted here in the location of firms depending only upon a local market, at such a distance out from the congestion of the inner city as to reduce the value of land sites. The additional advantage of a through cross street and a steam road, or roads, may be noted at East Fifth Avenue, both in the early day establishment of industries and in their importance at the present time. This same factor has caused the location of supply firms at the remote crossing

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of Oakland Park Avenue - Clintonville Road, at the corner of the city corporation line, although at present there are no manufacturing plants above Mock Road. The levelness of the adjacent ground and the presence of two parallel railroad lines will undoubtedly influence the establishing of more industrial plants in this northern part of the city in the future.

Let us now examine the combined influence of these railroads and industrial plants upon adjacent residential sections, and the influence of the railroads where they are unaccompanied by industries upon adjacent residences.

The parallel strip which lies next to the factories, lying west of the two railroads up to East Eighth Avenue, on an average of about two city squares in width is distinctly a laboring class residence section. Closer in to the Union Station, for reasons to be noted in later chapters of this thesis, the laboring class residence section is wider. The noise, smoke, and dirt of the factories, plus the railroads (together with nearness to employment), are the economic and social geographic factors which negative the value of the lots and the desirability of the erection of well improved houses, but, which attract common labor by consequent low rentals. The long established industrial region, at the intersection of East Fifth Avenue and the railroads, have induced the location of a colored residence sec-

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See page 14.

Colored settlement along railroads at East Fifth Avenue.

Railroads and industries lower type of dwellings erected.

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tion, due to earlier general undesirability of the lots and the consequent erection of a very low grade of houses. The strip narrows and the grade of homes improves from East Eighth Avenue to East Eleventh Avenue, there being fewer adjacent industries.

On the east side of the two lines north from East First Avenue to about East Fifth Avenue and eastward to the C. A. and C. railroad the whole region (part of which has the local name of Milo) is one inhabited by laboring people, the grade of homes being somewhat better away from the immediate vicinity of the railway lines. Just east of the Sandusky Short Line there are few homes, as the great portion of the region is owned by various industrial corporations. The region east of this line, north of East Fifth Avenue, for a short distance, and above, east of the industrial plants that more or less cover the remaining territory along the tracks to its eastern turn, is an extension of the colored community of just west of the railroads. The little homes, however, are rather scattered. This may be explained in part by the fact that the region is on the leeward side of the railroad tracks, is badly cut up by a ravine, and is generally unpopular due to its adverse geographic features. East of the Big Four up to the Fairground, and north of the Sandusky division to the same place, as well as just to the south of the Sandusky line, is a region of

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See page 15.

Laborers' homes with plenty of room for expansion along the Sandusky Short Line.

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laborers' homes; as also obtains along the northward stretch of the Sandusky branch, east of the Fairground up to Seventeenth Avenue, beyond which homes have scarcely been erected at all. In fact, much of the region east of the Big Four around the Fairground and eastward is still covered by commons. Even the park-like State Fairground has failed to improve particularly the grade of dwellings. The presence of the railroads, the unattractive flatness of the region, the presence of the old Zanesville and Western tracks (now used for considerable switching) eastward from the east stretch of the Sandusky division, the presence of a "Y" connecting spur, of several small industries, and (until recently) the distance from city electric lines, are the geographic factors contributing to the general backwardness of this residential locality.

Let us now return to the west side of the Big Four. Here we have another interesting feature of Social Geography for observation. For, north of Chittenden Avenue for several miles, as far as the city and its suburbs extend, we have one of the most attractive and well developed residential sections of the urban community. What is the effect of the Big Four, and further north, of the two parallel (side by side) railway lines upon adjacent properties, there being little industrial development along this stretch of tracks? Being on the windward side, and thus practically free from smoke, and due to the fact that there are few switches along the

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See page 16.

Lower type residences near rails even though in a better - class section.

Plenty of room and desirable lots locate better residences even though next railroad.

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tracks, the effect is minimized. One notes that the last few houses on the end of the streets, next to the tracks, are of lower construction cost and are quite often frame structures instead of the nearly universal brick ones of the whole section; also that possibly the homes are not quite so pretentious for sometimes the length of two squares away from the railway. However, these are not often the homes of common laborers, even next to the tracks themselves. Above Indianola Park the larger size of the lots and the presence of large native trees often induce the erection of pretentious homes up to and upon the last lot adjacent to the railroads.

Just north of the Fairground and east of the Big Four there are a few laborers' homes. North of these on the east side of the Big Four there is a little valley which is not occupied at all. East of the parallel lines, with few exceptions, there are no dwellings, the region being open country. The fact that it is on the lee side of the railroads and is so distant from street car service are geographic reasons for its non-development, residentially, up to date. It may, however, thus develop later or may attract industries to which it would lend itself quite favorably.

The Cleveland, Akron and Columbus Line.- North of the old Cleveland, Akron, and Columbus railroad, eastward of the lines discussed above, to its northward bend, practically no

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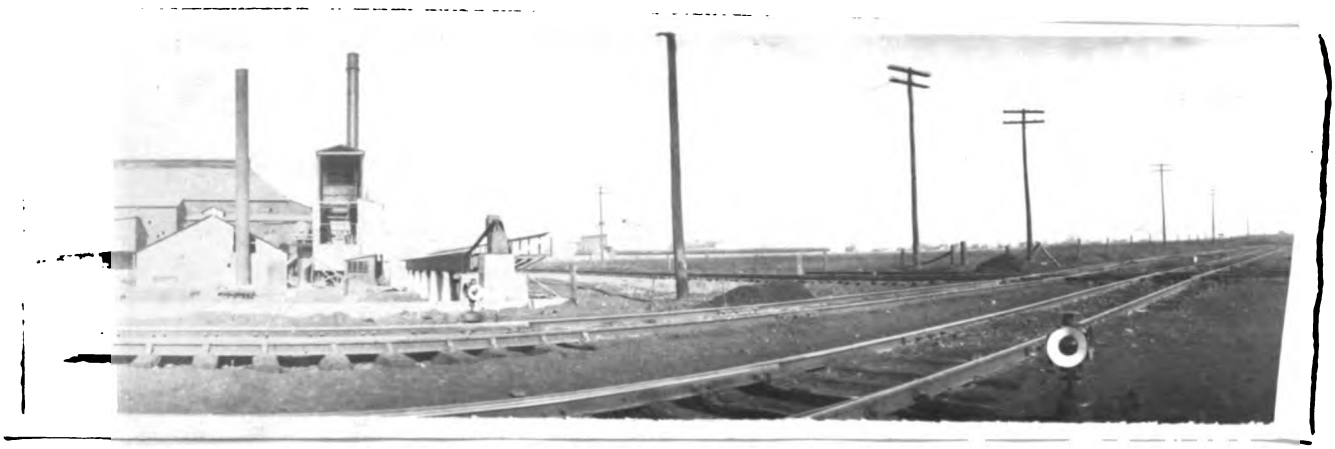
See page 17.



Industries at the C. A. and C. and N. and W. crossing - looking northeast.

N. and W. shops.

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industries have been established adjacent to its rails, with one or two exceptions. On the south side is located the wide stretch of railroad yards of this section of the city. The residences north of its line are those of Milo and are of low value, as are those few west of its northward course, most of this region being in commons. The former Zanesville and Western track on the north completes an imperfectly shaped rectangle of rails around Milo, so that only in its center does the grade of homes increase in value and appearance. In this general region we have one of the most pronounced examples in the city of the depreciating effect of railroad proximity upon the type of residence. However, the presence of so many lines has attracted some industries, especially about the crossing of the old Zanesville and Western line with the C. A. and C. Industrial plants are being erected along the C. A. and C. to the north for some little distance, the region being quite level and thus attractive. The remoteness of this locality at the cross lines has influenced the establishment of fertilizer plants, which in turn have repelled the erection of dwellings. Just at this point the Norfolk and Western separates itself from the C. A. and C. Line, running eastward for some distance before turning directly south. At the point of separation the Norfolk and Western shops were established. The old Zanesville and Western west of

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See page 18.

Possible industrial sites along C. A. and C. - looking north.

Pennsylvania line and N. and W. crossing - looking north.

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the C. A. and C. has not shown much tendency to attract industrial plants, not being in actual operation for many years, but has repulsed residential building. In fact these three lines have up to the present time practically no dwellings adjacent to them, the locality being a region of much railroad activity. The C. A. and C. runs through open land until it reaches Linden where a few supply and semi-industrial firms are located along the tracks. Only a few lower grade residences are adjacent to it here. This open level space should be attractive to industrial plants, as considerable labor is not far distant. Better electric car service to this part of the city would help build it up both industrially and residentially, as the topography is favorable.

The Norfolk and Western Line.- Along the N. and W. railroad eastward and southward as far as the crossing of the Panhandle and B. and O. tracks, scarcely any industries have been established, but the region may attract them in the future, especially at the railway crossing, which would be a superb shipping point. Likewise there are scarcely any residences, except a little group of laborers' homes on the west side of its southward stretch, along the N. and W. thus far. Lack of ample labor and street car service, together with distance from the city, may account in part for

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Better - class homes of the East End section not close to the N. and W. - looking south.

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the non-development, industrially, of the territory along this line up to date.

South of the Panhandle tracks, at a little distance, on the west side of the N. and W., a single industrial plant has been located. East of the line and south of the Panhandle, some rods from both railroads, a few laborers' homes have been erected. North of the Panhandle tracks, in this region, the dwellings are all those of laborers, as well as over the entire northeastern region, while south of this line the residential section is of an entirely different class being one of the outstanding better-class localities of the city. There are distinctly economic and social geographic reasons for this difference. The south side is rather on the windward, while the north one is either on the leeward side or is crisscrossed by the various railroads themselves, the southern portion being free of railroads, with the exception of the N. and W., which, closely following Alum Creek (on the west side) takes a direct course out of the city, thus minimizing its obnoxious features. Neither on the east nor the west sides of the N. and W. do the attractive homes of the East End approach within a few hundred yards of the railroads, until Broad Street is reached, where the dwellings show a reduction in grade about the length of a square west of the tracks. The northeast quarter of the intersection of Broad Street and the N. and W. railroad shows a little tendency to industrialism, a response to the attraction of a cross-

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See page 20.

Industries at N. and W. and Main Street crossing - looking south.

Railroads yards east of the Union Station - looking east.

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ing of transportation routes that even the exclusiveness of the locality could not suppress; consequently, the few residences adjacent, in this quarter show a corresponding depression. South of Franklin Park the attractive residencial section is building up more closely to the west side of the railroad, but is showing a (modified) characteristic depression in type of residence erected. On the east side of the railroad for some distance above Main Street on Nelson Road, there are residences not far from the tracks, but they are distinctly of the laboring class type.

At the crossing of the historic Main Street and the N. and W., the geographic principle involved has functioned to develop a group of industries, the residential vicinity showing decidedly the accompanying reduction in grade. Below this there are no industries and the little suburban village of Hanford on the east side of the tracks, is one of the lowest grade residence sections of the urban community. From here on it is open country, with some attractions for industrial development as the topography is fairly suitable and labor is not far distant.

The Pennsylvania and Baltimore and Ohio Lines East.- The Panhandle line (the Pennsylvania and Baltimore and Ohio both using the double track) east of where the northward bound roads deviate, just east of North Fourth Street, has yards on both sides, for some distance, to Cleveland Avenue. From

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See page 21.

Foreign and colored residential section both north and south of this scene - looking west.

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High Street to the east, the south side of these yards are lined with freight depots, wholesale houses, and many factories as far as the above named street. Consequently, the adjacent residences are much affected, adversely; however, the region is mainly one of small retail stores, where not actually industrially occupied, and is rapidly becoming a wholesale district to the exclusion of residences entirely. East of Cleveland Avenue the south side of the main Pennsylvania line is nearly lined with industrial plants to Leonard Avenue, with many accompaning switches and spurs. From there on to the N. and W. there is space for more industries.

What is the influence upon the accompaning densely settled residential section? As far south as Long Street the homes are those of labررers. This was once (nearer to the industries along the railroad) principally a foreign section, but is now almost entirely usurped by the colored laboring class. The homes are depressing in appearance and condition, the whole region showing the geographic influence of railroads, industries, nearness to the center of the city, presence of many retail streets and general non-residential atmosphere. This condition extends widely to Taylor Avenue and beyond in a narrower strip to the N. and W. line, much yet remaining in commons east of Champion Avenue for several hundred yards south of the Pennsylvania line; which condition has been taken advantage of for the locating of a fertilizer

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See page 22.

Fertilizer plant in the distance - showing effect upon location of residences - looking north to railroads.

East Goodale and North Fourth - near railroad yards hence poor residential region.

A depressing social condition exists both north and south of this - looking east.

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plant, around which there are no residences for nearly a quarter of a mile. About the park like grounds of the United States Military Barracks the homes show a considerable degree of improvement in grade, this being practically the only exception to the general depressing condition for a half mile south of the railroads and their accompaning industries. Smoke, dirt, and grime being much in evidence over the region.

North of the railroads, east of High Street, to North Fourth Street, are located, first, a freight depot, then a scattered line of small wholesale houses and industries. Back of this the residential section is much affected for several squares north, being inhabited by laboring people. East of North Fourth Street industries, railroads, railroad yards and accompaning conditions extend to the north, as previously described and as far east as St. Clair Avenue. East of the northward bend of the C. A. and C., to the east of St. Clair Avenue, the Pennsylvania railroad shops occupy the north side of the Panhandle rails eastward to about the Leonard Avenue viaduct. North of this a depressing social condition obtains. The whole region is often murky with smoke (carried by the prevailing south-west winds) great spaces are yet in commons. Where streets have been built up, they are usually inhabited by foreigners or colored people, the houses

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See page 23.

Foreign section north of the Pennsylvania shops.

Commons along East Fifth Avenue - possible industrial and laboring residential room - looking northeast.

