

1846

## Samuel "Golden Rule" Jones

Samuel Milton Jones, Toledo Mayor 1897-1904, was born on August 3, 1846, at Tŷ-mawr near Beddgelert in Caernarvonshire, Wales.

At 18, Jones made his way to Titusville, Pennsylvania to find work in the oil industry of Western Pennsylvania. Initially unsuccessful he returned to New York found employment, and managed to save a modest sum of money over the next three years.

Jones returned to Pennsylvania where he began to speculatively invest his small nest egg in oil leases, from which he began to accumulate wealth. Jones married and had children spending the next 15 years in the Pennsylvania oil industry.

Following the death of his wife, Jones and his two surviving children left Pennsylvania for the oil fields of Ohio in 1886. He helped establish the Ohio Oil Company, a firm which was later bought by Standard Oil Company, making Jones a wealthy man. In 1892, Jones moved to Toledo, Ohio. Then the Panic of 1893 erupted, causing a depression forcing millions into the grips of poverty. With considerable wealth Jones was not himself personally affected however, an estimated 7,000 people in Lucas County were rendered indigent and forced Toledo millions of dollars in debt. Jones seems to have been emotionally affected by the economic collapse.

Jones turned his talents to mechanical invention, obtaining a patent in 1894 for a new variety of iron pumping rod for deep well drilling. He opened a manufacturing plant (the Acme Sucker Rod Company in Toledo that same year. He became the employer of wage labor in a factory setting.

Jones made the decision to operate in accord with emerging ideas about workplace reform. The prevailing wage in Toledo was \$1.00 to \$1.50 a day, Jones paid his employees a living wage of \$1.50 to \$2.00 a day, implementing an 8-hour day for his workers, paid vacation, revenue-sharing, and subsidized meals in a company cafeteria. Jones also contributed to workplace culture by paying for instruments for employees so that they could form a company band.



Instead of a lengthy list of company regulations governing employee behavior, Acme Sucker Rod posted only one rule on the company notice board: "The golden rule: Do unto others as you would do unto yourself."

Toledo feared the social effects of the urbanization that civic leaders promoted. During the progressive era of the 1890s and early 1900s, demands for political, social, and economic reform swept the country. Several cities, including Toledo, elected reform mayors. When accusations of corruption in the city government split Toledo's Republican party in 1897, they turned for their candidate to Samuel M. Jones. With 21,430 ballots cast, Jones won by 534 votes. Known as "Golden Rule" Jones, he brought his Christian principles to his job as mayor of Toledo. He insisted that prostitution, crime, and drunkenness were caused by the social system and argued that only a more humane society without poverty, ignorance, and privilege could solve these problems.

He had city council repeal the Sunday closing laws and gave the policemen walking sticks in place of their clubs. He advocated municipal ownership of public utilities and a nonpartisan city government.

Because Jones would not obey their orders, the Republican party bosses refused to re-nominate him in 1899. Jones ran for mayor as an independent candidate, and won with 70 percent of the vote, carrying every ward in the city and every precinct but one.

While some Toledoans believed he was dangerous, and many thought him eccentric, Jones was beloved by the working classes.

Samuel M. Jones died on July 12, 1904, during his fourth term as mayor. Robert M. Finch, the president of city council succeeded him. Jones had believed so strongly in the evils of political parties that he refused to allow his followers to organize, but immediately after his death an Independent party formed. In 1905 its candidate for mayor was Brand Whitlock, an attorney and friend of Jones who had long been active in the Independent movement. Whitlock won by an easy margin and was reelected in 1907, 1909, and 1911.



1896

# The Wheeler Block

Built in 1896 the Wheeler Block was a significant example of the late 19th century commercial classicism Romanesque Revival architecture found in Toledo . Notable architectural elements include the curved corner and open cast iron-flanked entry, the Renaissance windows on the third floor and the use of classical ornamentation. The building possessed a high degree of architectural integrity, highlighted by its yellow brickwork and flowing, sculptural character. The 1973 publication, Look Again, notes the Wheeler Block as "a worthy successor and companion to the earlier commercial district stores surviving along St. Clair Street."

Its immediate predecessor and the building's namesake, The Wheeler Opera House which stood on this site for over 20 years, also was noted for its architectural beauty and rounded corner. The Wheeler Block was also an important as the address of several historic and established Toledo businesses, including the L. Haas and Co., the George Gradwohl Store, L. G. Wasserstrom Co., and the Toledo Hosiery and Underwear Company.

On the North-west corner of Monroe and St. Clair Streets, Lyman Wheeler I, one of Toledo's pioneer settlers, established a retail store here in 1836. His son Robert Jeffrey Wheeler built the Wheeler Opera House in 1871 which burned down in a spectacular 1893 fire.



A commercial building, known as the Wheeler Block, was built at this site soon afterwards and it was in the possession of the Wheeler family until 1935. Wheeler block was demolished during early 1980s. St. Clair Street north of Monroe was blocked off and the Convention Center now occupies the NW and NE corners of Monroe and St. Clair Before Demolition it was listed on the National Register of Historic Places.



1896

# Spitzer Building Completed

The historic Spitzer Building, at the corner of Madison Ave. and Huron St. in Toledo, was built by cousins Celina Milo Spitzer and Adelbert Spitzer. The cousins, both capitalists and investment bankers, hired local architects Bacon and Huber to design the building. Construction began in 1893, and after two stories were completed construction stopped due to financial woes. In 1895 Construction resumed, and it was completed in February of 1896.

