Cleveland Waterfront Beginnings

by John R. Wolfs

This is the first of a series of articles about historical events that shaped our Cleveland Waterfront today.

The Cleveland Waterfront as first established by Moses Clevelands's surveyors in 1796, included a public landing at the mouth of the Cuyahoga River. The waterfront has been involved in conflict from the very beginning, almost 200 years ago.

The street and public areas were patterned after New England Towns, and public docks were established at the present Front Street, the foot of the present St. Clair, and approximately at Carter Road. The Front Street area, known as the Bath Street Tract extended from Water Street (West 3rd Street) to the river. Since this area was a beach, the name may have been more appropriate than was originally contemplated. An ordinance passed June 22, 1853 outlawed bathing from 5 a.m. to 8 p.m.

The surveyors laid out a system of streets and “Town Lots” using chain measurements, a chain being 66 feet. Hence, 99 foot wide streets were 1½ chains. Lots of two (2) acres were 132 feet apart by 660 foot in depth. Seth Pease’s Map of 1796 was described by metes and bounds in Volume A of the Trumbull County records. A re-survey done by Amos Spafford in 1801 was put into the Cuyahoga County Records by Alfred Kelley in 1814 with no changes.

The shore line east of the Cuyahoga River eroded from 1796 to 1842 when the first effort was made to halt shore erosion. The Cuyahoga River originally entered the lake 430 feet west of the present outlet. The Ohio Canal was opened to Akron in 1827 and shortly after extended to Portsmouth, a distance of 308 miles by 1832! Sand bars formed at the mouth of the river and Corps of Engineers dredged a new outlet, in 1827 and defined the channel with a system of piles and a rock-filled crib wall to establish a depth of 10 feet of channel. Limited funding caused the work to be spread over the next four years.

The “Old River Bed” was an oxbow cut off from both the lake at the west end (Edgewater Park) and the river. In fact, the Buffalo Land Company later plotted a system of lots and streets on all of “Whiskey Island” as part of Ohio City. Ohio City, by ordinance, proposed that a new channel be cut from the river to the oxbow so as to increase the dockage along this section. The City of Cleveland after annexation of Ohio City reaffirmed the ordinance and dredged the channel to a depth of 10 feet for the entire distance and assessed the cost on the abutting lots and streets improved by the project. The Cleveland and Toledo Railroad loaned the City $10,000 at 7% interest on a 5 year tax anticipation bond. The excavation was used to fill in the low lots up to 100 foot distant from the channel.

Next: The impact of the Erie Canal in New York and the Ohio- Erie Canal on Cleveland, followed by the railroads appropriating

Amos Spafford's map as copied by Alfred Kelley into Cuyahoga Co. records in 1814. Early History of Cleveland.

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MAKE IT HAPPEN!

We Need Your Help
Join The Cleveland Waterfront Coalition

Yes, I want to become a member of the CLEVELAND WATERFRONT COALITION and help improve our waterfront. Enclosed is a check for: ______, which is tax deductible. Membership runs from July 1 of one year to June 30 of the next year.

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The Cleveland Waterfront Coalition's strength comes from its volunteers. The Coalition has several committees that might be of interest to you. Please check the committee you might be interested in and we'll have the committee chairperson contact you.

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DEVELOPER JACOBS TO ADDRESS COALITION

Jeffrey P. Jacobs, a partner in JRM, Inc., will be the speaker at the March general meeting of the CWC. He will tell us about NAUTICA, a major development planned to transform the west side of the Cuyahoga River into a year-round entertainment/office/retail/marketplace.

NAUTICA, a private, joint-venture development between JRM, Inc. and Robert Cohn & Associates, will include a trolley system, trolley museum, restaurants, nightclubs, marketplace, marina, riverside boardwalk/promenade, and, believe it or not, and outdoor swimming pool.

By this summer's RiverFest, Jacobs expects to have the trolley line running from the west side of the river to the east side and a portion of the boardwalk/promenade completed.

Find out all about NAUTICA at the meeting, bring your friends; the meeting is free and open to the public. Refreshments will be served.
This headline heralded a public meeting held on December 18, 1976—not 1986!!! The occasion was a public meeting to discuss the successful result of a petition drive initiated by State Senator Charles Butts for the Ohio Department of Natural Resources (ODNR) to take over the management of the lakefront parks. The success of the restoration of the then terribly deteriorated parks has been proven by the attendance of almost 6,000,000 people at the parks last year alone. However, what everyone wanted then and what everyone still wants now is a BIKE PATH.

To quote from that article which appeared so long ago in the Plain Dealer, "Yesterday's hearing was designed to gather various suggestions for development of the shoreline..." The idea which created the most comment and approval was presented by Mrs. Mattielou Catchpole who represented the bicycle committee of the North East Ohio Group of the Sierra Club. She showed pictures for a bike route running from Edgewater Park to Gordon Park.

It all seemed so easy...then.

Ten years later, the Cleveland Lakefront State Park system has grown to include Euclid and Wildwood Parks. Now there are sources of recreation for fishermen, picnickers, hikers, and swimmers. But where is the bike path?