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nearer the railroads and railroad shops being quite cheap ones and often apparently unpainted. There is, however, a distinct uniformity of color, being that homely dark gray induced by smoke. The noise of the many switch engines and trains (from all the cardinal points) and the especial bedlam of sounds issuing from the Panhandle shops, when winds are southwesterly, are only varied by the lessened noises of railroads, roundhouses, yards, and industries when the wind shifts. One does not wonder that most of the region is yet in open commons (other parts having only scattered dwellings), and that the only thickly inhabited streets are next to the shops, the attraction being in the proximity to work. The region has thus pronounced social and economic geographic disadvantages for residential purposes, but the topography being favorable, level and sufficiently elevated, should attract a great group of industries, lining both sides of the many railroads; there being other factors in favor of such a development, besides those of topography and extensive facilities for shipping, viz., that of availability of labor and open ground sites. The extension of the street railway service to this section would aid in developing it.

East of the N. and W. along the Panhandle line the topography is against the location of industries until the east bluff of Alum Creek is reached. From here east over the divide

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to Big Walnut Creek, the physiographic conditions are very favorable for such a development. However, there has been no such development before a railway intersection is reached, where the purely industrial community of East Columbus has been located. It is typically a logical point for industrial development in a large city, as it is sufficiently removed from the center of the city to be unobnoxious, plus that of being on the leeward side, being well drained, having ample natural water supply at a reasonable depth, having unusually good transportation facilities in the presence of the Panhandle line, the B. and O., the T. and O. C., the Toledo division of the Pennsylvania line, the nearby N. and W. and Big Four, and interurban service to the city. The situation has already attracted a number of industries which are scattered along the Panhandle line for some distance on both sides of the tracks, one of them being one of the largest of the industrial city. The residences of the suburb are nearly all those of industrial employees, the ones nearer the plants being chiefly those of foreigners. The remoteness of the situation at the eastern end has attracted a large chemical plant.

Geographic Summary of the Industrial development east of the Union Station.- The favorable physiographic features (level uplands and till plains)[8] north and east of the center

8. Hubbard, pp. 142-3.

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of the city have thus led in several prominent railroads, along which have been established several scores of flourishing industrial plants, east of the Union Station. The earlier plants were located at the edge of the then much smaller city, which accounts for the arc of industries[9] from East Fifth Avenue and the Big Four to the Panhandle shops on the main Pennsylvania line. As more were added they were located adjacently outward along the lines of transportation. The twentieth century municipal policy of desiring its new industries to locate beyond its urban confines (thus minimizing their obnoxious features), together with the reciprocal desire of the corporations to do so (to avoid city tax rates), shows a tendency to develop a ring of industrial suburbs in the cities of eastern America, as exemplified here in the location of East Columbus, and the newer industrial plants and community east of the C. A. and C. and north of East Fifth Avenue. Similar examples remain to be pointed out in other sections of the city.

Location of the railroads west of the Union Station.- Emerging from the west end of the Union Station the railroads continue enmass to the rivers with the exception of the Little Miami division of the Pennsylvania lines, which deviates immediately to the southwest. On the north side of the several tracks are located a scattered line of industries nearly to the Olentangy; the Big Four tracks bending far enough north

9. p. 155

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See page 25.

Railroad yards west of the Union Station.

Colored section just north of above pictures.

The line of industries along spur north of railroad yards on east bluff of the Olentangy - looking east.

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to admit the location of a few industries, some miserable residences and a few railroad buildings between itself and the Panhandle's through tracks. North of these industries is another one of the most miserable residence sections of the city, known as Flytown. The very poor dwellings closer to the rails are principally occupied by colored people, while continuing north of them for several squares is found one of the two leading foreign settlements, from the standpoint of size in the urban community. Just back of the east bluff of the Olengangy River a spur runs north from the mass of tracks as far as West Second Avenue. Along the sides of this are located the most numerous and compact group of industries in the city. Nearness to the several important railroads, the immediate presence of much labor, and the utilization of the low bluff near the river (a non-attractive site for residential purposes) are the geographic factors influencing the establishment of this industrial unit. The presence of this factory strip on the windward side, and at right angles to the main lines, plus its lowness and nearness to the river, helps account for the extension of this laboring class region so far north of the main line of railroads. The low rentals here have attracted the colored and foreign people.

On the south side of this mass of parallel tracks, west of High Street, is located a freight depot and a few

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See page 26.

Industries south of the railroad yards west of the Union Station in the distance.

West of the Union Station - south of the rails.

Factory sites at West Third Avenue along the Hocking Valley railroad - looking west.

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industries, back of which are located many more industries, wholesale houses, and a few most miserable dwellings, it being decidedly an industrial and wholesale district for many squares to the south. The geographic situation explains its presence and large extent; for here are several railroads on its north and northwest sides, some industries having located beyond the northwest lines toward the rivers; another, the Little Miami, angling through its northern portion; the Scioto is in its immediate rear to the west; the penitentiary is in the northern part; the retail section in the heart of the city is to its immediate east; it occupies the sloping ground down to the bank of the Scioto; and it also had the advantage of an early start, for here were located the first industries of the youthful city.

The Hocking Valley Line North.- Immediately west of the Olentangy the Hocking Valley railroad pursues its way northward up that side of the valley for a little distance,[10] taking advantage of the rising grade to find the easiest way out of the bottom lands, where its depots are located west of the Scioto, to the high lands to the north. Thus it has a steady, but heavy, grade for several miles out of the city. Along its course through the first bottom land no industries are yet located, although adjacent ground is being filled in and factory sites are advertised on the west side of its tracks at Third Avenue. Where it attains higher ground at West

10. Hubbard, pp. 142-3

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See page 27.

Industries at West Fifth and Hocking Valley - looking north.

The King Avenue crossing - looking south.

Industrial group growing up north of the Panhandle and west of the Hocking Valley (in the distance). This region has great possibilities, - looking south.

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Fifth Avenue a few supply firms are located; beyond, a few industries are scattered along to and just above the King Avenue crossing. Again we see the geographic influence of intersecting transportation lines at work in these situations, even though they be of different types. The Grandview community dwellings do not approach up to the tracks, but it is interesting to note that the nearer houses are much less pretentious than the average one of that very attractive residential suburb. In the northeast quarter of the King Avenue crossing a little hamlet has grown up next to the establishments there, but the houses are characteristically the homes of laboring people. There are indications that the land along the Hocking Valley up to just above King Avenue will attract industries in the future, a bridge having been constructed at Third Avenue. This would seem natural due to the geographic attractions. Farther out, the crossing of the next road (Lane Avenue) and the Hocking Valley railroad has located a little village, Laneville, inhabited by working people.

The Pennsylvania Line west.- The Panhandle line crossing the Olentangy and its flood plain enters the Scioto Valley just south of the point of its junction with that of the Olentangy. On its north side, just west of the Hocking Valley line, a new industrial group is rapidly growing up. The transportation facilities are excellent here, in that of two

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See page 28.

The Panhandle uses a rising rock terrace to get up from the valley plain at the foot of the Grandview bluff.

Panhandle crossing the Scioto to the upland till plains westward - near Casparis.

The beautiful estates on the Grandview bluff.

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important railroads, a trolley line and a good paved road. It has certain other geographic advantages too, in that of level land, not desirable for residential purposes, and the presence of a nearby labor supply. This may become quite an industrial center, or an addition to that east of the rivers. The Panhandle approaching the north bluff of the Scioto Valley utilizes a rising rock terrace,[11] at the edge of the valley, to make an easy grade (westward and around the bend, northwestward) to bring it nearly on a level with the upland west of the Scioto, before it crosses the valley over a fill and long bridge, from which it takes its way westward across the till plain. The combination of railroad and stone quarries (principally the latter) has located the little village of Casparis, just west of the river on the upland, inhabited chiefly by the Italian laborers of the quarries.

From the Olentangy River to Casparis there are no residence groups in the valley near the railroad. However, on the high north and east bluff, overlooking the valley, is one of the two most exclusive residential sites in the city, nowhere more than a few hundred yards from the railroad. This apparent violation of a geographic principle is understood when it is noted that the beautiful homes on the edge of the bluff are so much higher than the railway

11. Hubbard, pp. 141-3, 166

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See page 29.

The high bluff negatives the presence of the railroad.

The Big Four and B. and O. lines divide just south of the Scioto.

The several railroads south of the Scioto have located industries in the region.

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and at just such a distance as to diminish the noise and dispense with the smoke, being partly aided by the swell of the bluff itself and the large native trees. Any such obnoxious features as do remain are more than negated by the magnificient view obtained from such a location on the high, grassy, limestone bluff.

The Big Four and other lines westward.- The Big Four bending southwestward crosses the Olentangy and the Scioto just above their junction, then turning westward follows the Scioto for more than a mile, finally gaining the upland till plain by running to the southwest up a shallow ravine, thus obtaining a fairly easy grade. The Toledo and Ohio Central railroad approaching Columbus from the northwest across a very level till plain, gains the south side of the Scioto Valley just above the Big Four, and parallels that line to just east of the river junction, whence it turns southwestward. The Little Miami division of the Pennsylvania lines bearing off immediately to the southwest from the Union Station crosses the Scioto a little distance east of the junction of the two rivers (having industries alongside its rails), then turns westward up the valley making another parallel line on the south side of the river. What is the effect of these three parallel lines, close together in the flood plain, upon the location of industries? In spite of lowness, danger of floods, and the fact that the three

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The railroads south of the Scioto have only scattered, cheap dwellings near them.

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lines are upon rathsw high, filled-in embankments there are quite a number of industrial plants strung along their sides. Due to the improvement of the river bed and flood precautions recently taken this region will likely be a compact one of industrial plants in the future; for it has excellent transportation facilities, land sites not otherwise desirable, much labor immediately adjacent, and the advantage of a considerable start.

These three railroads, and the very low ground, have much affected the land for residential purposes. North of the south line, the Little Miami, there are only scattered clusters of, and isolated, dwellings of the poorest sort, much still being in commons, inhabited, pronouncedly, by foreigners, many being merely dump pile shanties. South of the Little Miami division the whole region is one inhabited by laborers, being less attractive, yet, near the railroads.

The Big Four angling across West Broad Street quite a distance to the southwest has tended, as usual, to locate a little group of industries and supply firms. The region being a healthy, upland one has more attractive homes, scattered along Broad Street. The vicinity will undoubtedly see a little more industrial and much more residential development.

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The B. and O. has exerted little influence.

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The Baltimore and Ohio Line southwest.- The Baltimore and Ohio uses the Big Four tracks until south of the Scioto, where it separates itself to take a generally southwestward course across this part of the city. There is scarcely an industry alongside, and as it has an elevated track with considerable open ground along it, apparently railroad property, it produces no marked effect upon adjacent residences, due in part to the fact that the region, being in the flood danger zone, has never attracted other than laboring people.

The Hocking Valley and Toledo and Ohio Central lines south.- The Hocking Valley line crossing the Olentangy from the north swings a little to the east for some distance (helping to make the industrial region here) before it crosses the Scioto, then runs southeastward, closely parallel to the T. and O. C., on the west side of the Scioto, Here the T. and O. C. line has its depot, being the only railroad in the city that does not use the central location at the Union Station. The two lines in their parallel cut across the inside of the eastward bend of the Scioto have attracted industries along their sides. The near presence of the six lines just south of the Scioto has naturally caused the development of quite a little industrial and wholesale section, with attending poor laboring class dwellings interspersed among and adjacent to them. Such dwellings as are near the Hocking Valley and T. and O. C. (with at-

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Suburban stations and industries.

South End industries (Steelton).

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tendant industries) in their southward course to their joint Scioto crossing are likewise unattractive for other, as well as the above, geographic reasons, as the whole bend is very low, being damp and muddy, and much occupied by wholesale and supply firms. Dwellings will eventually be practically crowded out of the section.

After crossing the Scioto the two railroads continue on the east side of the river to South Columbus, thus easily attaining the till plain to the southeast. South of the river a few industries and the Hocking Valley shops are located along the tracks; however, there are not many residences here. A few industries are strung along the tracks to just where the two bend eastward to pass under the South High Street viaduct. Here on the west side of High Street are located suburban stations on both lines, with a little group of industries. As the lines run along at the foot of the east bluff for much of the distance, and as the land is so low and narrow in width there are no residences below the top of the bluff, which being rather low caused the residences on the edge to be low grade ones.

The South End industrial development.- Passing under the viaduct the two railroads separate, the T. and O. C. proceeding eastward while the Hocking Valley angles southeastward. Here in the apex of the railways is located the great steel plants of the South End, due to the good ship-

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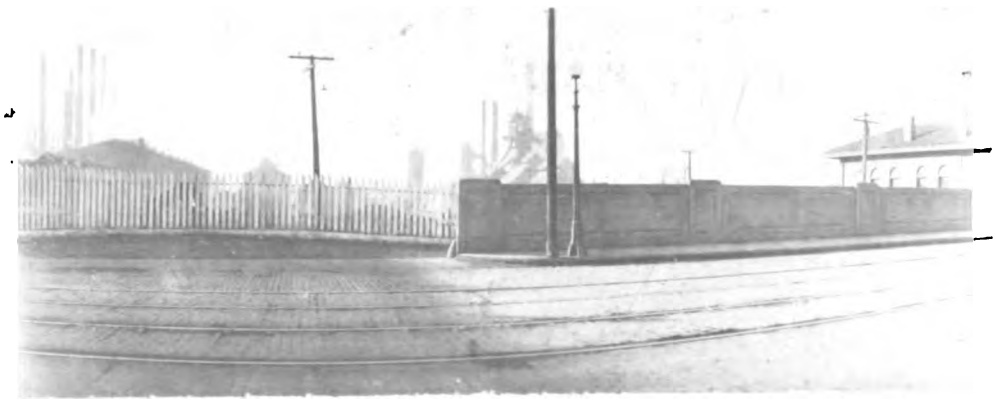
See page 33.



Steelton looking westward from the Parsons Avenue viaduct.

Industries east of Parsons Avenue viaduct - a growing region.