It was the first steel frame building in Toledo, 10 story, 233 foot high, 127,000 sq. ft. on 0.56 acre site. In-

spired by the skyscrapers of Louis Sullivan in Chicago, the Spitzer featured a ground level retail arcade and a third floor courtyard. Originally U shaped, an annex was constructed in 1900 along the north side enclosing the courtyard. The retail arcade had 25 shops and seven counters. The Spitzer Arcade was the first shopping mall in Toledo. Through the years, the restaurants, coffee shops, jewelry stores, drug stores, dress and card shops, and hair salons that had space in the arcade prospered. The majority of the rooms in the rest of building were not stores but offices for Toledo area lawyers. In addition to the many law offices, tenants have included insurance agencies, accountants, stock brokers, custom jewelers, tailors, employment agencies, and mortgage offices. At one time, three beauty shops were found in the upper floors.



*Spitzer Building circa 1900*

In 1974 it housed 639 offices including 75 law firms and 25 shops.

Listed on the National Register of Historic Places in 1983.

In 2008 the property was sold by the Spitzer family which owned the building since it was constructed. The new owner, San Francisco based Ergur Private Equity, had plans to renovate the structure and convert it into apartments or student housing. The building was never modernized and had no sprinklers or central air conditioning. With the financial collapse of 2009 and the reluctance of banks to lend, Ergur was unable to proceed and has listed the property for sale.

The building remained open until 2013.



On August 4, 2020 the Lucas County Land Reutilization Company gained title to the property and development is planned.

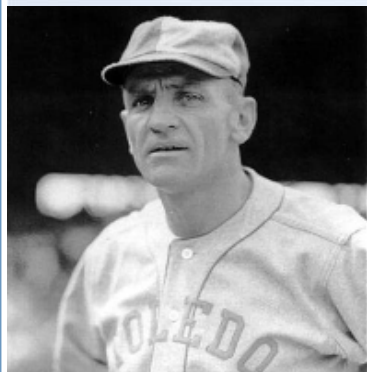
1896

The Toledo Mud Hens play in the International League and are affiliated with the Detroit Tigers. Their home games at Fifth Third Field.



Professional baseball had been played in Toledo since 1883, but the Mud Hens era began in 1896 with the "Swamp Angels", who played in the Interstate League.

They played in Bay View Park, outside the Toledo city limits to avoid the city's blue laws. Located near marshland inhabited by American coots, which were also known as "mud hens." For that reason the press soon dubbed the team the "Mud Hens" - a nickname that has been used by Toledo baseball teams for all but a few years since. After the first year, though, the team moved to Armory Park.



Casey Stengel played for 14 seasons for 5 National League teams. After managing the Mud Hens, he went on to manage 4 major league teams including the NY Yankees winning 7 World Series.

A *Mud Hens* team played in the American Association from its founding in 1903 until the team moved to Wichita, KS to become the Wichita Braves in 1955.

An International League franchise moved to Toledo from Richmond, Virginia in 1965 adopting the *Mud Hens* name to become the current incarnation of the *Toledo Mud Hens*. However they were based in Maumee, Ohio at the converted Fort Miami Fairgrounds.

The local ownership group led by Ned Skeldon signed with the New York Yankees to be its top minor league team. In 1967, the Detroit Tigers replaced the Yankees as major league affiliate. That year, the team was third in the league but claimed the Governor's Cup via the four team playoff. The next year the team won a record 83 games and the league pennant, while failing to win the cup again. The team was affiliated with Detroit until 1974.

In 1974 and 1975, the Phillies affiliated with the Mud Hens, followed by two years affiliated with Cleveland Indians. All four seasons were losing seasons.

The Minnesota Twins took over as the team's major league affiliate and brought in Gene Cook as general manager, who was good at promoting the team, particularly as a family event. Cook also got Jamie Farr to incorporate the Mud Hens in Farr's *M\*A\*S\*H* character's background.

<https://www.toledosattic.org/newmedia/104-essays/sportshistory/113-toledobaseball?showall=1>

**Minor league affiliations**

<b>Class</b>	Triple-A (1965–present)
<b>League</b>	International League (1965–present), American Association (1932-1955)
<b>Division</b>	West Division

**Major league affiliations**

<b>Team</b>	Detroit Tigers (1987–present)
<b>Previous teams</b>	Cleveland Indians (1932-1935), Detroit Tigers (1936-1939), St Louis Browns (1940-1948), Detroit Tigers (1949-1951), Milwaukee Braves (1953-1955), New York Yankees (1965–1966), Detroit Tigers (1967–1973), Philadelphia Phillies (1974–1975), Cleveland Indians (1976–1977), Minnesota Twins (1978–1986)

**Minor league titles**

<b>League titles (4)</b>	1927, 1968, 2005, 2006
<b>Division titles (6)</b>	1967, 2002, 2005, 2006, 2007, 2018

**Team data**

<b>Name</b>	Toledo Mud Hens (1896-1953, 1965–present)				
<b>Ballpark</b>	5th Third Field				
<b>Previous parks</b>	Presque Island Park	1883	Blue Stockings, Maumees	N/A	Now C&O Coal Docks
	League Park	1884	Blue Stockings	N/A	13th and Monroe St.
	Tri-State Fairgrounds	1884	Blue Stockings (Sunday games)	N/A	Oakwood and Upton St.
	Speranza Park	1890	Maumees	N/A	Cherry and Frederick St.
	Bay View Park	1891-1901	Swamp Angels, Mud Hens	N/A	3900 N. Summit St.
	Armory Park	1901-1909	Detroit Tigers, Mud Hens	N/A	Spellbush Ave.
	Noah H. Swayne Field	1909-1956	Iron Men, Mud Hens, Soumichers, Negro League Tigers, Crawfords	14,800	Monroe and Detroit St.
	Ned Skeldon Stadium (Lucas County Stadium)	1965-2002	Mud Hens	13,695	2901 Key St.
Fifth Third Field	2002-Present	Mud Hens	10,000	406 Washington St.	