Among the many who had been asking this question were Representatives Patrick Sweeney and Frances Panesh, developers Robert Corna and State Senator Jeff Jacobs, the Cleveland Waterfront Coalition, and the lakefront committee of the Sierra Club. Emeline Clawson, Chairperson of the Research and Resource Committee of the Cleveland Waterfront Coalition, decided to research the holdup on the bike path.

At the suggestion of Peter Pucher (then Executive Director of the Cleveland Waterfront Coalition), Clawson contacted Richard Heaton of the City's Division of Research, Planning and Development (and designer of the award-winning plan for the park on Pier 34). A meeting was held in his office in February, 1984. In attendance, besides Heaton, Clawson, and Pucher were A. Parker (of Middough Associates), Wendell Phillips (NOACA bikeway coordinator), Kathy Sopenski (Ohio Department of Transportation), Dave Stites (Cleveland Lakefront State Parks manager), and Tom Yablonsky (Founder of the North Cuyahoga Valley Corridor, Inc.). Everyone was encouraged to learn that plans for the bikeway were in existence for some time. It was discovered, however, to be a complicated process: City, State, and private interests all along the lakefront had to be studied and related problems resolved.

Now things are ready to move. The State will pay $450,000 towards the construction of a bikeway, and the money is available now. Both the City and State have worked on the plans. The City will maintain the section of the bikeway outside the Lakefront State Park system.

Like a giant chain, the bikeway will extend from Wildwood on the east to Edgewater on the west. The City proposes to build it in two phases.

Phase I will run east from the Stadium to Wildwood. One important link in this section has already been forged. This past year bicyclists, fishermen, and strollers celebrated the bikeway and pedestrian bridge linking the Lakefront State Parks at the East 55th Street Marina and Gordon Park. A bridge was necessary to span the CEI powerplant intake and allow people without automobiles to travel along the lakefront.
Phase I of the bikeway will use existing roadways and new signs. Also, as part of this phase there will be an exciting addition of a multipurpose path or fitness course with exercise stations and mileage markers. This will run from the Donald Grey gardens to the Clark Tennis Stadium across from Burke Airport. It will be built as soon as the bikeway is in order. Some changes will have to be made to accommodate the Port Authority and the relocation of Erieiside Avenue around the inner harbor waterfront development.

Phase II will extend west from the Stadium to Edgewater Park, and has proven to be more difficult to plan. West 3rd Street required extra thought because of the heavy automobile traffic. Extra signage and lights will slow traffic at the most dangerous places. After winding through the Flats the chain will go across Elm Street, behind the Powerhouse, across Willow Street, and emerge by the tennis courts on the West Shoreway and Division Street. Where Division Street, the Shoreway, the branch of the old river, and the Conrail bridge converge the bikeway will stall...it would cost about $1,000,000 to

There is an alternate and perhaps preferable route—to continue across Elm Street to the Railroad crossing on Whiskey Island. An overpass or underpass would still have to be built. But on Whiskey Island there are still some problems. Who owns the island? What are the plans for future development of the island itself? A new road would have to be constructed to Edgewater Park. None of these roadblocks are insurmountable, but still must be worked out.

All the ideas for the bikeway invite dreams for the future. Some day the bike chain could complete the "Emerald Necklace" of parkways around Cleveland. Someday the bikeway could link the Rocky River Metropark with the Euclid Creek Metropark, the Flats, the Cuyahoga Valley National Recreation Area, and Gordon Park with Shaker Lakes via Martin Luther King Drive. This will all require hard work and much cooperation from everyone. BUT THE LAKEFRONT BELONGS TO EVERYONE and if people want this badly enough and are determined enough, the goal of a bikeway along the lakefront will certainly be secured!

by Julie McGovern, William Andrew Graber, and
Cleveland Waterfront Beginnings

This is the second of a series of articles about historical events that shaped our Cleveland waterfront today.

The initial settlement of Cleveland in 1796 and the opening of the Ohio-Erie Canal from Akron to Cleveland in 1827 was a period of slow growth for the community. Cleveland had to compete for new settlers not only with other fledgling towns in the Connecticut Western Reserve, but also with the Marietta Land Company, the Virginia Military lands around Columbus and the Symmes Tract in Cincinnati.

The War of 1812 also posed a threat to new settlers, remember the battle of Put-in-Bay? Eastern farmers were not attracted to the North Coast; they disliked the sandy soil and mosquitos of Cleveland and were unhappy with the high land prices. Farmers got better deals away from the lake, where the clay soil and climate were more to their liking.

New York State opened the Erie Canal from Albany to Buffalo in 1825 to insure that New York City would retain its position as the number one port and focal point of the corridor to the Northwest Territory. This event was not lost on Alfred Kelly, the first mayor of Cleveland, who lobbied for the State Canal System. Of several routes available, the Cleveland terminal for the Central Canal was chosen over Sandusky and Fairport, mainly due to

The canal followed the Cuyahoga River to Akron, crossed the divide, then followed the Muskingum River to Dresden. It then went west toward Columbus and down the Scioto Valley to Portsmouth. This long route was chosen to placate objectors and garner the maximum number of votes. The 38 miles from Akron to Cleveland required 44 locks to accommodate the 395' difference in elevation.