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ping facilities. There are industries strung along on the north side of the T. and O. C. east of High Street, while beyond the Parsons Avenue viaduct a large and growing group of industrial plants have been located north of the railroad to beyond Marion Road. Back of these industries on the north side of the T. and O. C. for several squares to the north, is a rather densely settled section of colored and foreign laborers, who work principally in the nearby plants. This is the second large foreign group and one of the principal colored sections of the city. This whole section has the characteristic local name of Steelton. South of the Hocking Valley is a thin line of industrial plants, back of which is an open region of scattered dwellings of a not very attractive grade, this region being known as Oklahoma. The continuation of Parsons Avenue, south of the viaduct, on and through the east side of the steel plants and other industries, has earned the name of Smoky Road. East of this and adjacent to the Groveport Pike is a fair sized little group of foreign laborers' residences. Thus the two railroads have located here in the south end of the city one of the large industrial sections of the urban community. As most of these plants are outside the corporation line, it is another example of the imperfect industrial ring growing up about the edge of the city, the few industries along the Hocking Valley up the Olentangy River, tending to be yet an-

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other. There is room for expansion industrially, and for adjacent homes for laborers, in the south end, as the topography is quite favorable, being level and not unhealthful, it has excellent transportational facilities in its two railroads and the Norfolk and Western not far distant; it is served by three city street car lines and one interurban line all giving good service; and has much labor already present. Under such favorable geographic factors it is scarcely hazardous to predict a large industrial growth here, especially when one notes the many additions of the last few years and the fact that more are now building or have procured sites.

Summary.- As a summary one may definitely state that railroads tend to establish tendrils of industries along their sides, with a disposition toward concentration at points of intersection with, or adjacency to, other prominent transportation routes. Also, the presence of railroads has an adversed influence upon adjacent residences, especially on the leeward side, while the combination of railroads and industries has a still more pronounced effect upon neighboring dwellings, causing them to be laboring residential sections.

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High and Broad looking north.

High and Chestnut looking south.

High and Chestnut looking north.

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Chapter IV.

THE EFFECT OF THE STREET ELECTRIC RAILWAY SYSTEM UPON THE LOCATION OF THE RETAIL STORES AND ADJACENT RESIDENCES

Let us next examine the effect of the presence of the city street car lines upon the location of retail stores in the city and its suburbs, with some little attention paid to their effect upon adjacent residences.

The High Street lines north.- Within the short distance of two squares between Broad and Long Streets, on High Street, more street cars pass than in any other part of the city, as eight lines converge here. It is interesting to note that this is the busiest retail section of the city, furthermore, it is the heart of the retail section, from which a string of stores extend out in every direction. The stores are those for whose goods there is the greatest demand, or the merchandise is of the luxury type for which a large profit is obtained. Three car lines turn east on Long Street thus lessening the number continuing north on High, correspondingly, the stores soon decrease a little in type before Spring Street is reached. Beyond Spring Street to Chestnut Street a little more pronounced decrease is noticed in the grade of store, however, the buildings yet cover all the ground space and are several stories high, but not so

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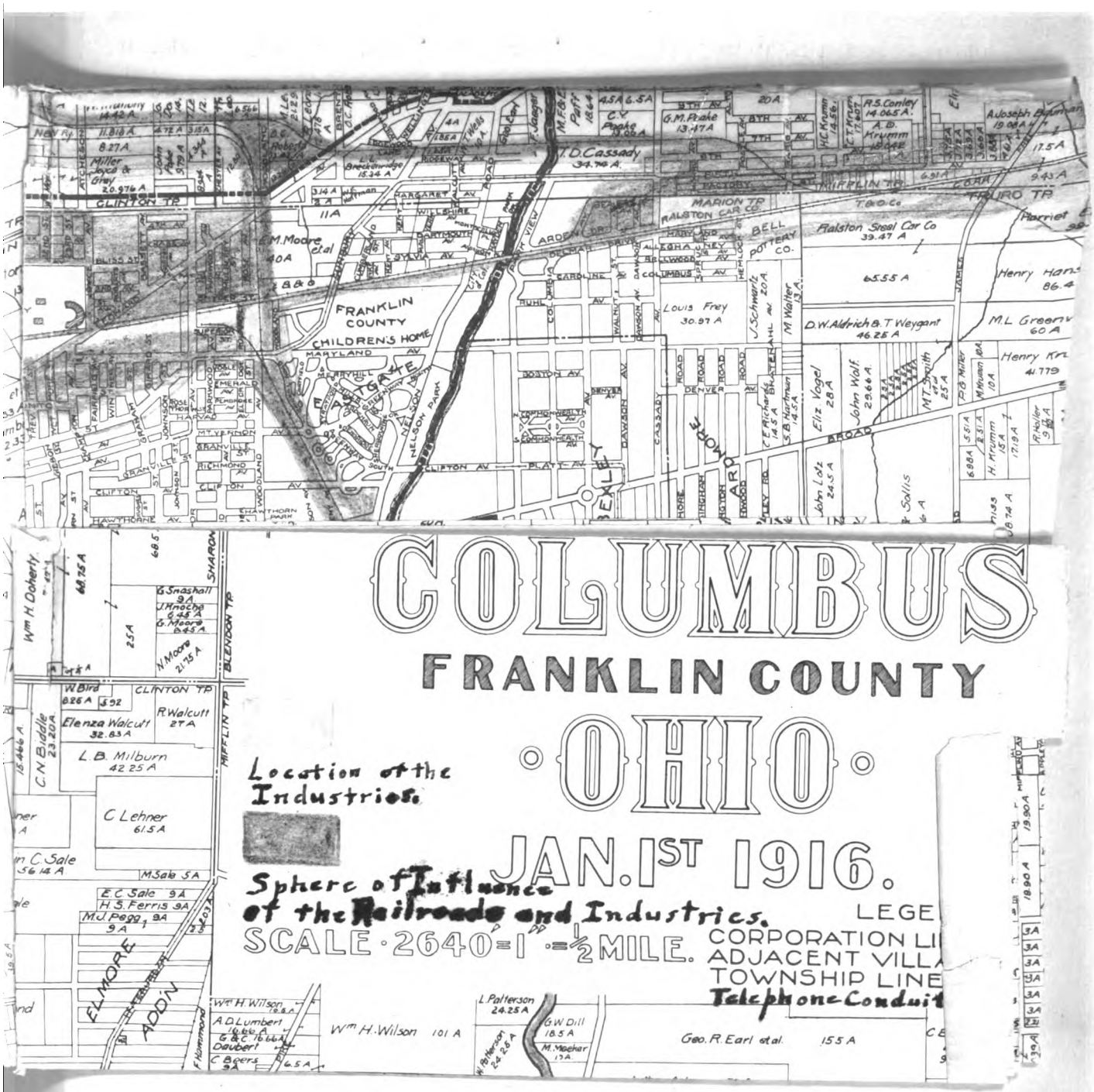

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See page 36.

Viaduct looking south.

Viaduct looking north.

High and Goodale looking north - a prominent cross street and several car lines make this a busy place,

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high as nearer Broad. There are three geographic reasons for this noticeable decrease in grade from Spring to Chestnut, viz:- (1), lowness of the ground level it was originally a swamp-like region having springs oozing up water, hence the name Spring Street); (2), fewer car lines passing by; and (3), greater distance from the central point of the city, viz., Broad and High. Beyond Chestnut a still more pronounced decline takes place, due to the above three factors plus two more, i.e., the nearby presence of the Union Station and the turning off of more car lines on to Chestnut Street. Over the Union Station viaduct the stores are small ones, of a better grade on the city, than on the far side.

Thus far High Street has become so congested with retail stores that they have overflowed on to cross streets, those not having car lines being less busy and having the stores extending only a short distance from High.

Beyond the viaduct and the depot , the buildings and stores along High pick up slightly in grade until the intersection of Goodale and High streets is reached, where the amount of business transacted and the better type of store are sufficient to make it a little business center in itself. This is due to the presence of a principal cross street with each side possessing entering car lines (three in number). High Street has busy stores compactly lined along

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Showing old residences on west side of High below Fourth Avenue.

The Fifth Avenue business community.

The business community at Eleventh Avenue.

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its sides for three squares further to the north, beyond which they become more scattered, being clustered about street intersections, until Fourth Avenue is reached. The east side of High Street has many more stores than the west side through this scattered store section. This is partly explained by the geographic factor of the prevailing winds. Thus the windward (west) side being more free of dust attracted the erection of better grade residences when this was on the outskirts of Columbus. The owners of these having been loath to sell them, the available lots for the erection of business blocks were to be found in greater number on the east side of High Street.

At Fifth Avenue the intersection of a much used, through cross street has located another little business center, the compact but smaller stores extending southward to Fourth Avenue and northward about a square. Northward the stores are quite scattered to Tenth Avenue(again more being located on the east side). At West Tenth and East Eleventh Avenues, we find another retail center for about three squares on High. This region just south of the State University was until recently the popular student rooming section, which helps explain the concentration of retail stores at this point. The park-like ground of the University has increased, along its face, the popularity of the east side of High Street for the erection of apartment houses and residences, except at Fifteenth Avenue, where the main entrance to the institution

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has attracted more than a square of continuous, attractive retail stores. Northward from Woodruff for about four squares another business community has grown up due to the presence of the University. Small retail stores are only scattered along above this to Hudson Street, mainly on the west side of the street, however, as the several-feet embankment on the east side has proved attractive for residence building.

Beyond Hudson Street to Arcadia Avenue, High Street is about solidly lined with small, but unattractive store rooms, this being the business section of the old, formerly outlying, hamlet of North Columbus. Here, at the corner of Arcadia and High is located the car barn and the end of the High Street car lines. Until recently, from this corner, through Clintonville, the Clintonville line and the Columbus, Delaware and Marion Interurban cars furnished the transportation service; now, the former line has been superseded by an extension of the Summit Street line. At the center of the former suburban village of Clintonville, where Clinton Heights Avenue joins High Street a small retail center has grown up, which is extending northward on High Street, a short distance. At the end of the Clintonville car service another little business center is coming into existence, incidentally the cross street here, Oakland Park Avenue, is a through one into the country to the east. This point not only ends the city car service out North High Street, but the retail stores as well, which is instructive as to the influence of such transport service

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The little retail group growing up at the end of the old Clintonville car line.

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upon the location of retail stores.

Such residences as are yet found along the High Street electric lines are not as good, on the whole, as those back of them away from the noise of the cars.

The Grandview and Neil Avenue line:- The overflow of the previously mentioned business center at Goodale and High extends westward along the Goodale Street car tracks for less than a square. Opposite the attractive Goodale-Park the homes along the car lines are of a better grade than just behind them. Just beyond the park a few retail stores are scattered along the tracks. Due to definite restrictions there are no stores along the car tracks on Neil Avenue, which has been in the past a rather fashionable street, but it is interesting to note that on several of the cross streets (especially east on the through streets, Fifth and King Avenues), within a few doors of the car lines, there are retail stores scattered along up to Eighth Avenue, which has geographic significance. The increased number of street cars on Neil Avenue (partly due to the growth of the University) has recently caused, in part, the declining residential popularity of the street. This decline has been strongly aided by the growth of the foreign settlement, above Goodale, over on to the lower end of Neil Avenue (it is a significant hint for the future of this street, and its region, that this settlement is extending northward on both sides of Neil).

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West Goodale Street stores looking east from Pennsylvania Avenue car line.

The Grandview business center.

East Goodale Street - looking west - a characteristic reaction to the nearby railroad yards.

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Goodale Street west of Neil Avenue is used by the Grandview car line, along whose sides, about as far as Pennsylvania Avenue, are located quite a retail section (stores being characteristically located on all four corners at the intersection of this and the Pennsylvania Avenue car line); it being the business portion of the foreign and colored settlement located here (Flytown). As it is not a residence section there are no stores along the car line as it crosses the flood plains of the two rivers. The carline makes use of an alluvial fan at the foot of a winding ravine, and of the ravine itself,[12] to secure the easiest grade to the uplands of Grandview Heights, the bluff being a high and rather steep one. Along the car line at the intersection of Oakland and West First Avenues (through streets in the village) is located the little business section of the suburb. The homes along the car line in this and the adjoining next two villages, is Marble Cliff and Upper Arlington, are not so attractive as the general average of these fashionable residential suburbs.

<u>The North Fourth Street line:-</u> There are very few retail stores located along the North Fourth Street car line on Goodale from High Street to North Fourth Street. The street is lined with some industrial plants, wholesale firms and many very poor grade residence, proximity to the Union Station yards making this a very unattractive section. Upon turning north on North Fourth Street this line is joined by the Sum-

12. Hubbard, p. 146

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North Fourth just above the viaduct.

The business community between Eleventh and Chittenden on North Fourth - a response to much recent building in the neighborhood.

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mit Street car line for several squares. The presence of these two lines and the many industrial plants along the railroads just to the east have assisted in locating a number of retail stores of various kinds on North Fourth up to Warren Street, where the Summit Street line turns off to the west. A few small stores are found at cross streets up to East Fifth Aven e the residences along the car line are very poor in grade. The East Fifth Avenue crossing has again located a little business community.

Above Sixth Avenue the type of residence increases in value along the car line, as the industries are more distant, Along the car line between East Eleventh and Chittenden a small business center is growing up, next to the Fairground line on Chittenden. Above this crossing the type of residence again improves, as this is the beautiful Indianola residence section, although the homes on North Fourth are not as attractive as on cross streets back from the car line. There are less than a half dozen retail stores, in this section, along the car line to its end at Wyandotte Avenue, but two amusement parks have been located on its east side, on land over to the railroads.

<u>The Summit Street line:-</u> There are some retail stores scattered along the car line on Summit Street, which is jointly used by the C. D. and M. Interurban, and the Steelton, lines. They are merely little supply stores (of necessities)

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Looking down Chestnut from North Fourth.

North Fourth and Naghten looking south - a busy corner.