**Owner(s)/Operator(s)** Toledo Mud Hens Baseball Club



1896

# Wood County Courthouse

The Wood County Courthouse, located in Bowling Green, is Wood County's third courthouse. It was built after citizens decided to move the county seat from Perrysburg to Bowling Green. Ground was broken on November 28, 1893, and the cornerstone was laid on July 4, 1894. The architectural firm of Yost & Packard of Columbus designed the courthouse and construction was overseen by T.B. Townsend of Youngstown. The winning tender for the project was \$153,803 and the final construction costs totaled \$255,746.

The County Commissioners took possession of the new building on August 31, 1896, and the new Common Pleas Courtroom was dedicated on September 7, 1896.

Sandstone from Amherst, Ohio, granite from Vermont, and marble from Italy were used in the construction of the courthouse. Architecturally, it is Richardsonian Romanesque in design with architectural sculpting throughout the building done by Whyte and Priest of Dayton, Ohio. To facilitate construction, a temporary railroad along pike street was established to the construction site. Ornate stained glass panels cover much of the ceiling on the third floor and are visible from ground level due to the large open staircase which ascends through the middle of the second floor. The staircase consists of polished marble steps with brass railings.



The clock tower, which still operates today, rises to a height of 195 feet . At the time of its construction, the clock hands were the second largest in America spanning 16 feet in diameter. They were only exceeded by the hands on the clock of the Chronicle newspaper building in San Francisco which were 16.5 feet in diameter. The clock was made by the E. Howard & Co. at a cost of \$3000. The clock tower bells weigh 2,000 lb.

Murals decorate the east and west walls of the third floor. The murals were painted by I. M. Taylor, who was the mayor of Bowling Green from 1911 to 1920. The east wall depicts Fort Meigs, a vital outpost in the War of 1812, and the west wall depicts a train passing through oil derricks in southern Wood County, a major producer of oil in the late 19th century.

A major restoration of the interior of the courthouse was undertaken in 1980, and a restoration of the exterior of the building was completed in 2002

President William Howard Taft held a rally at the courthouse in 1912.

Jimmy Hoffa visited the courthouse on September 25, 1937 to get a marriage license, and married his wife in Bowling Green the same day.

President Ronald Reagan delivered a speech at the courthouse on October 19, 1988 to promote the candidacy of George H. W. Bush.



1896

# Coast to Coast in 37 Days on a Bicycle

On June 1, 1896 two bicycle riders, Norman DeVaux and John LaFrance left New York headed to San Francisco. The two men from Toledo, Ohio completed the trip in a world record time of 37 days, 14 hours and 30 minutes.

It's was a record that would stood for more than 30 years! They followed the well-travelled transcontinental route from NYC to Chicago, but took to the railroad tracks out of the Windy City.

The duo left New York City June 1 at 9:15 a.m. and arrived in San Francisco on July 8 at 8:30 p.m., traveling 3,626 miles, for an average speed of almost 100 miles/day. Phenomenal! Their bicycles were made by the Czar Bicycle Co. of Chicago.

Norman DeVaux was 20 (Dec 31, 1876 - July 9, 1964) at the time, John LaFrance was 23. (Sep 9 1872 - May 15 1934)

The men returned home by train. DeVaux became a bicycle mechanic and dealer. In 1903, like many bike mechanics, he discovered automobiles and speed and taught himself auto mechanics. DeVaux was a leading executive in the automobile industry in CA for many years. See [https://en.wikipedia.org/wiki/De\\_Vaux](https://en.wikipedia.org/wiki/De_Vaux)

He returned to Iowa in 1906 as part of a 4-man team shattering the record for driving an automobile coast-to-coast. LaFrance returned to his career as a shipbuilder and stayed in the Midwest mostly the rest of his life. He married and raised four children.

For DeVaux see Find A Grave memorial #47591225; LaFrance at #140600489.



Norman DeVaux



1931 DeVaux





1896

# TOLEDO MEDICAL COLLEGE

In

1882 a group of 18 doctors contributed \$500.00 each to begin operation of a medical college. A high school diploma or passage of a qualifying exam were the only requirements for admission.

At the end of the 19th century, Cherry Street was the epicenter of the medical profession with Toledo Hospital and St. Vincent's within blocks; the county coroner lived at Cherry and Sherman and across Cherry Street was Dr. John Wright, a pioneer in x-rays.

The Bacon and Huber designed building had Chicago School Elements, with a rustic ground floor and windows with round arches.

A distinctive feature was the Islamic influenced entrance containing a decorative frieze and exotic looking pierced decoration.

Located at Cherry Street and Page Street the building was built in 1896 and demolished in 1936 after the medical college had closed in 1914



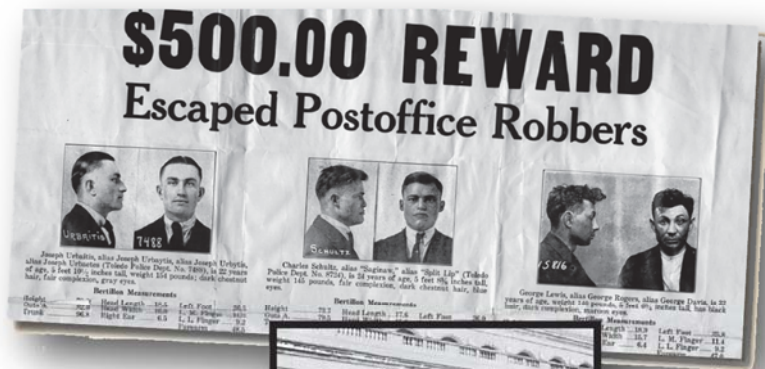
# 1921 TOLEDO POST OFFICE ROBBERY

On February 17th, 1921, a small time gang pulled off the largest robbery in Toledo history. The main post office building on 13th Street between Madison and Jefferson was their target.

Witnesses said a car swerve onto 14th Street at the rear of the post office with five men inside. The next morning the robbers' car, a Studebaker stolen two-days earlier from a parking garage on Collingwood Avenue, was found abandoned on Bates Road. There were no signs of the crooks or the mail bags. The government's loss was about \$900,000 in Liberty Bonds, and

tens of thousands of dollars worth of new currency and other loot. Toledo's "Million Dollar" robbery made national headlines. The bandits knew what they were after because when the truck reached the loading dock, the men in the car emerged with guns ordering postal workers to the

floor. The workers complied and within minutes, the bandits led by Joe Urbaytis were speeding away from downtown.



No one was shot or killed but the value of the loot taken was

estimated to be at least a million dollars. In today's dollars that would be about 12

million dollars. The biggest heist in Toledo history would involve more than a dozen suspects, including a local priest before it was over. It made Joe Ubaytis and his gang some of the most wanted criminals in America.

The investigation was carried out by Toledo Police and the FBI. The high priority case eventually lead to the arrests of 18 people, including the "mastermind" of the operation, Joe Urbaytis.

Joe had been a small time criminal with a lengthy rap sheet. Born and raised in the Polish neighborhoods of LAGRANGE STREET his file tells a riveting story of how TPD officers worked for days to find Urbaytis. Suspected him early in the case, police suspected he might flee to Chicago along with his compatriots, George Rogers and Charles "Split Lip" Shultz. On the evening of February 22, 1921, police and railway detectives found Urbaytis and some of those gang members on board the Toledo to Chicago train near Elkhart, Indiana. How-

ever, Joe's sister Wanda, got away. She ended up in Chicago where she met up with Father Anthony Gorek, the former priest at Toledo's St. Hedwig's Church. Wanda asked the priest to hold on to a black bag containing over \$80,000 in Liberty Bonds.

Urbaytis might have been in custody, but was very uncooperative not giving up information easily. Urbaytis and about a dozen others were convicted in federal court the summer of 1921 of conspiracy in the case. However, they were still awaiting trial for the robbery itself when Urbaytis, Rogers and Shultz managed to overpower the jailer at the Lucas County Jail and escaped.

Remaining at large for years, Urbaytis turned up again in 1924. This time in Columbus, Ohio, where he was involved in a dramatic gun battle with police, and was shot. Seriously wounded, he lay in a Columbus hospital and allowed reporters in for bedside interviews and photos. He reveled in his notoriety as a popular public enemy. Eventually he recovered and was sent back to Toledo where he and the others faced the legal system and were eventually convicted of the robbery and the additional escape charges.



Wanda

Facing a 60 year sentence, he was sent to federal prison in Atlanta. The Toledo native, was not to be confined for long. In 1928, he slipped his bonds again, escaping. This time when he was recaptured, in 1934, federal prison officials sent Urbaytis to Alcatraz, federal prison on a remote island in Oakland Bay California where escape was improbable.

The story could have ended there and Urbaytis might have died in prison and obscurity, but once again he escaped. This time, however, by virtue of a shortened sentence and a second chance at freedom. In 1943, Urbaytis was released and came home to Toledo. Instead of taking a low profile the ex-con and notorious crime figure flaunted his freedom by opening an unlicensed night club on Woodville Road, near the railroad overpass.



Bon Air Club

In 1946, Joe's streak of luck ran out. He was gunned down inside of his Bon-Aire Supper Club on Woodville Road. He did not escape death. His life of crime was over. Toledo Police Chief Ray Allen even wrote a letter to FBI Chief J. Edgar Hoover letting him know that Urbaytis had been shot and killed and the FBI could close the books on him for good.





# 1921

## Community Traction Company

Toledo's Community Traction Company (CTC) began operations on February 1, 1921 after acquiring the operations of the Toledo Railway & Light Company (TR&L). This acquisition's actual history began in 1914 with the City of Toledo and the TR&L in a court battle over a fare reduction. The TR&L operated on a day to day basis as its franchise expired in 1914 and was not renewed due to the tensions of the 2 cent decrease in fares that the City demanded.

In 1919, a referendum was passed by the voters to find a new operator for the TR&L system. What followed the passing of the referendum was rather surprising. The owner of the TR&L pulled all street-cars out of town and across State lines into Michigan via an interurban line connection. As no franchise existed for the TR&L so no legal action could force service to resume, the City had little recourse but to approve a fare increase in 1920 to bring back the TR&L service until a new operator could be found.

During the time that the trolleys were absent from Toledo, a rather large jitney transport sprung up with over 1,500 jitneys running in the Toledo area. Even with the large number in service, public transportation in Toledo was extremely chaotic.

As is the case with most takeovers, a dispute arose over the value of the company. Henry L, Doherty, owner of the TR&L claimed the value to be \$11 million while the City claimed it to be closer to \$8 million. The dispute was settled for \$8 million after the city threatened municipal ownership using eminent domain laws.