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for the surrounding residences and show the usual tendency to cluster at the intersection of prominent cross streets, as at East Fifth, East Seventh, Chittenden and East Oakland Avenues. At the end (until recently) of the Steelton line on Hudson Street, (a prominent through street) another small, but busy, retail community has developed, as it has a large residential district to serve. The houses along the line from North Fourth Street to Chittenden Avenue are decidedly unattractive (an old part of town), being slightly better towards Chittenden. Above Chittenden, through the Indianola district, the buildings are correspondingly better. Recently the Summit Street line has been extended, via Arcadia Avenue and North High Street to serve the Clintonville community.

The Crosstown line:- The Crosstown line, from High Street on Chittenden and East Eleventh Avenues to Cleveland Avenue, has been so recently established as to have had no influence upon retail store location or upon the residence type, as yet. Such conditions as do exist having been influenced by other factors.

The Leonard Avenue and other lines northeast:- The Leonard Avenue line turns off of North High Street on to East Chestnut Street. The overflow of the High Street retail stores extends east on Chestnut a short distance, the rest of the street to North Fourth being mainly occupied by wholesale houses. North Fourth Street north of Chestnut to Naghten has a few retail stores, but is more wholesale than retail, along

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See page 45.

Dingy business community at intersection of Mt. Vernon and Cleveland Avenues - a response to the former foreign now colored region and the presence of several car lines touching the corner.

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the car lines. The Summit Street line continues north of Naghten on North Fourth, across the viaduct, between freight depots and railroad yards.

The Leonard Avenue line turns east on Naghten to Neilston, then north on that street to Mt. Vernon Avenue and east on Mt. Vernon to Cleveland Avenue. Along the car tracks through this section are located freight depots, many wholesale houses, small, miserable retail stores, and more miserable dwellings, mainly occupied by colored people. At the corner of Mr. Vernon and Cleveland Avenues, there is a little retail business group, as several car lines touch this point. The Leonard Avenue line turns north on Cleveland Avenue with stores scattered along on its west side together with some residences, and residences on the east side to Buckingham Street. The street car rails from Chestnut to Buckingham are used not only by the Leonard Avenue line, but by the Westerville Interurban, and the Linden lines, and up to Naghten from North Third and Chestnut, also, by the C. D. and M. Interurban, and Summit Street lines. The presence of the various electric lines, the nearby railroad yards and freight depots, and the close proximity of the downtown retail section have caused this region to become a pronounced wholesale one, and will become more so in the future, as it is steadily becoming more so now. The residential part nearer the retail district was formerly occupied by foreign (an Irish settlement), but now principally by colored people, as it has -

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See page 44.

Looking north into the business section just above the Cleveland Avenue viaduct.

Another Fifth Avenue business center.

The retail center of Linden.

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further deteriorated in desirability as a residence section.

The Linden line:- Beyond the industries next to the railroads, on the west side of Cleveland Avenue, north of Buckingham Street, the U. S. Military grounds on the east side, and the viaduct just beyond, is located quite a little business section along the Linden line, supplying the industrial population residing in this vicinity (Mile), thinning out towards East Fifth Avenue once more at the Fifth Avenue crossing, we find a cluster of retail stores along the car line. The street extends clear across the city and into the country at both ends. At its intersection with every street car line crossing it, in the city proper, there is a tendency for the development of a business center; this even holds true at points of its crossing prominent north and south streets not having car lines, thus showing the geographic importance of an old open transportation route, as a cross-town line, even though it be at some distance out from the city's center. Stores are thinly scattered along the car line to Linden being slightly clustered just above the old Z. and W. tracks. Another group may develop at the head of East Eleventh Avenue (at the end of the cross-town line), a start having already been made. The residences are not particularly attractive along the car line and are thinly scattered above East Eleventh to Linden. In the center of this former suburban village is found its retail section, for a square, a few additional stores being located just below, all along the car tracks.

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See page 45.

A business community at the intersection of Leonard and a prominent cross street - looking north along the cross street.

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The Westerville Interurban line, which uses the Linden line to its end, extends on into the country without exerting any influence in locating stores, or upon the type of residence.

The Leonard Avenue line:- On the south side of the Military Barracks, the Leonard Avenue line turns east on Buckingham, then on its east side north on Jefferson to Leonard Avenue, then eastward on that street. The beautiful military park has attracted a better class of residence along the car tracks facing that park. With one exception, there are no stores along the rails until the crossing at St. Clair Avenue is reached (a through street). The dwellings decrease in grade east of the park along the car line, until they become merely unattractive laborers' homes, to the end of the line, just below the Leonard Avenue viaduct. There is a little retail group at the St. Clair Avenue crossing and a larger one at the North Twentieth Street crossing (a prominent street with an overhead bridge over the railroad to tracks to the shops on the north side), with other stores scattered along the line. This was formerly a foreign, now largely colored, laboring class residence section, being quite near the Pennsylvania car shops. Even the streets reflect the squalidness of the neighborhood.

The Spring Street tracks:- The Linden line and the Westerville Interurban cars start at Front and Spring Streets, running east on Spring to Neilston, where they turn north

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See page 46.

West Spring Street from High.

Looking east into the Mt. Vernon Avenue business section.

In the heart of the Mt. Vernon Avenue district - near North Twentieth Street - looking west.

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north on that street to the corner of Naghton and Neilston joining the Leonard Avenue line at that point. Near Front Street along this track are several wholesale houses; near High Street there are retail stores. Retail stores extend east of High on Spring for some distance; beyond this, are located many wholesale houses to North Fourth, with some retail supply places scattered along as far as North Fifth. Beyond Fifth Street the tracks pass by low grade dwellings to its juncture at Naghten and Neilston with other rails this being in general a colored section in fact the colored Y. M. C. A. is located along this line at North Fifth and East Spring Streets.

The Mr. Vernon Avenue line:- The Mr. Vernon line turns north off of Long Street at Cleveland Avenue. There are stores scattered along its rails, increasing in number as they near Mt. Vernon Avenue, where there is located a business center previously noted, which extends east on Mt. Vernon a little distance. Many stores and office rooms are scattered along this line to just east of Garfield Avenue, from where a practically solid business section extends to beyond North Twentieth Street. This is a large and important business community, being one of the largest detached ones in the city.

There are several geographic reasons for its existence. In the first place, it was an outlying village, which developed a business section of its own; it is not far from the Pennsylvania shops and other industries located along the railroads

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See page 47.

The Mt. Vernon Avenue market.

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to the north (the location of a round house here, started a store on Mt. Vernon Avenue a half century ago, and from this early start a business and laboring residential section gradually but steadily grew up in the region); it has an important car line; it is the center of a large colored settlement which looks to it for much of its trading; it is also in the center of much other laboring population; and lastly, it has in the past secured a considerable country trade, being on the old Johnstown Pike. It even has a large market, located on the south side of the car track. There is an extension of this business section up North Twentieth a little distance. Business rooms continue out Mt. Vernon Avenue in a more or less scattered state to beyond Champion Avenue, finally ending where the street ends at Taylor Avenue. Such houses as are located along this car line are not attractive, being the homes of laborers, often colored people. Near the end of Mt. Vernon Avenue the type improves somewhat, being practically all residences further out and near the East End better-class residence section. This car line ends at Taylor and Maryland Avenues, where characteristically a retail store is located.

The Columbus, New Albany and Johnstown Interurban line uses the Mt. Vernon Avenue line to this point, beyond which its own rails extend out Maryland and Sunbury Avenues to East Fifth Avenue in the little village of Shepard, at which point a store is located, a few more being located on Nelson Road

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The business community of East Columbus.

East Long Street from High.

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just north of the car line. This interurban line continues out East Fifth Avenue, across Alum Creek, and through the suburban village of East Columbus. Here at the crossing of the electric line (on the main street) and the old Z. and W. railroad (and also one of the principal cross streets), and just north of the large Ralston car shops, is located the business section of the village, extending the length of a city square, or so, along the car tracks and scatteredly south of the street to the shops, up nearly to the gates, but not far from the car line. There are a few other scattered business rooms along the car tracks through East Columbus, mainly at the intersection of another cross street leading to the shops. The interurban line does not seem to affect particularly the scattered residences along its line, partly explained by the fact that practically all the dwellings in the two villages are the homes of laberers and the fewer cars make less noise, however, the very best residences seem to be on Nelson Road and thus not along the car line.

The Long Street line:- In examining the Long Street line we find the influence of a city car line upon the location of retail stores well worked out, for both the street and the car line are old ones. Retail stores are solidly lined on both sides to North Fourth Streets from High. Retail stores, supply stores, and wholesale houses continue on to North Ninth Street (three car lines using the tracks as far as Cleveland Avenue) with here and there an old residence

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See page 49.

Long Street looking west from Jefferson Avenue.

Colored business section on East Long Street between Hamilton and Garfield Avenues - looking west.

The small retail center on Long at North Twentieth - looking west.

Better residences on Long east of Winner Avenue.

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yet remaining. East of North Ninth the business rooms are not quite so dense to beyond Washington Avenue, where small blocks of residences appear here and there as far as Hamilton Avenue, sandwiched in between many stores. Between Hamilton and Garfield avenues there is again practically a solid square of business houses, which cater to the colored trade, as it is in the center of the southern portion of the large colored settlement in this part of the city. The stores are attractive ones and here is located, also, an attractive moving picture theatre for colored people. T he more well-to-do colored people live in this region. Beyond North Garfield, retail stores drop off decidedly in number, but are still liberally scattered, and is little groups, especially at North Twentieth, an important cross street, to Champion Avenue.

From Champion to Taylor avenues is found a quite pretentious line of residences as this lies within the bounds of the East End better-class residence section. Up to this section the dwellings along the Long Street line have not been as good as those back from the car tracks. At the crossing of the two important streets, Long and Taylor, are again found retail stores. The line runs east another square and turns south on Parkwood Avenue, ending at its junction with Broad Street. The residences along the car tracks in these last squares are very attractive, as it is almost in the heart of the aristocratic section about Franklin Park, but as may be

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See page 50.

State Street east from High.

Medical row on East State Street.

The retail center at Oak and Parsons - looking down Parsons.

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surmised there are no stores along the rails beyond Taylor Avenue. It is instructive to note that the Long Street rails now have two car lines running over their course to serve the heavy traffic.

The Oak Street Line:- The south side of the Oak Street line is solidly retail from High to South Third Street (the north side being occupied by the State House grounds). It is principally retail on both sides from Third to Fifth Street, beyond which it is practically solidly lined with doctor's offices, hospitals, and clubs, to Grant Avenue. There are a very few retail stores along the car line at Grant and Oak Streets. From here on the Oak Street line is pronouncedly lined with residences, but they are not nearly so pretentious as those back from the car tracks (the street being a narrow one).

A very few supply stores are scattered along until the Parsons Avenue crossing is reached. This street is along, important one which extends to the south end of the city and on into the country. Although this cross street has no car line at this end its intersection with the Oak Street line has caused the development of a fair sized retail community found about the four corners of the crossing and down Parsons nearly to East Town Street. A smaller retail center has developed at the Eighteenth Street crossing, and suggestings of centers at the Ohio and Champion Avenue intersections.

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See page 51.

The compact business community at Oak and Wilson Avenues.

Retail center at Oak and Miller.

The end of the car line - looking west.

The end of car line on Oak - looking east. The residences improve in type.

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At the crossing of Wilson Avenue and the car line there is a prominent, compact, and attractive retail community of more than a score of business rooms. It serves a large and well-to-do neighborhood. Yet another business group has grown up at the Miller Avenue crossing; it is fair sized, but it is not so attractive, being in a less pretentious community. The homes are of a lower grade, along the tracks, near the car barns, just to the east of the last retail group at Oak and Morrison Avenue are the last retail stores on the line.

This line shows very positively the influence of prominent cross streets in locating retail stores, as very few are to be found along its course elsewhere. The residences along the route, although not as good as those away from the tracks, are those of progressive people. The very end of the line intrudes into the better-class residences south of Franklin Park, but the increase in value of the homes is noticeable beyond the end of the car line, at Fairwood Avenue and Oak Street although the last square along the tracks shows an improvement.

<u>The Main Street line:-</u> In the Main Street line we have another combination of an old street and an old car line, as in the case of the Long Street and Oak Street lines. It is thickly lined with retail stores to beyond Washington Avenue, with some wholesale houses and residences scattered along through the district. The more densely located and better stores lie east of South Third to beyond South Fifth Street,

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See page 52.

Main Street looking east from High.

Market on Main Street - looking west from South Fifth Street.

Residence section begins on Main Street - looking east Parsons Avenue - State Blind Asylum on left.

Business center at Miller and Main - looking west.

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a geographic response to the crossing car lines on Third, Fourth, and Fifth streets. There are a few stores south on Grant (this being a colored settlement).

Residences become more numerous towards Parsons Avenue. At the crossing of that prominent street with the Main Street line, another little retail community is to be found, somewhat limited in size by the presence of the large grounds of the State Blind Asylum on the northeast corner. Such residences as are found along the line west of Parsons Avenue are old, unattractive ones, but east of this cross street, with its adjoining park-like asylum grounds, Main Street becomes rather a residential one; with more attractive homes to South Eighteenth Street, where there are several business rooms located. There are several more stores scattered along up to the Ohio Avenue crossing, where there is a little retail center, with another one developed at the South Champion Avenue intersection (the last three being important cross streets). Some stores are also located at the Wilson Avenue intersection. East of this point is another more attractive residence groups. At Miller Avenue quite a little business community has developed. Some stores are located at Kelton Avenue, where spur tracks turn north and south, but which have developed no retail stores along their course. One of these spurs leads to the Columbus Driving Park and the other to the Oak Street car barns.

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See page 53.

Stores and Capital University in Bexley at the end of the Main Stree line.

East Rich Street from High.

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There are several more stores scattered along the car tracks to the N. and W. crossing. At this point the presence of the street and the steam railroads and two through streets, Main and Nelson Road, have located some industries, supply firms, and several dingy stores. The lowland between the N. and W. and Alum Creek has developed some industrial plants along the car line. Upon crossing the stream the Main Street line enters the village of Bexley. On the east bank of Alum Creek is located a couple of stores. Ascending the slight hill the car line enters the heart of old Bexley, where the service ends. Just at this point are located the few stores the village has, opposite the Capital University.

Thus this old street and car line have attracted many retail stores as far as the service extends, showing characteristics concentration at important cross streets, and having isolated stores scattered along at other places. Also there are a number of educational, state, and eleemosynary institutions along their course. The residences along the tracks are usually not as attractive as those back of them.

<u>The Bexley line:-</u> The Bexley car line, which runs north from the end of the Main Street line, has been so recently established as to have located no retail stores along its tracks, nor exerted any appreciable influence upon the very scattered adjacent residences, as yet.

<u>The Mound Street line:-</u> The Mound Street line extends east of High Street, on Rich Street, to South Third and is

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Mound and South Washington - looking east - Jewish section business community.

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about lined with business rooms to that point (a few old dwellings yet remaining), with interurban stations on the north corners. The line turns south on Third Street to Mound Street. There are a number of business places along the tracks on South Third, a few of which are retail stores. At Mound Street the line turns eastward. There is a blind spur up Mound Street to High, but naturally it has exerted little influence. Such conditions as exist there, as to stores and type of residence, are due to the presence of neighboring car lines rather than to the spur itself. East on Mound from South Third, a few stores are scattered along until the Grant Avenue intersection is reached, where a little retail cluster has developed, branching out both ways on Grant which caters to the colored settlement of this vicinity. At the Washington Avenue crossing another little business center is to be found, which, at least in part, serves the Jewish settlement of this region. This whole region is a dingy one for several squares along, and back of, Mound Street, which is much reflected in the stores and residences along the car line. The Parsons Avenue crossing has failed to develop much of a retail center on the Mound Street line. Other prominent cross streets to the east have also not located such groups, usually having but one store at or near their intersections with the line, however as usual, there is a retail store at the end of the line.

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See page 55.

The Ohio Electric interurban line exerts no particular influence - Showing line passing behind Capital University.

The large and active business community at Livingston and Parsons - looking east along Livingston.

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This line has not attracted much business, other than merely immediate local supply stores, as it is not an important one, while the street is narrow and is only one square from the old Main Street line. The dwellings along its tracks are those of laborers.

The Ohio Electric Railway line, which uses the Mound Street rails, extends eastward from the end of the city line across the Alum Creek valley and through Bexley back of the Capital University to the corner of Pleasant Ridge Avenue and Main Street, where it turns eastward on the old National Road. It has exerted no influence, due to other geographic factors of minor importance.

The Livingston Avenue line:- The Livingston Avenue line branches off of High at Livingston, which, being several squares down South High, has not induced the location of a retail section next to High Street. Beginning with the South Third Street crossing, some local retail stores are scattered along the tracks to the end of the line, a few being clustered at the South Sixth Street, Seventh Street, and Washington Avenue crossing.

At the intersection of Parsons Avenue, which has a much used car line on this part of its course, a good sized and enterprising retail community has developed. The size and prosperity of this business center is due to the two car lines, two prominent intersecting streets, distance from the retail heart of the city, and a large, thickly populated district entirely surrounding it with little competition for

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See page 56.

Looking through business group to, the west of Oakwood Avenue on Livingston Avenue.

Retail places at the end of the Livingston line - looking west.

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several squares. This situation is the best example in the city of the attraction, for the location of retail stores, of two crossing car lines in a purely residential section.

A few additional stores are scattered along until one comes to the crossing of Twenty-Second Street, Ohio, Champion, and Oakwood Avenues (much used streets), where in the length of four squares more than a score of business rooms are located. These places are rather attractive ones having a large, well populated, middle class, residential community all about it, with practically no retail opposition for several squares in all directions.

West of Livingston Park the dwellings along this line are unattractive, but east of the park they become better until in the newer part east of Linwood Avenue they are quite pleasant places, until the Columbus Driving Park is approached. East of Lockbourne Avenue a few store rooms are scattered along until the end of the line is reached, where more are located, this being at the entrance to the Driving Park, and the end of the spur down Kelton Avenue from the Main Street line.

Livingston Avenue is a residential street, hence such stores as are found along the car line are local supply places for their immediate neighborhood with the exception of the Livingston-Parsons Avenue business center which is quite a busy place.

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hittier and Parsons - looking north on Parsons.

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The Whittier Street line: The Whittier Street line on its course east from South High Street passes through a residential district, which has been growing southeastward across the level till plain so extensively in that direction. It has not adversely affected, very seriously, the type of residence found along its tracks, nor has it attracted many stores, but it has drawn such local retail ones as supply the region with necessities. Practically all of these are located at street crossings. The crossing of the Steelton line, at Mohawk Street with this line has failed to develop much of a retail center; a few business places are located about the Jaeger Street crossing; and the Bruck Street intersection has stores on each corner.

At the crossing of the Parsons Avenue line, the only real business center along the Whittier Street tracks has developed; quite a number of retail places are located here, due to two car lines, two through streets, and a large region to supply. A few stores are near Carpenter and Whittier, and at Oakwood and Whittier. The stores along this part of the line are more pleasing in appearance, a reflection of the new neighborhood which is rather attractive, with pleasant homes, possibly a little more so back from the car line. As usual there is a grocery store at the end of the line (Lockbourne and Whittier). The street and region being a quiet, purely residential one, principally of non-laboring people, the effect of the car line is minimized.

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The small retail center at Fulton and Parsons.

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The Parsons Avenue line:- The Parsons Avenue line crosses South High Street on Fulton, following that street east to Parsons before turning south. There are a few stores along its tracks (principally at street corners) until Parsons Avenue is reached, where there is the usual retail community, although it is a rather small one. The car line down this street wields quite an influence, due in part to the fact that it is an old line, but more to the importance of the street itself, as it is a through street, early laid out, from about the center of the city to the very south end (and on into the country by two roads), which bisects the large south side lobe of the city—thus serving a large population, High Street being the only other through one to the south. The car line is much used by laborers going to and from the industrial region of the South End (Steelton).

At the Livingston Avenue line crossing, the Parsons line has helped develop the busy retail center there, several of the stores facing Parsons Avenue. There are many scattered stores along Parsons Avenue in this region, a few being clustered near Sycamore Street. At the Whittier car line crossing, the Parsons Avenue line has again helped in establishing the attendant business community. In fact the Parsons line is apparently the most important of the two, as most of the stores face this line. Store rooms are sprinkled along quite liberally, for a few squares below this, especi-

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See page 59.

Showing many scattered stores above Stewart Street on Parsons - looking north.

Looking south along Parsons into its South End business section.

Looking north along Parsons from the viaduct.

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ally at the Siebert Street, Stewart and Deshler Avenue crossings (prominent streets). Many more stores are strewn along the tracks to the south (usually at crossings). From below Woodrow Street both sides are practically lined with stores down to the T. and O. C. tracks (there being a slight overflow east on Marion Road) This is the heart of the business section for this part of Steelton, and is the largest retail group in this industrial region. It is interesting to notice that the densest part of this business section lies along that part of the car tracks used jointly by the Parsons Avenue, Steelton, and Scioto Valley Interurban lines. The Parsons Avenue line ends in the middle of the viaduct.

Thus it is to be seen that the car line on Parsons Avenue has attracted much retail business and has developed busy centers at the points of intersecting car lines, with smaller centers at many of the more prominent street crossings. The dwellings along this line from High Street to the viaduct are those of laborers and nowhere approach being pretentious ones.

<u>The Fourth Street tracks:-</u> From Chestnut and Fourth Street where the Leonard Avenue line turns the corner, there are double tracks down, the latter to the Livingston Avenue line. These rails are not used by any particular line, but have much retail business alongside almost their whole length. These retail stores were hardly drawn here because of the

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occasional use of the tracks, but are so located due to other causes. Let us consider them briefly.

In the first place, Fourth Street is the first one east of High that has a through course to the North End (having a viaduct over the railroad yards). Secondly, being on a ridge it has been high and dry (Third Street being rather low). Thirdly, since High Street is overcrowded the retail business has expanded laterally, and more so to the east than westward, due to the unattractiveness of the streets on the slope to the nearby river, hence Fourth Street has been occupied by many retail, and some wholesale houses, out of the necessity for actual locational space (always a prime geographic factor). Fourthly, the presence of a dense population extending a few miles to the east has exerted an influence. Fifthly, the fact that Fourth Street is crossed, or used in part, by several important car lines which in their extended lengths tap the north, northeast, east, southeast, and south portions of the city, and the corresponding suburbs. Lastly, the presence of the double track on the street, and their connections at both ends with good car lines, with the certain future rerouting of cars which will undoubtedly cause it to be used regularly by a frequent service line or lines, has had some little influence in locating business houses along its course.

That street car lines do influence the location of retail stores along their tracks has already been proven in the above

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End of the Fourth Street retail section at East Engler Street.

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pages, by the examples of the many stores along their courses, but it will be interesting to examine the nature of the business places on a street which is without this service, and as this is the best xample in the city we will pay some little attention to this case.

The corner of Naghten and North Fourth is a very busy place both in the amount of traffic on the streets at the intersection and the amount of business done by the firms (principally wholesale) located in the neighborhood. South of Chestnut, on Fourth, the street is solidly lined with some wholesale and many retail houses which handle more bulky goods, such as implements, metal accessories and automobiles (lower rents having attracted these places), this continuing to Broad Street with an increasing proportion of retail stores below Spring Street. There are not many business places between Broad and State Streets, but they increase in number near State. Below State some wholesale, much retail (market type), and the Central Market occupy several squares to the south. Below East Rich there are numerous general retail stores selling small arti les, down to Main Street. Below Main there is a drop in the grade of store, which end at East Engler Street. There is hardly a residence left in the distance covered to this point, and the street is a busy one (mainly because of the many stores and the Market along its sides). There are a few scattered

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North Third Street looking south from Chestnut Street.

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stores along the rest of the distance to Livingston Avenue with some dingy dwellings intermingling. At the corner of Livingston and Fourth one night expect to find a retail group, but such is not the case, even though there are three different streets, three city, car and interurban lines almost converging to a point here.

In general it may be said that the type of business houses on Fourth Street is that which has been attracted by lower rents than are offered on High Street within the same parallel length. Fourth Street through the center of the city, has a bigger business future, because of its favorable geographic factors.

The Steelton and other lines:- The Summit and Steelton, and C. D. and M. Interurban lines turn south on North Third Street off of Chestnut Street (having used the Leonard Avenue tracks from the corner of Naghten and North Fourth to this point), continuing down that street. Wholesale and retail stores solidly line the street to Spring, below which the retail stores are in a greater proportion to Broad, with some other business buildings interspersed among them. There are fewer retail stores between Broad and State Streets. Many of the retail stores on North Third are rather dingy ones, as they are also inclined to be from just below State Street on South Third.

The C. D. and M. Interurban line turns west on East Gay Street to its station on West Gay, just beyond Front Street.

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See page 63.

Gay Street east from High is becoming popular for the better - business overflow from High.

Broad Street east to Cleveland Avenue is becoming commercialized - looking west from just east of Cleveland.

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East Gay Street along the car line, is becoming quite popular as an overflow place for the congested High Street business houses and has attracted a good grade of store and other business rooms. Retail and wholesale stores continue east on Gay as far as North Fifth (with a little business overflowing onto North Fifth) quite compactly, with scattered business places beyond this for some distance even though there is no car line on Gay east of North Third Street. The fact that the section is surrounded by business, and is in the very heard of the city, will explain this. These factors will also help explain the fact that retail and other business places have practically usurped East Broad Street as far as Cleveland Avenue (although it, too, has no car line). It is interesting to note that the fine, wide street with its enormous automobile traffic has influenced the erection of a very fine type of business and other buildings of a public nature, for some distance out its length. The business done is characteristically of a distinctly luxury nature. Both East Gay and East Broad will be more and more usurped by business houses, mainly of a retail nature which may be followed by the construction of car lines, (now supporting bus lines), which in turn will cause the concentration and extension of retail stores along the tracks.

West Gay Street along the C. D. and M. tracks has developed some retail stores of a less important grade than those on East Gay. The presence of the interurban line has hardly

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Looking east on Town Street from South Fourth.

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been the attraction, they are rather merely an overflow from High Street.

The tracks on Town Street, east of High to North Third, are used by the Ohio Electric Railway line to its depots, which extend along South Third from Rich to Town. It is lined with retail stores, due more to the surrounding business squares than to the presence of the interurban line. This factor and the presence of the large Central Market have caused the extension of retail stores out Town Street, beyond the car tracks to about South Fifth. They are principally provision stores, auxiliary to the Central Market on South Fourth.

At Rich Street the Steelton line turns east, off of South Third, along that street to South Fifth. There are retail stores along the tracks to just east of Fourth, beyond which there are old residences. The tracks turn south on Fifth. Below Main Street there are some miserable little stores along the rails and also at Stauring Street there are a few stores. This line has little attraction for business in this section of the city, as shown by the fact that at points of crossing other car lines, the stores face the cross lines. There are a few stores scattered along the tracks down Mohawk Street usually at street corners. The crossing of the Whittier Street line has failed to develop a retail center (only a couple of business rooms here) even though the point is at a considerable distance from the heart of the city.

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See page 65.

The Thurman Avenue crossing.

A little retail center at Innis Avenue.

Foreigners' stores on Earthman - looking east.

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The line turns east on Reinhard Avenue, then south on Jaeger to round Washington Park. The houses along the mails to the park are unattractive, but those facing the park are characteristically better. At the Thurman Avenue crossing (a through street) a little business point has developed. The car line turns west on Hanford Street to turn south on Fourth. There are more stores scattered along the line (chiefly at corners) serving the german population, through which the car runs for most of its length. At Innis Avenue a prominent south end street, there is another little retail center. From this point the outgoing Steelton and Scioto Valley Interurban cars continue south on Fourth and east on Barthman to Parsons, but return by going up Parsons to Innis and then west on that street to rejoin the double tracks at South Fourth, helping to locate the small cluster of stores there. There is a spur to the car barns south of Barthman on South Fourth, but as such it has no influence, although there are a few stores there. All this section has a large settlement of foreign and colored laborers, the houses being a response to the very dirty, smoky conditions prevailing, due to the steel plants and railroads just below, hence the car lines have no deteriorating effect upon the type of dwellings. There is a very small cluster of foreigner's stores at the corner of South Seventh Street and Barthman, and a larger one at Ninth, with a few scattered ones east to Parsons Avenue. These business places

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See page 66.