One of the first moves by the new CTC operation were the abandonments of 2 trolley lines in 1921 and one additional line in 1922. None of these were replaced by bus service but by the jitneys. City Council voted to regulate the jitney service to protect the CTC in July of 1921. This started to reduce the number of jitneys in service and then in January of 1922, all jitneys were banned from the Downtown area. This action reduced the number down to just under 80 running on 9 routes.

Around December of 1922, the CTC applied for and received approval to institute bus service on a portion of the Oak Street car line which was also approved for abandonment. This marked the first rail to bus conversion in the CTC system and commenced on April 2, 1923 with 4 new Garford coaches.

The first heavy haul bus route operated by the CTC was the Front Street line whose rail operations had to be abandoned in 1926 due to street reconstruction. In 1927, the Indiana line was converted to bus. Between the 2 lines, 30 new Mack

and White buses had to be purchased to hold service.

By the mid 1920's, a proposal was submitted to takeover the 9 routes currently operated by jitneys. This proposal included some rail abandonments as well which would have bus substitutions. This plan was debated in City Council for several years until July 5, 1928 when approval was finally given to an exclusive franchise for the CTC.

69 new buses were ordered and the majority of the jitney buses were sold or scrapped. As far as the routes acquired in the buyout, the Dorr-Palmwood line was immediately discontinued. The Ottawa line was restructured into a new route known as the Lincoln Avenue line. The Elm Street line was left intact.



1928 also saw additional rail to bus substitutions with the Point Place and Western Avenue lines replaced and Bancroft Belt line abandoned. Also abandoned was the Short Belt line in 1931 and the Erie line in 1933.

In June of 1930 the CTC acquired operation of the Maumee Valley Transportation Company (MVTC). The MVTC was not absorbed into the CTC but operated under its own name as a subsidiary company. It provided service from Maumee to Perrysburg.

The trolley coach made its arrival to Toledo in 1935 when Mack convinced the CTC that trolley coaches were the best choice to replace the Dorr Avenue rail line which was scheduled for street reconstruction. In December of 1934 6 Mack trolley coaches arrived on CTC's property.

In addition to the start of trolley coach operations in 1936, the remaining Oak Street line was converted to bus operation. 1937 saw the South and the Broadway lines converted to bus as the City decide to convert remaining rail lines as soon as possible.

The Broadway line was converted from trolley coach to bus operations on October 27, 1938. The Starr Avenue and East Broadway lines were converted in 1939 which left 4 rail lines in the city. The LaGrange line, was the last conversion before World War II.



1945 to 1948, saw 171 new buses purchased to complete the conversion of the remaining rail lines as well as replace older equipment. The Nebraska line was converted in 1947 and the Cherry Street line was converted in 1948. The final line to be replaced was the Long Belt line on December 21, 1949. The trolley coaches were removed from service on May 28, 1952 ending the electric era in Toledo.

Between 1952 and 1954, saw a steady decline in ridership which was happening at most systems due to the popularity of the automobile.

In 1954, 4 separate fare increases took place, night service was eliminated and a 10 day walkout occurred making 1954 a bad year for the CTC. The CTC also made the first offer to sell off its operation to the City. The City formed a committee to study the proposal and a price was negotiated but the proposal never made it to the voters.

Even with the troubles of 1954 and the offering of the system to the City, the CTC acquired the Holland-Sylvania Lines (HSL) in January of 1957. The HSL, like the MVTC, was kept under its own name and operated as a subsidiary. Additional offers to the City were made to assume service during this time but the City wasn't interested as the CTC still had time left on its current franchise.

In 1969 the MVTC and HSL were fully absorbed by the CTC. A new route structure was implemented using the HSL route numbering system. Although the system wide numbering system was implemented, it only showed on schedules. The livery of the buses was also changed from traction orange to red at this time.

Ridership and fleet size dwindled with the loss of 50 coaches every 10 years between 1950 and 1970 and ridership dropping from 40 million in 1950 to 10 million in 1970. The CTC made another offer to the City for take over of the service. When the CTC told the city it would not reapply for a franchise and there would be no service after the franchise expired the city took notice.

A regional transit authority was formed to take over the CTC operations. Voter approval of a property tax increase referendum to fund the system was passed on January 19, 1971 and the new agency, the Toledo Area Regional Transit Authority (TARTA) assumed operations on June 1, 1971 after paying \$1,940,000 for the CTC's property.





1921

# SAMUEL ALPHONSIUS STRITCH



Samuel Alphonsius Stritch (August 17, 1887—May 27, 1958) was an American Cardinal of the Roman Catholic Church. He served as Archbishop of Chicago from 1940 to 1958 and as Pro-Prefect of the Sacred Congregation for Propagation of the Faith from March 1958 until his death later that year. He was elevated to the cardinalate by Pope Pius XII in 1946.

Samuel Stritch was born in Nashville, Tennessee, to Garret (1841-1896) and Katherine (O'Malley) Stritch. His mother emigrated to the United States from Ireland with her parents at a young age, and settled in Louisville, Kentucky, where the family ran a boarding house. His father came to Louisville from Dublin in 1879, boarded with the O'Malleys, and married Katherine in 1880. Garret later worked as the manager of Sycamore Mills, a subsidiary of DuPont, in Nashville. The second youngest of eight children, Samuel had two brothers and five sisters.

Considered something of a child prodigy, he finished grammar school at age 10 and high school at 14. In 1901, he entered St. Gregory's Preparatory Seminary in Cincinnati, Ohio, from where he obtained a Bachelor of Arts degree in 1903. Bishop Thomas Sebastian Byrne then sent Stritch to study at the Pontifical Urbanian Athenaeum De Propaganda Fide in Rome, where he resided at the Pontifical North American College. He later earned his doctorates in philosophy and in theology. While in Rome, he also befriended Eugenio Pacelli, who later became Pope Pius XII.

Stritch was ordained to the priesthood by Cardinal Pietro Respighi on May 21, 1910, at the Lateran Basilica. At age 22, he was below the age requirement for ordination but was granted a dispensation by Pope Pius X, who said, "[Stritch] is young in years but old in intelligence. Let him be ordained."

Upon returning to the United States, he did pastoral work in the Diocese of Nashville. He served as pastor of St. Patrick's Church in Memphis from 1911 to 1913, whence he became private secretary to Bishop Byrne. Stritch was named diocesan chancellor in March 1917, and a Domestic Prelate of His Holiness on May 10, 1921.

On August 10, 1921, Stritch was appointed the second Bishop of Toledo, Ohio, by Pope Benedict XV. He received his episcopal consecration on the following November 30 from Archbishop Henry K. Moeller, with Bishops John Baptist Morris and Thomas Edmund Molloy serving as co-consecrators. At age 34, he was the youngest bishop in the United States at the time.

During his tenure in Toledo, Stritch established Mary Manse College in 1922 and the diocesan Catholic Charities in 1923. He also oversaw the beginning of the construction of Holy Rosary Cathedral, whose cornerstone was laid by Jonas Cardinal Csernoch in 1926.

Cardinal Stritch University in Milwaukee is named for him, as are Cardinal Stritch High School in Oregon, Ohio, a junior and senior high school in Keokuk, Iowa, and Loyola University Chicago's school of medicine.



1921

# In Memoriam

Thirty-one officers who have honorably served Toledo lost their lives in service to its citizens. Sixteen percent of those were lost in 1921

Officer Charles McGuire  
Killed Division and Indiana  
December 22, 1921



## Don't Worry, Mother, McGuire's Farewell

"Goodnight, mother. Remember, now, no worrying about me."

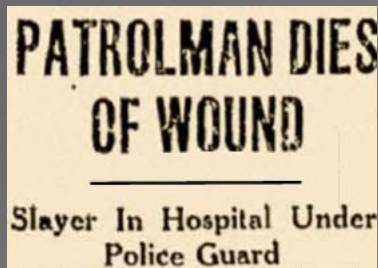
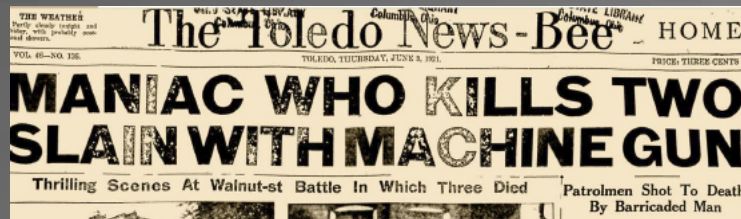
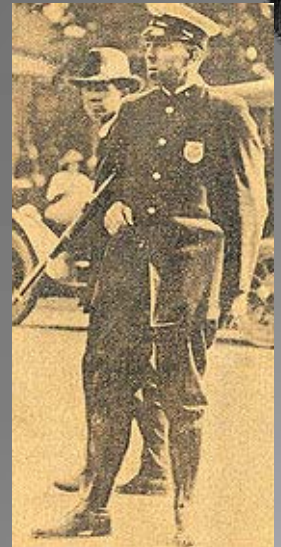
That was the last farewell of Motorcycle Patrolman Charles W. McGuire to his mother early on Thursday night as he left home to report for duty.

Then, before he ran out to his motorcycle, the young officer rapped on the front window and waved his riding gauntlets. Then he called again:

"I'll be careful. Remember, no worrying." A few minutes later he was killed by two men in the street near No. 8 Engine House.



Officers Harold Mossburg (left)  
and Officer Harry Dowell (right)  
Killed at 611 Walnut Street  
June 9, 1921



Officer William Kress  
Killed on State Street -  
August 1, 1921

Patrolman William Reed  
Killed on Canton Street  
December 28, 1921





1946

# USS TOLEDO CA-133

## Commissioned October 27, 1946

Toledo was a Baltimore class heavy cruiser. She was laid down 13 September 1943 at Camden NJ by New York Ship Building Corporation. She was launched 6 May 1945 and commissioned 27 October 1946 at Philadelphia Naval Ship Yard under command of Captain August Detzer Jr.