Dingy stores at the head of the Groveport ike and the end of the Steelton line.

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on Barthman all cater to foreign and colored trade and are not attractive in appearance.

The Steelton and interurban cars turn south on Parsons to pass over the viaduct, where the Steelton line ends just beyond - opposite the head of the Grovepert Pike (where it angles into Smoky Row Road - a continuation of Parsons Avenue. Here, along the end of the Grovepert Pike, is a dingy row of retail and other stores, which supply the foreign settlement just east and south of it. The interurban line beyond this is in the country.

The returning cars on Innis Avenue have helped locate a few,scattered, small stores along the street, most of them being nearer Parsons Avenue. This street, also, being in the foreign and colored settlement has characteristic houses and stores.

The South High Street line:- The retail stores on the west side of High Street (opposite the State House grounds) below Broad Street are of the first class, as they are on both sides of High to Town Street. These stores for two squares below Broad on High are possibly not quite so important as those for two squares north, since only about half as many car lines pass south as north for this length. The car lines passing over the two square section north serve a larger population than do those to the south. Then, too, the State House grounds displace much possible retail space, acting somewhat as a negative for business locations.

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See page 67.

South High at Town - looking south.

South High at West College Street - looking south.

Looking south on South High below above picture.

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Below Town Street the type of retail store drops a little in grade. Stores continue south on High for several squares, having considerable overflow on streets to the east (aided by the car lines) down to and including Main Street. There are only slight overflows on streets running west of South High. It is interesting to note that the sum total of this overflow from High Street is less below Broad than above it. The grade of store continues to decrease as one goes south on High (the geographic factor of distance from the center of the city explains this), especially so below Fulton Street, where High Street drops down a grade for some distance.

Below Livingston Avenue some old residences yet remain, more on the west side than on the east (the geographic factor of the prevailing westerly winds helping to explain this), in fact, below Beck Street there are nothing but residences on the west side for several squares, some of them (below West College Street) being the fine old homes of a former well-to-do residence section located here. There is a mixture of unprepossessing old dwellings and stores on the east side to East College Street where the business section of South High ends as such. However, there are many stores sprinkled along both sides of the street to the very south end. At the West Kossuth Street corner there is a little retail group, but no such cluster has grown up where the Whittier line turns east, which is an exception to the rule.

Down as far as Hanford Street the residences along this part of High are rather nice, comfortable, old places with

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See page 68.

Views farther down South High.

Looking south into business section on South High below Barthman.

South High looking north from the viaduct.

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with more or less fair sized yards about them. They were established here at the edge of the earlier city, on a wide street, hence have withstood the increasing car traffic better than usually obtains about the city and are about as good a class as is found back from the car line, except on Deshler Avenue facing the beautiful Washington Park. Below Hanford Street there is a decided drop in grades of dwellings, with some nice places some distance below this point. From East College to Barthman such scattered stores as exist are usually found on street corners, but below Barthman, on the east side of High, there is a quite dense retail group to the viaduct (about two squares in length, which serves the west end of the industrial population of Steelton. It is, however, not nearly as large as retail center as that on the lower end of Parsons Avenue, which is more centrally located for this laboring residential district, is nearer more industries, and has two city car, and an important interurban, lines passing through, while the South High Street business community has but one city car line passing in front of its doors and practically no population to the west. The South High Street line ends on the viaduct.

There is an unimportant private car line to the Hartman Farm, starting at the viaduct, but it has drawn no retail business (there is only a scattered population below the viaduct), except a couple of places some distance below at the corner of South High and Frank Road.

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See page 69.

Front Street and West Rich - looking north.

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South High Street has developed much less retail business than North High, which is nearly lined with stores to Olentangy Park, a distance of four miles; while South High has scarcely a mile of continuous stores and only a very scattered business beyond that, as it has much less car service, only a fraction of the population about it (being nearly cut off to the west by the low, wide flood plain of the Scioto River), is much shorter in length within the corporate bounds, and does not have several miles of suburban population beyond the corporation line.

Lines west of High Street:- The Pennsylvania-Parsons Avenue line, like the Summit Street-Steelton one, does not use High Street in its north-south course through the heart of the city (only crossing it on South High, but utilizes Front Street and as this street is part way down the slope to the river, through the center of the city, the influence of the car line is not particularly conspicuous either on the location of retail stores or upon adjacent dwellings, due to the other adverse geographic conditions.

Below Broad Street there are scattered wholesale, retail, and repair places with some old residences to Town Street with some overflow on State Street between High and Front and also along the car tracks in the same square on Town. Retail stores are located on the west side of Front below town to Rich. Below this there are only scattered ones along the car line with some little overflow east and west on Main, there being

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See page 70.

West Town Street from High.

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a little more of a group here at the Main Street intersection. Below this to Fulton and east to High (where the car line crosses that street), there are no more retail stores and only squalid dwellings, mostly rooming houses. Such business houses and residences as are along this line from Broad to High Streets are distinctly unattractive in type.

The Camp Chase line:- There are some small retail stores west of High Street on Town to Front, west of which, along the Camp Chase line on Town Street, there are no retail stores through the low region next to the river, the street and vicinity being given over more to industries than to residences or retail rooms. Starting at Lucas Street there are a few scattered stores along the car line west on Town, with a suggestion of a cluster at Gift Street. The crossing of this line with the cemeteries one at South Sandusky Street has failed to develop much of a retail center. The houses along the line are those of laborers, being of a little better grade as one nears the open, attractive grounds of the Institution for Feeble Minded and also along its face on South Central Avenue, down which the car tracks turn, to Sullivant Avenue. The residences through this region, however, are inexpensive ones and are rather scattered, as a strong destructive current passed through here during the flood of 1913. There are no stores from South Princeton to Sullivant avenues along the line. Here on higher ground, where the car line turns west and where it is joined from the south by the Orient Interurban line, at

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See page 71.

Retail center at Sullivant and South Central Avenues.

Looking east on Sullivant from High Avenue.

The business center at the end of the Camp Chase and West Broad Street lines - looking west on Broad.

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the crossing of two prominent through streets, each leading into the country, is located a small retail community, being the only one in this region. There are no stores and few houses for several squares west (the asylum grounds occupying most of the north side of the tracks). The first store west of South Central Avenue through this sparsely inhabited region, is located at the corner of Lechner and Sullivant avenues. This being a newer addition, higher, and having fresher air, the houses are of a better grade along the car tracks than down on the flood plain. A few, much-scattered stores have built up along the tracks before the line turns north on Hague Avenue (this being a recent addition partly built up with little homes north and east of the rails and less built up to the south and west). The car line ends at Broad Street, where due to the two city car lines (Camp Chase and West Broad Street) and the Ohio Electric Railway line, the crossing of two through streets, and the presence of considerable radii of population, a retail center has developed.

The Camp Chase line is a residential one and has only attracted such retail stores as are needed to supply the adjoining populations. Down on the occasionally inundated flood plain the houses along the tracks are poor ones, as they also are back from it, while on the uplands, with its fresh breezes, the dwellings are of a better grade, alongside as well as back from the rails (the region being a rapidly

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growing one). It is instructive to note that the stores west of the grounds of the institution for Feeble-Minded are new ones.

The Cemeteries line:- Let us examine next the other (only remaining) line that serves the southwestern part of the city. The Cemeteries line turns off the West Broad Street tracks at Sandusky Street to run south on that one to Sullivant Avenue on which it turns west as far as Glenwood Avenue. There are a few retail stores along the line to this point, principally at street corners, but no particular centers (even at the crossing of the car lines at Town Street), while the residences are those of working people. At Glenwood Avenue the line turns south, but there is a spur that runs north on Glenwood to the car barns on West Broad Street alongside of which there are no retail stores and such scattered houses as exist are not affected by the spur. The Cemeteries line runs south on Glenwood to West Mound Street, on which it turns west as far as South Central Avenue. Below Sullivant and Glenwood Avenues there are no stores (and few houses in this sparsely inhabited region) until one comes to the corner of South Central Avenue and Mound Street, where the presence of a city car line, an interurban line, two city streets, and three country roads have located one very small retail store in this quite sparsely inhabited section. The city car line here turns southward to end just below at the corner of the Greenlawn Cemetery. It is interesting to notice that the

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See page 73.

West Mound Street at Harmon Avenue - looking east. This group was adversely affected by the flood of 1913 and the abandonment of the car service.

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usual grocery store is near the end of the line, and the waiting station at the very end sells confections.

The Cemetery line from Broad Street has passed through a not very densely settled section of the city, hence has attracted few retail stores and affected the adjacent residences very little. As this whole region, almost to the cemetery is in the flood plain, it has not attracted the erection of other than rather unpretentious dwellings.

The Orient Interurban line coming in on the Harrisburg Pike turns north on South Central Avenue to Sullivent Avenue, where at the corner it joins the rails of the Camp Chase line. Outside of the two corners where it touches city lines it has had little influence.

An abandoned line:- The old West Mound Street line turned south off of the Camp Chase line at the corner of Town and McDowell streets. As it ran through a region of quite low ground its entire length (its eastern portion, being near the river, was so low as to be damp much of the time, being quite below the top of the levee) the population was only scattered, the houses of a very low grade, and only a few retail stores were located along its course. A few such stores, in cheap frame buildings, were clustered in a little community where the Jackson Pike (Harmon Avenue) joined West Mound Street, The combination of the flood of 1913 and the more recent stopping of the car service on this line (about 1917) have caused the abandonment of several of the few stores located along its track (proof both ways of the attraction of a city car line

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See page 74.

West Broad Street from High.

West Broad east of the T. and O. C. depot - looking east.

Looking off of the bluff on West Broad.

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for retail stores). The flood of 1913 not only played especial havoc in this general region but has exerted a depreciating influence since that time, making it a miserable community.

The West Broad Street line:- There are retail stores along the car tracks on West Broad Street to about the river, but of an inferior grade to those on High Street, the rapid descent of the street and nearness to the river explaining this in large part. Just west of the river there is little retail business for a square, it being an undesirable place occupied mainly by factories. The retail stores begin about South Belle Street, but factories and the T. and O. C. depots occupy much of the space for several squares along the tracks. West of McDowell, on the south side of Broad, and west of Skidmore Street (river close behind), on the north side, retail stores are more or less continuous to Central Avenue with some dwellings scattered among them. It is interesting to note that these stores are inclined to be clustered at street crossings. West of the B. and O. (overhead) railroad the stores are more compact for some distance, it being a more desirable region. West of Central Avenue there are no stores until the uplands are reached beyond the grounds of the two state asylums, which lie on both sides of Broad Street for several squares. The stores along Broad Street on the flood plain, even though nearer the center of the city, are not large ones, due to the undesirableness of their location and are merely supply places for attendant population. The residences, both along the car tracks and back

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See page 75.

Business center of the Hilltop - looking west.

Hilltop retail center - looking east.

Nice residences along West Broad.

West Broad and Hague Avenue retail group.

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from them, are not of a very good grade, either.

There are only a few stores scattered along west of the grounds of the institution for Feeble-Minded and opposite the State Hospital grounds until beyond the latter, where beginning at about Wheatland Avenue and continuing west to Eureka Avenue is located the largest, most prosperous business community of the Hilltop. Serving a fairly large region of middle class people and being high and healthy, this retail section characteristically presents a good appearance. A few more stores (and a large moving picture theatre) are scattered along Broad to Hague Avenue. The homes along the car tracks on West Broad, on the uplands, are much better than in the valley, and west of their business section are quite attractive in appearance (being mainly fair-sized brick ones with nice lawns), along the car line as well as back from it. The width of the street, the altitude, the distance from the center of the city, and the fresh westerly breezes help explain this residential type improvement.

The Broad and Hague Avenue intersection, which has developed the business community previously mentioned, will likely be the center of a large residential population in the not remote future.

The Ohio Electric line, which uses the Camp Chase line to Broad Street turns west on Broad from South Hague Avenue. This part of Broad, being level and attractive, will likely soon fill in with good residences to the New York Central cross-

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See page 76.

West Broad near Big Four crossing - looking east.

The Storage Dam line has wielded little influence.

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ing, with possibly a little business and industrial center at that point (a slight start having already been made). The river improvements being made for flood protection will help the Hilltop as well as the flood plain to build up and to improve their conditions.

The Storage Dam line:- The Urbana and Western line to the Storage Dam, along its route on Water Street (from Gay Street), Spring Street and Dublin Avenuewithin the corporation, has had no particular influence either upon the location of retail stores or the residence type, as it runs through a low region next to the Scioto River which is extensively occupied by industries, hence almost devoid of either stores or residences (such few as are located along its rails being of the most squalid type). Along its course on the flood plain west of the City Water Works, it probably has had some influence in locating those more recently built of a string of scattered dwellings situated there along the tracks and also a small retail store at the Grandview Avenue crossing.

As this is the last out-of-the-city line, it is interesting to note at this point that although city car lines do attract retail stores and adversely affect adjacent residences, interurban lines almost entirely fail to exert either influence. This may be largely explained by their much less frequent service.

There are abandoned car rails on Water Street south of Gay to Broad Street and continuing south of Broad on Scioto Street

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See page 77.

Front Street looking north from West Broad.

Front Street looking south from the Little Miami railroad bridge.

Looking east on Spruce Street from Dennison Avenue - a squalid region next to the railroad yards.

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to Town, but there are no retail stores present and such residences as are located there are probably the most miserable hovels in the city, made so by their location on the river bank and the presence of low grade industries. South and east of Town Street such tracks as do exist west of High are used by regular lines, which do exert some little influence on store locations and residence type.