- ◇ **6 January 1947**, Underway for two-month training cruise in waters of the West Indies.
- ◇ 14 April, Left Philadelphia steamed through Mediterranean, transited Suez Canal, crossed Indian Ocean,
- ◇ 15 June, Arrived at Yokosuka, Japan, remained in the Far East visiting Japanese and Korean ports in support of occupation forces until October.
- ◇ 21 Oct, Left Yokosuka for first transpacific voyage
- ◇ 5 November, Long Beach, California
- ◇ **3 April 1948**, Departed Long on course for Japan.
- ◇ 24 April, Arrived in Yokosuka for occupation duty patrolling for contraband smugglers. Also made a goodwill cruise to Indian Ocean. After return to northwestern Pacific, *Toledo* operated out of Tsingtao, China, during the evacuation of Chiang Kai-shek's Nationalist Chinese forces to Taiwan.
- ◇ 16 September, Departed China for Bremerton, Washington.
- ◇ 5 October entered the Puget Sound Naval Shipyard for major overhaul.
- ◇ **18 February 1949**, Refurbishing was completed. Back to Long Beach for six months of training along the coasts of California, Mexico, and the Isthmus of Panama.
- ◇ 14 October, Left Long for Far East. Cruised waters between Japan, China, Philippines, and Marianas.
- ◇ **12 June 1950**, Returned to Long Beach, less than two weeks before North Korean forces invaded ROK.
- ◇ 22 June, Embarked to the Orient for first tour of combat duty.
- ◇ 18 July, Arrived Sasebo, where Rear Admiral J. M. Higgins, Commander, Cruiser Division 5, boarded.
- ◇ 26 July, Took up station off the eastern coast of Korea a few miles north of Pohang. Teaming up with Destroyer Division 91 to form one of the two alternating East Coast Support Elements of Task Group 95.5.
- ◇ 27 July to 30 July, Bombarded North Korean communication arteries between Yongdok and 38th parallel.
- ◇ 4 August, Joined Air Force fighters in combined air-sea strike on enemy-held village near Yongdok.
- ◇ 5 August, 8-inch guns, directed by airborne controllers, rendered call-fire for the front-line troops. *Toledo* then moved 70 miles north around Samchok where cruised 25-mile stretch of coastline shelling targets.
- ◇ 6 August, Returned to Sasebo for upkeep.
- ◇ 15 August, Resumed station off the Korean coast along 40-miles of coast from Songjin to Riwon.
- ◇ 26 August, Returned to Sasebo
- ◇ 31 August, Headed for a week of duty off Pohang Dong.
- ◇ 13 September, Support for the landing at Inchon.
- ◇ 18 September, Marines advanced beyond range of 8-inch guns; and *Toledo* shifted to support troops mopping up bypassed pockets of enemy resistance.
- ◇ 5 October, Departed for Sasebo.
- ◇ 13 October, Returned to Korean coast at Chaho Han conducted shore bombardments.
- ◇ 14 October, Returned Sasebo. The warship got underway again a little before midnight on the

Class	Baltimore
Type	Cruiser
Displacement	13,818 Tons
Length	674 feet
Beam	70 ft 10 in
Draft	20ft 6in
Speed	33 Knots
Compliment	1,142 Officers and Enlisted
Armament	9 X 8" 55 Caliber 12 X 5' 38 Caliber 48 Bofors 40 mm Guns 28 single Oerlikon 20 mm cannons

## USS TOLEDO 1950 Cont.

- ◇ 18 October, Arrived off Wonsan for three days supported marines in their advance inland from Wonsan.
- ◇ 22 October, Departed Korea headed for the United States.
- ◇ 8 November, Arrived Long Beach
- ◇ 13 November, Headed for San Francisco.
- ◇ 14 November, Entered Hunter's Point Naval Shipyard - three-month overhaul.
- ◇ **24 February 1951** Returned Long Beach.
- ◇ 2 April, Return to western Pacific.
- ◇ 18 April, Arrived Sasebo.
- ◇ 26 April. 30 days Off coast near Inchon gunfire support for front-line troops.
- ◇ 26 May, Steamed north to Kansong and joined Task Element 95.28.
- ◇ 1 June, 10 days at Yokosuka.
- ◇ 12 June, Returned to the Korean coast.
- ◇ 18 June, Pummeled important enemy logistics junction located at Songjin.
- ◇ 27 June, Shelling enemy ashore.
- ◇ 28 June, Endured her first hostile fire coming dangerously close on several occasions.
- ◇ 11 November, Again came under fire from shore battery which scored some close near misses.
- ◇ 24 November, Completed deployment to the western Pacific.
- ◇ 8 December, Arrived Long Beach.
- ◇ **January 1952**, After month of leave and upkeep, began seven months conducting drills and training exercises.
- ◇ 16 August, Left Long Beach for western Pacific.
- ◇ 8 September, Arrived in Yokosuka.
- ◇ 12 September, Left Yokosuka. Supported UN forces.
- ◇ 24 September, Provided continuous illumination fire to silence 120-millimeter howitzer while UN forces recaptured positions.
- ◇ 8 October, Took position on bomblines.
- ◇ 11 October, Three months, with shore bombardment assignments.
- ◇ 12 October, Again took enemy fire
- ◇ **Mid-January 1953**, Hong Kong - R&R before patrols off Wonsan and Songjin - fire support duties for American X and ROK I.
- ◇ 28 February, Departed Yokosuka for US.
- ◇ 10 March, Moored at Long Beach
- ◇ 13 April, Departed Long Beach
- ◇ 16 April, Arrived in San Francisco entered Hunter's Point Naval Shipyard.
- ◇ 10 September, Departed San Francisco
- ◇ 7 November, Reached Yokosuka began 7th deployment in Far East. Six months operating out of Sasebo and Yokosuka patrolled waters between Japan and Korea.
- ◇ **13 April 1954**, Entered Yokosuka for upkeep.
- ◇ 16 April, Left for Long Beach.
- ◇ 1 May, Arrived Long Beach.
- ◇ 14 September, Left Long Beach for Yokosuka.
- ◇ 7 November, Arrived Yokosuka. deployment consisted of training operations, goodwill calls, and general patrol.
- ◇ **January 1955**. Supported another evacuation of Nationalist Chinese forces
- ◇ 5 March, Departed Japan
- ◇ 22 March, Arrived in Long Beach 17 days later. operations along the west coast
- ◇ 16 June, Began a four-month overhaul at Puget Sound Naval Shipyard.
- ◇ Late October resumed duty cruised the west coast until early in 1956.
- ◇ *Toledo's* active Navy career lasted four more years, making four more deployments to western Pacific for routine operations, conducted out of Japan and Philippines.
- ◇ **19 February 1958**, reached Japan early in March. Then she headed south to Australia.
- ◇ 30 April, Arrived Australia for five days guest of Australian government for anniversary celebration of Battle of the Coral Sea.
- ◇ 26 August, Back in Long Beach.
- ◇ Toledo made one more deployment to western Pacific between 9 June and 25 November 1959



### Decommissioning and scrapping

- ◇ **5 January 1960**, Entered Long Beach Naval Shipyard began inactivation overhaul. *Toledo* completed preparations and 21 May, placed out of commission at Long Beach moved to San Diego remained there, in reserve, for next 14 years.
- ◇ 1 January 1974, her name was struck from the Navy List, and she was sold to the National Metal and Steel Corporation, Terminal Island, California, on 30 October 1974 for \$983,461.29.