The Pennsylvania Avenue line:- The Pennsylvania Avenue line continues north of Broad on Front Street to Spruce Street. It however, passes through a wholesale district and has not attracted many retail stores, due to that reason plus the general undesirability of the region caused by lowness, nearness to the river, and the presence of many railroads and industries. There are scarcely any residences left below Spruce Street and those are of a very low grade. There is a connecting link of rails on Park Street between the Pennsylvania Avenue line and the tracks on West Goodale Street, but it has exerted no particular influence, such stores as are located in that square having been drawn there for other reasons.

This line on its course westward on Spruce to where it turns north on Harrison Avenue has attracted only a very low grade of stores (being in the colored settlement) on, or near, Dennison Avenue and the houses alongside are dejected looking ones, due principally to their being just next to the many railroad tracks west of the Union Station. Where this line crosses the Goodale Street line th re are stores on all four corners

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(being a part of the Goodale Street business section). There are nearly a score of small retail stores, serving principally the foreign population of the region, along its rails northward to where the line turns westward on West First Avenue to immediately turn north on Pennsylvania Avenue. There are a few small stores along, or near, its remaining length with the usual grocery store at the end of the line at West Fifth Avenue. It is instructive to note that the stores along the northward course of this line, through the colored, foreign, and white laboring peoples (with characteristic dwellings both along and back from the track) are usually located at street intersections.

The Pennsylvania-Parsons Avenue line serves distinctly a labering population its entire length, hence is lined with cheap dwellings and a multitude of small retail stores catering to the working people.

Summary:- In summarizing the effect of city street car lines, one may say that they do attract retail stores along their sides, especially at street corners, with a strong tendency to develop retail clusters at through-street crossings, and good sized retail communities at the intersections of car lines.

The car lines unfavorably affect residences along their courses, and th combination of car line and retail stores affects them even more so.

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John A Penner
184.49
Martin Rodgers 187.61 A.
Melville Brittion
103.25 A
NORWICH TR
FRANKLIN
J S Brittor
Jacob Fisher
32 7/8 A
H Bingham
M.M. Williams
22.33 A
C.J. Trumbull
22.33 A
Willis White et
22.33
A.W. Trumb
22.3
J H Cromwell
31.53 A.
Eliza J Cromwell
31.47 A.
Andrew Planck
73 A
Neuner et al
49 A
Chas Planck 60 A
Andrew Fisher
52.30 A
J.F. Baker
49 A
Michael Derrer
44.91 A.
Lewis Wendle
17.45 A
P. C. C. & St. L.
C.&.X.R.R
8.48 A
Tracy Zimmer
46.52 A
Thos. Johnson
60 A
Michael Derrer
100 A
Mary H Young
39.5 A
D.L. Lucas 1.5 A
W.C. Robinson
3.15 A.
136.62 A
123.75
96.75 A
C. C. C. & St. L.
AVENUE
Williard B Clime
127.79 A
Elis J Neff
14 A
Lester Clime
22 A
Geo W White
92.02 A
Chas. Lustmeyer
63.5 A
Ellis Neff
123 A
Lester Clime
A.W. Rowhard
16 5/8 A
Ryan Large
16.00 A

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Cahpter V.

LOCATION OF THE COLORED GROUPS

In accordance with a well known characteristic of the race a large portion of the colored population of Columbus live in groups. These groups are found scattered over the entire city with the exception of the upper North End. There are geographic reasons for the location of practically every group in the city, some, however, not being so pronounced as others. Let us examine these groups separately.

North End groups:- Just north of the University between Woodruff and Lane Avenues and west of Neil Avenue is found a group on Frambes Avenue and Doe Alley. The reasons for this location are partly geographic and partly economic. It is understood that the failure of a real estate scheme left this land idle upon the owner's hands. As Frambes has no bridge across the Olentangy River and as the bluff at this point is quite low leaving the upland barely out of flood water (also the valley at this point is not a particularly beautiful one and the street itself has been little improved) the region has a general back in and undesirable aspect. This led to a wholesale erection of a very cheap grade of frame dwellings whose cheap rentals first attracted a foreign group which was later almost entirely replaced by a colored group. It might

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See page 80.

Colored section on East Fifth Avenue near the Big Four and Sandusky Short Line.

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be suggested that the recent general improvements on this side of the University will likely crowd out this undesirable residential section.

Going in towards the heart of the city the next colored group is located on East Tenth Avenue between High Street and Wesley Avenue. East Tenth has never been opened up as a street, being only an alley, which caused the colored owner of the lots to erect a number of small cheap frame cottages which attracted colored residents. It is another distinctly back-in region.

The next group appears in what is known as the East Fifth Avenue district. It is located along East Fifth from just west of North Fourth Street to just east of Fields Avenue, beyond the Big Four and Sandusky Short Line railroads, and north on both sides of the railroads to just north of East Eighth Avenue on the west side and to East Eleventh Avenue on the east side (above the eastward turn of the Sandusky Short Line), also extending southward on the west side of the railroads to Third Avenue east of North Fourth. The presence of the two railroads and the many industries along their sides have in the past so cheapened the region as to attract the erection of little but very cheap dwellings, which have consequently drawn the colored group. There seems to be a tendency to use this region for factory sites in the future, which will likely push outward this colored section, as it has already extended itself westward beyond the intersection of East Fifth and North Fourth.

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See page 81.

Colored section just next to this to the north.

Colored community of Flytown - note above picture.

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About a mile west of the Olentangy River in what is known as Sellsville is another colored group, which lies principally north of King Avenue and east of North Star Avenue. As the houses possess small patches of cultivated ground about them the section covers some little territory of townshipland. The fact that this region is reached by crossing the river and the Hocking Valley railroad, and its distance out made it somewhat undesirable at an earlier date, causing the erection of cheap dwellings which attracted the colored people by its low rent and garden and truck grounds. The pppularity of the Grandview and Upper Arlington residential sections, just south and west, may cause the crowding out of this colored group which is located on what is now considered rather desirable ground, as it is physiographically well situated.

Groups in the heart of the city:- Next, we find an extended group from about Goodale Street to Gay Street lying west of High Street (or Front Street) to the river. More specifically this group is practically bounded on the north by Goodale west to Delaware Avenue thence by Collins Avenue west to the previously mentioned railroad spur north on the east bluff of the Olentangy River (this is in Flytown). The presence of the many railroad tracks, closeness to the factories, nearness to the river, and lowness of the ground explain the location of this group.

South of the railroads along Maple Street west to the

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See page 82.

Better - class colored settlement of the West End - looking north on South Highland from just above Sullivant Avenue.

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penitentiary there are many colored people, who are also scattered southward to about Gay Street, west of Front Street. The numerous adverse geographic factors of this region enumerated in the chapter on railroads will explain the presence of these colored residents in their miserable dwellings and hovels, located in an unsanitary region.

Just south of Broad Street along the river and scattered a little outward are found more colored residents. The presence of the river and general undesirableness of the locality are the geographic factors involved here.

Groups west of the Scioto River:- Across the Scioto, north of Broad Street, along the river as far west as Sandusky Street are scattered groups of colored people. The presence of the river, the railroad lines, and the extreme lowness of the ground explain their location.

South of Broad from the river, west to beyond Sandusky Street on both sides of Rich Street, are located several groups of colored residents in the low region which is subject to floods and liberally sprinkled with factories.

Only one more group remains to be noted on the West Side and that is far out on the Hilltop, just north of Sullivant Avenue from Clarenden Avenue to Oakley Avenue and northward for several squares. This is one of the most prosperous colored groups in the city, hence possesses neat, attractive homes. Upon investigation the writer learned that when this section was laid out in lots it was offered on easy terms and

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without restrictions. This gave some worthy colored people, who desired their own homes, a chance to buy lots, and from this start has developed this substantial group, which is practically surrounded by a good class of white residents. Remoteness was thus the primary geographic factor involved and the advantage of an early start continued its growth.

The Mt. Vernon Avenue and other East End Groups:- East of High Street starting at about Fifth and Spring streets and running east to Washington Avenue (with a side branch down Grant Avenue), then across Long Street to the south nearly to East Broad Street and eastward just back of Broad to near Miami Avenue, thence north to just above Long Street and east to Champion Avenue, then north and east on Clifton Avenue to near Taylor Avenue and north to Mt. Vernon Avenue, then west along or near that street to about North Third Street with a rather liberal sprinkling of groups north of Mt. Vernon Avenue to the Pennsylvania railroad (and even north of that) is located the largest colored group in the city. They more or less possess this entire region now and are constantly acquiring more property as time goes on. The presence of the many railroad tracks to the north with attendant industries and shops (where many of them work); the fact that the region below the railroads has long been one inhabited by a laboring population, formerly heavily composed of foreigners with some yet remaining; the presence of the freight depots and whole-

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See page 84.

Many colored people in this vicinty on and near Chase Avenue just north of the Pennsylvania car shops.

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sale houses nearer the Union Station; the nearness of the retail and wholesale district east of High Street; proximity to all sorts of employment; the unattractiveness of the old and often dingy dwellings of the northern and western portions of the region; the noise, smoke, and general undesirability of most of the territory for residential purposes; and the natural gregariousness of the colored people are the principal factors causing the location in this extensive region of several thousand colored residents. As the better-to-do colored families have been able to secure possession of many of the better class homes below Long towards Broad, this south portion of the region has become the aristocratic section of the colored population of the city.

The colored group on and about Chase Avenue is so located, due to the immediate presence of the Pennsylvania car shops just to the south, while the remoteness of the region and the cheapness of the dwellings of the American Addition, considerably to the northwest, have caused it to become practically a colored community. There are a few other scattered groups in undesirable locations in this northeastern section of the city.

The presence of the N. and W. railroad, the Ohio Electric Railway line, the industries located about the lowness of the region, and the generally unattractive features of the locality have located the few small groups in this section, part of

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which are located in the village of Hanford.

South Side groups:- Another quite good sized group is located just southeast of the center of the city east from about Grant Avenue, south from Walnut Street to Livingston Avenue and east to Parsons Avenue with a smaller extension east of Parsons (and south from Fulton Street) to Livingston Park, in what is known as Tintown. Nearness to the heart of the city, the fact that the dwellings are old ones, the erection of many hovels in the alleys, and the presence of a foreign group in this section are the geographic factors determining the location of this colored group.

In the Steelton region there is a group just north of the railroads and steel mills in the grimiest part of the section, the foreigners of the region being rather north of the colored people, hence better located just as they are in Flytown. Across the Parsons Avenue viaduct on the Groveport Pike and Stambaugh Avenue is another colored group mixed in with the foreigner. Nearness to much employment, the undesirability of dwellings near the industrial plants, and the presence of many foreigners are the principal factors involved in the location of these groups.

There are various other small groups of only a few families each scattered about in many parts of the city, which are almost unanimously located by the element of cheap rent, which in turn is due in nearly all cases to some undesirability of of the location.

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Summary:- As a summary of the location of the colored groups in the city, we may safely conclude that, due to the necessity for low rents, and the perniciousness of race prejudice they are mainly restricted to undesirable localities rendered so by the presence of railroads and attendant industries, too close proximity to river water, the obnoxiousness of alley dwellings, backwardness of unimproved streets, the presence of foreigners or other colored groups, or the remoteness of outlying regions.

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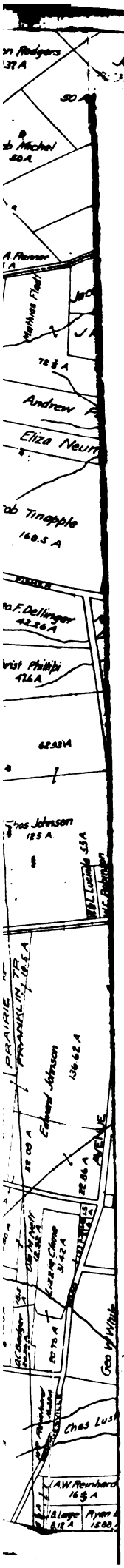

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See page 87.

A foreign settlement just north of the Pennsylvania car shops.

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Chapter VI.

LOCATION OF THE FOREIGN GROUPS

Columbus is frequently cited as an example of a larger city that is truly American in its citizenship in that it has never had a large foreign element. The truth of this was duly impressed upon the writer while making this survey, furthermore, it was discovered that the normal number of foreigners living in the urban community had considerably decreased during the European war period.

North End Location:- As noted in the preceding chapter there are only a few foreign families left of the former group living in the cluster of tenant dwellings on West Frambes Avenue, There are also only a few foreigners living in the East Fifth Avenue colored section. The element of cheap rent has been the attraction in both cases, but neither of these places is near points emplying much foreign labor, hence their small numbers.

East Side groups:- On the north side of the various railroads and Pennsylvania car shops, east of Washington Avenue and south of Starr Avenue to St. Clair Avenue, thence north to about East Fifth Avenue and east to about Taylor Avenue is an elongated strip partially inhabited by foreigners. All of these people are located within easy walking distance of the Pennsylvania shops where many of them work, this fact, with the cheaper rents obtained, due to the lower grade dwellings erec-

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See page 88.

Foreign sections both north and south of the yards and attendant industries - looking east from the St. Clair Avenue viaduct.

Wholesale section along Naghten Street - foreigners are living just east of this.

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ted near the railroads, shops and industries (being on the leeward side, hence quite smoky and dirty) account for their presence.

South of the car shops, railroads, and industries lined along their south side is another region of foreigners or really the old and original section of this general region of foreign residents. This group decreased in numbers within recent years, it was learned, their place being taken by colored people, hence they are only found in scattered numbers east of the Military Barracks to the Leonard Avenue viaduct and south to Mt. Vernon Avenue, with probably the most of them north of Leonard Avenue to the railroads. Nearness to their work in the car shops and cheapness of rent were the locating factors.

There is a foreign group in East Columbus just north of and next to the car shop there, which settlement has been caused by the same factors, i.e., nearness to work and cheapness of rents.