1971

# SMITH'S CAFETERIA



Toledo is today and has been for a very long time, a restaurant town. Surely one part of the reason for that is the life's work of Grace Smith and the Smith family.

Toledo was a vibrant and bustling city in the the first half of the 20th century.

The original Grace Smith's Cafeteria opened in 1916 on Madison Avenue in Toledo next door to the Toledo Club and was the first commercial cafeteria in the city.

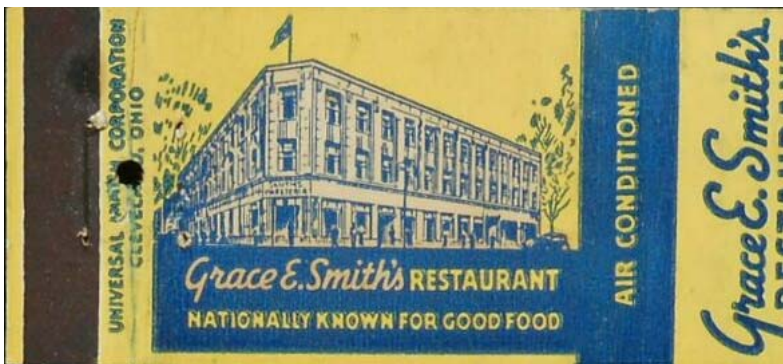
In 1930 they moved to the Bell Building at the corner of Erie and Madison where the photos here were taken. The Toledo Blade reported that the cafeteria served 1,100 meals on their first day. At their peak it has been reported that they were serving 5,000 meals a day. Grace was widely known for her attention to detail and the quality of dining experience she provided at reasonable cost.

Grace Smith was the first woman to be elected president of the National Restaurant Association in

1940. At the time of her death in 1955, the Smith family empire included six restaurants; Smith's Cafeteria, Smith's Pastry Shop, Smith's Coffee Shop, Smith's 711 Madison, Spitzer Fountain Room and the Tick Tock Restaurant.

The photos here are from the second location of Smith's Cafeteria in The Bell Building at the corner of Madison and Erie in Downtown Toledo. These photos were taken on and shortly after the opening in 1930.

After Grace's death in 1955, the cafeteria was run by family members until 1965 when it was sold to ABC Gladieux, which closed it in 1971.



(Source info, The Toledo Blade)

1996

# Owens Corning

**Project Location:**

Toledo, OH

**Architect:** Pelli Clarke Pelli Architects (Formerly César Pelli & Associates), Kendall/Heaton Associates

**Client:** Owens Corning

**LEED:** LEED EB Silver

**Size:** 450,000 sf/ 41,806 sm

**Services rendered:** MEP/FP

**Photo Credit:** © Marco Lorenzetti/Hedrich-Blessing



Owens Corning built this 450,000 sf headquarters in 1996 on the Middle grounds in Toledo. The building includes one of the most technologically advanced, state-of-the-art mechanical systems to be developed in the United States at the time. The building's program includes general office space and specialty space with cafeteria, conference rooms, a multimedia room, a health clinic, and other support facilities. Efficient and flexible mechanical systems allow instantaneous changes in space planning without bringing in outside contractors. The systems incorporate a raised access floor that serves as an air plenum and wireway, swirl type diffusers that distribute air into the work spaces, and a system of movable floor boxes for power and communication. The project includes electric source cooling and heating. High-efficiency custom rooftop variable air volume air conditioning systems provide cooling. The system utilizes high-efficiency compressors and motors, variable speed drives on the air-handling units, an air-side economizer to maximize energy efficiency, as well as high-efficiency air filters to ensure a comfortable and healthy working environment. High-efficiency light sources are used throughout the facility. This is the first application of underfloor air in a corporate headquarters project in the United States.

Owens-Corning Fiberglass Company was formed in 1935 through the merger of Owens-Illinois and Corning Glass Works. It became a separate company in 1938 with its headquarters established in Toledo, Ohio.

The company held its initial public offering on the New York Stock Exchange in 1952.



In 1965, Owens-Corning Fiberglass Europe was formed. In 1966, Owens-Corning established a partnership with Armstrong Rubber Co. to produce fiberglass-reinforced automobile tires. By 1971, Owens-Corning's annual revenue was over \$500 million. In 1974, the company opened a temporary plant to produce insulation for the Trans-Alaska Pipeline System. In 1977, Owens-Corning acquired Frye Roofing and began production of fiberglass mat to replace traditional paper mat used in roofing.

In 1985, Owens-Corning acquired Aerospace and Strategic Metals Group in Newport Beach, California for \$415 million from Armcoc Inc. The color PINK was trademarked through Owens-Corning in

1986, making it the first company to trademark a color.

The company opened an Asia/Pacific division in 1993. In May 1994, Owens-Corning acquired UC Industries, which produced Foamular polystyrene insulation. In 1996, the company changed its name to Owens Corning.