North of Long Street on Spring and Naghten streets over to about Grove Street and Mt. Vernon Avenue and east of North Fifth Street to about Washington Avenue is found a group of Italians (all of the groups so far enumerated have been principally of this nationality). This is an old time foreign residence section. Earlier in the history of the city this region, from Fourth Street east some distance and from Long

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Street to Mt. Vernon Avenue was a community filled with Irish and Welsh, whose descendants have now scattered about the city and whose place has been taken by the Italians and colored people. The deterioration in value of the small, old fashioned dwellings and nearness to the wholesale section, railroads, depots, and many other kinds of employment have been the principal factors involved in making this a long established foreign settlement.

South Side groups:- At only a little greater distance from Borad Street but to the southeast of the heart of the city, is another region of foreigners extending roughly from Rich Street south to Schiller Street and east of South Sixth Street, north of Livingston Avenue, to about South Eighteenth Street, south of Livingston they extend eastward to Parsons Avenue. Although this is quite a large territory, the total number of foreigners is not so great here, as they are much mixed up with the colored people in the north part of the region and with the descendants of the old German settlers through most of the region in general. In the Fulton Street vicinity, centering about three of their places of worship, is a quite compact Jewish settlement; they are also scattered over this whole section more or less and northward to include Long Street.

This is another one of those non-desirable residential sections found in every city between the retail and wholesale urban heart and the better-class residential regions out some distance. This intermediate region has located an imperfect

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See page 90.

Barthman Avenue - showing foreign section north of the Steelton industries.

South End foreign section with industries in the distance.

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ring of foreign groups about the center of the city, of which this southeastern section, just above described, is only a sector. When Columbus was a small city, the eastern and southeastern portion of this ring were the better-class residential sections, but as the city grew and wealth increased, the more prosperous families erected more pretentious residences outward, leaving the old homes to become rooming and boarding houses, later (becoming more undesirable) to be inhabited by foreigners, and at present in their last stage there is a tendency for them to be occupied by colored families. The next act in this drama will be the tearing down of these old dwellings to be replaced by wholesale and retail houses (which step is already gradually in progress). The intermediate region is thus slowly being pushed outward by the expanding business heart of the city.

North of the industrial plants, along and between the T. and O. C. and Hocking Valley railroads, there is one of the very largest foreign settlements in the urban community. It extends northward to about Markison Avenue and from just east of South High Street to some distance east of Parsons Avenue, although much of the region next to the T. and O. C. tracks is occupied by colored people. This is characteristic of this sort of locality. Although the foreign laborers like to be near their work (thus saving car fare) and desire low rents, they are steady workers and thus, having ready money, are inclined

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See page 91.

Foreigners' stores on Barthman.

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to leave the very poorest dwellings and those nearest the railroads and shops to the colored people.

There are many stores in this region, owned and operated by foreigners, which serve almost exclusively the foreign element composed of about a dozen nationalities. The total number of foreigners here was greatly decrease during the war.

The region across the Parsons Avenue viaduct along the Groveport Pike and Stambaugh Avenue is also a foreign community, with colored people mixed in with them. This is inclined to be a Hungarian settlement.

Proximity to labor, cheap rents, and the presence of the others account for all of the South End foreign residents.

West Side groups:- Across the Scioto within its great bend to the east, there is a scattered foreign element as far west as McDowell Street. While north of West Broad and west of Sandusky Street, there are foreigners scattered along, especially near the Scioto River and along McKinley Avenue, for probably three miles. Those near the river thriftily make use of the low and fertile ground for the raising of garden produce. This attraction with that of cheap rents and much nearby employment on both sides of the Scioto account for their presence over this general region, although it is said that many of the foreigners moved out of this low region west of the river after the flood of 1913, leaving the number at present rather small.

Flytown and vicinity:- We will next examine the last of the groups occupying a ring around the center of the city, viz.,

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See page 92.

The industries along the spur north from the railroad yards - on the east bluff of the Olentangy - a large foreign section (Flytown) east of this.

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Flytown. This settlement extends principally from Goodale Street north to west First Avenue and from about Neil Avenue west to the railroad spur on the Clintangy's east bluff. This section has been characterised by the leaders of the large mission house of the community as a family neighborhood, as they are given to owning property, becoming American citizens and being rather well behaved people. There are a good many foreign owned stores along and near Goodale Street. There are quite a variety of nationalities represented here, but the Italians are much in predominence. They are apparently gradually surrounding Goodale Park. This region and the Steelton one, being the largest foreign groups in the city, naturally have the greatest number of nationalities within their sections. Quite a number of foreigners are mixed in among the colored people west of High Street, south of Goodale to (and on the east end of) Maple Street, but this is not so much of a family region, as it is rather too squalied for the foreigners.

Flytown has long been a foreign section. It was early an Irish settlement with several other north European nationalities joining it, gradually changing later to south European nationalities.

The region east of High Street and north of the railroads has failed to become a foreign section, although a large Italian Roman Catholic church was erected here. Lack of increasing numbers (as to foreign rs) rather accounts for this failure, as the geographic features of the section are conducive to such a settlement.

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Northwestern suburban groups:- To the northwest of the city, where the Panhandle railroad crosses the Scioto, is a scattered Italian community known as Casparis. The transfer of the old Italian occupation of stone quarrying has located this settlement upon, or near, the brink of these limestone quarries.

Just to the east and outside of the north end of the village of Grandview is located a small group of Italians, which community is known as Little Italy. It was located here upon the attractive uplands, due to proximity to the work in the stone quarries, before the region became one of aristocratic suburbs, which accounts for its unusual location, as it is the only place in the city, or suburbs, where a foreign settlement and a better-class residential section are located in actual contact. However, these foreigners are of a more desirable type.

Summary:- As a summary one notes that the foreign groups show a pronounced tendency to be located near industrial sections, thus saving transportation fare and availing themselves of lower rents; however, they are not usually found in the most squalid dwellings, such being occupied chiefly by the colored people.

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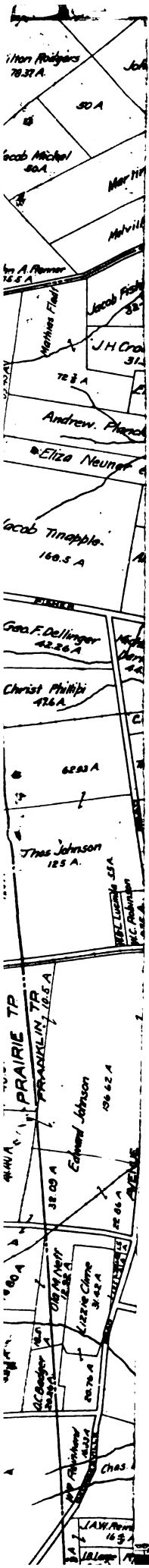
50 A
Jacob Fish
J.H. Cra
Andrew. Pfeiffer
Eliza Neuner
Jacob Tinapple.
160.5 A
Geo. F. Dellinger
42.26 A
Christ Phillipi
47.6 A
62.83 A
Thos Johnson
125 A.
PRAIRIE TP
FRANKLIN TP
Edward Johnson
156.62 A
38.09 A
Lizzie Clime
39.42 A
Chas.

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See page 94.

The early portion of East Broad Street used for the location of the best residences - now being ursurped by business firms - looking west.

East Broad with Franklin Park in the distance.

Jefferson Avenue - north of Broad.

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Chapter VII.

LOCATION OF THE BETTER-CLASS RESIDENTIAL SECTIONS.

The East End region:- When Columbus was first laid out, that part of the broad east and west street east of the State House grounds soon proved attractive for the erection of some of the best residences, as the till plain across which it pursued its way was high and dry, while Broad Street west of High Street immediately dropped down into the flood plain with its undesirable features, hence, not being attractive for the location of better-class homes. As the town grew in size East Broad Street attracted more and more the section of large, pretentious homes which were extended eastward along its course.

About three miles east of the Scioto River, Broad Street crosses the shallow, open valley of Alum Creek. Here on the banks of the creek and extending citywards a half mile, on the south side of the street, over slightly rolling ground was laid out a beautiful recreation park (Franklin Park). This made an added inducement for the location of an exclusive residential section, which spread around it on the three sides west of the stream.

As time went on the general popularity of the section caused the utilization of many of the streets intersecting with East Broad, east from Jefferson Avenue, for the erection

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See page 95.

Old residences on East Town Street near Parsons Avenue.

Bryden Road - looking east.

Expansion north of East Broad near Park - looking north.

Eastgate - looking east from the N. and W.

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of attractive homes.

East Town Street, also being a wide street, attracted more pretentious homes nearer its eastern end at Parsons Avenue. This start carried over to its continuation, Bryden Road, which built up as a better-class residential street to its end near the N. and W. railroad.

The attractiveness of the Alum Creek valley, Franklin Park, and the general region, itself, caused this better-class section to spread out north of Broad Street, east of Taylor Avenue, nearly to Mt. Vernon Avenue, and recently beyond the N. and W. to Alum Creek, south of the Children's Home, this last addition being known as East ate. However, this part being in the lowlands has not attracted the erection of as pretentious dwellings as are found back on the uplands. The belt has widened along Broad Street near the park and continues on west of and south of the park extending nearly to Main Street, taking in the ends of the eastward streets.

This East End section became so popular, that occupying practically all of the available space, it spread over upon the higher east bluff of the valley from Main Street on the south, where the beautiful grounds of Capital University served as an added attraction, nearly to the Pennsylvania railroad on the north, and at present has spread scatteringly eastward for a mile. The fine outlook over the valley from the top of the east bluff has located some of the most pretentious resi-

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See page 96.

West side of Franklin Park - looking north.

South side of Franklin Park - looking east.

Deshler Avenue opposite Washington Park - looking east.

Residence on east bluff of the Alum Creek valley.

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dences of this large East End aristocratic region. The dwellings decrease in grade eastward from the bluff.

The old South High Street section:- In an earlier day when the south side of the town was almost exclusively a German settlement, the wealthier German families located their residences on South High Street at what was then the edge of town, the best ones being principally on the windward side, from West College Street to Hanford Street. The younger generations moving to the more popular East Broad Street section, left this smaller South High Street district to deteriorate into a middle-class section; however, that portion of the German better-class section which spread over on Deshler Avenue facing the beautiful Schiller (now Washington) Park still remains an attractive row of residences.

The Indianola section:- In the latter part of the last century, Fifteenth Avenue built up as a fine-residence street. The popularity of this position, near and on the lee side of the attractive grounds of the State University, the presence of an esker running northward from Fifteenth Avenue, and a picturesque ravine cutting diagonally to the northeast, from the University grounds, plus the growth and further beautification of the educational institution and also due to the fact that much of the region was still unoccupied, caused the extension of this better-class section

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See page 97.

Indianola ravine (Iuka Avenue) has attracted beautiful homes - looking northward.

Indianola Avenue near ravine - looking north.

Glen Echo section beyond the ravine.

Indian Springs will soon be utilized for better - class homes.

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both to the north and south of Fifteenth Avenue so that now it extends from north of Chittenden Avenue to about Northwood Avenue, and from just east of High Street to near the Big Four railroad, being especially centered along or near the Indianola (Iuka Avenue) ravine, whose wild beauty has been taken advantage of for a style of natural landscaping.

North End sections:- The small lateral valleys entering the Olentangy from the east (previously noted) have been utilized as a series of centers for better-class residential sections. The next one to the north of the Indianola ravine is the Glen Echo section, which has built up south of a narrow, but attractive, gulch to Hudson Street, and east of Indianola Avenue nearly to the Big Four.

From Walhalla, the next ravine north, the ridge[13] between the Olentangy and Alum Creek, with its pleasant view and fresh air, especially the slope towards the Olentangy has in the last decade seen the steady advance northward of one of the largest and most desirable residential sections of the urban community. The last additions laid out are now just below the former outlying village of Worthington. These park-like additions, with their rather careful restrictions, cover the slope from the east bank of the river to and up on the upland for fully a mile.

The Northwestern section:- Taking advantage of the grand view[14] from the top of the north side, high, limestone bluffs

13. Hubbard, pp. 142, 145
14. Hubbard, pp. 141-2

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See page 98.

The Grandview bluff has located a line of some of the best residences of the urban community.

Farther north the east bluff of the northward valley has been utilized for attractive homes.

Upper Arlington back from the bluff - looking northeast.

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overlooking the narrower and more beautiful Scioto valley, a line of most beautiful residences and estates has been built up. The attractiveness and popularity of the region caused the upland back of the bluff to be utilized for an aristocratic section which became the suburban village of Grandview. The east bluff of the northward bend of the Scioto located a line of large, pretentious homes for more than a mile to the northward, beyond which are now located the grounds of the Scioto Country Club. The High till plain back of the bluff has been built up with one of the most pretentious sections of the urban community. This region has been divided into two additional villages, viz., Marble Cliff and Upper Arlington.

This suburban better-class residential region shows signs of spreading over much of the high, well drained upland, with its fresh, westerly breeze, between the Scioto and Olentangy rivers.

The West End region:- The levelness of the till plain on the upland of the Hilltop and the disadvantage of the long trip on a formerly poorly developed street, across the flood plain, has failed to locate a pronounced better-class residential section in the West End. Recently the improvement of the main transportation route and of the car service, with the expansion of the city in this region has caused the development, north of West Broad Street, of a small, attractive

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See page 99.

Hillcrest - showing the utilization of rougher topography for locating more attractive type of home in the West End.

A street more recently built up - north of West Bread (Hilltop) - looking south.

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section, known as Hillcrest, over the slightly rougher topography caused by a small stream, bringing about a general improvement of the type of residence erected both north and south of Broad Street, west of the grounds of the two state institutions.

Summary:- In conclusion one may state that in the earlier growth of the town the best residences were located along wide streets upon the till plain between the Scioto and Alum Creek. With the greater urban growth and the development, of means of more rapid transportation the betterclass residential sections have tended to locate upon the bluffs, and the regions back of them, taking advantage of the rougher, topography found in the outlying sections of the city.

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