The outlet and canal basin site in Cleveland was settled when Mayor Kelly donated a third of his river frontage to the system. In a few years the banks of the river were lined with docks and warehouses, and city ordinances required owners to keep their wharves in good repair. A tariff was in effect for public landings at Bath Street and other streets ending at the river. Today

Detroit-Superior bridge and the outlet is adjacent to Heritage Park I.

During the interval between 1827 and 1850, The port community of Cleveland grew phenomenally -- from a meager population of 500 in 1825, to 6,230 in 1835. In 1825 the port registered 54 vessels carrying 7,310 tons; 10 years later, 437 vessels carried 412,998 tons. Of this number, 67 vessels arrived from foreign ports. (The opening of the Welland Canal in 1829 allowed passage around Niagara Falls)

The cost of canal construction, even with large grants of public lands by the federal government, put Ohio into financial peril. The Ohio-Erie Canal alone cost $4,695,000 to construct. High maintenance costs for docks and the tow path resulted in continuous financial deficits; the canals had few years when tolls were adequate to meet expenses. Little wonder that when entrepreneurs came to the state legislature for railroad charters, including the right of eminent domain, they were granted.

Soon after 1850, six railroads were chartered; all in competition with the canal at Cleveland. Even the father of the Ohio Canal System, Alfred Kelly, joined the fray as head of the Cleveland, Columbus and Cincinnati Railroad.

NEIT: The railroads take over the lakefront.

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Cleveland Waterfront Beginnings

by John R. Wolfs

This is the fourth in a series of articles about historical events that shaped our Cleveland Waterfront today.

By 1875, the railroads had captured the city's waterfront. In addition, two minor railroads to Akron and to Canton were built. Cleveland was the midpoint on the LSMS RR that was soon to be the New York Central's main line between Chicago and New York City, with the competing "Nickel Plate" RR to follow. Passenger traffic was heavy. With the introduction of coal to fuel locomotives, heat homes and power industry, Cleveland shipped coal to the upper lake ports and to Canada. John D. Rockefeller located his Standard Oil Co. "Refinery No. 1" along the C&M RR on Broadway, as his oil came from the new western Pennsylvania oil fields. Only when the Erie RR took over the route did the scandal, rebates and kickbacks, which were the hallmark of the Jay Gould operation, occur.

With discovery of large deposits of natural iron ore in Michigan and the Upper Peninsula, Cleveland interests bought the ore to the area. As the sources of ore used in Pittsburgh, ironfont and Wheeling were exhausted, the railroads from Cleveland soon supplied the need. By bringing coal, limestone and ore to Cleveland via water and rail, the city became a steel center and ore port as it is today. The original steel producers were the Newburgh Rolling Mill, Otis Steel Co., Bourne-Fuller Steel Co. and American Steel and Wire Co. The present firms are successors to Cleveland entrepreneurs, but without local roots.

Ore was originally unloaded by hand at Whiskey Island where it was shipped downstream on the C&O RR. The Pennsylvania RR acquired the C&P on a 99-year lease and installed Brown Hoist unloaders on the old river bed docks. The Erie RR operated the New York, Pennsylvania, and Northern Ohio (NYP&H) docks on the south side of the river, with Cleveland ore delivered directly to the river docks of the local mills.

The congestion on the Cuyahoga with numerous swing bridges, which had a center pier dividing the channel to less than half, was the concern of City Engineer Walter Price, who saw the need for more dockage and a larger port. The lumber trade, shipbuilding, oil refineries, ship chandlers, and warehouses added to the congestion of the river.

The Corps of Engineers declared that the needs of the Port of Cleveland would never be met by the confines of the river and recommended to Congress that an outer harbor be built. Congress authorized the start in 1876 of the shore end opposite W. 58th St. This construction extended North 10 degrees West, 3130', then turned East, parallel to the shore, and was to originally extend to a point opposite the river piers, a distance of 4030'. The extension beyond the river opening was built between 1888 and 1915. In 1898, the Secretary of War was authorized to establish "Harbor Lines" that was to be the limit of encroachment. The line in Cleveland was established in 14' of water; that coincided with the draft maintained by the city in the Cuyahoga River to the old river docks. No dredging was anticipated for the harbor. The breakwall as it presently and concrete, mostly in 20' of water. The width of the base of the east breakwall is in excess of 140' at the lake bottom.

It did not take long before the Pennsylvania RR filled out to the harbor line opposite the newly created harbor for a new ore dock and installed the newly invented Hulett unloaders as the Old River docks were obsolete. While the state challenged this unilateral action by the railroad, the Ohio Supreme Court (1940 S.61, 1916) held they were acting within their property rights. The City Law Director Newton D. Baker challenged the "Bath Street Turn" lease arrangement in 1905, but also lost in the courts. This litigation was instrumental in having the city, who had owned "Lakeview Park" (a parcel along the lakefront between W. 3rd and E. 9th) since 1872, to take steps to clarify the ownership of the land from the railroad tracks to the harbor line. The General Assembly authorized a Governors Deed for this transfer Jan. 29, 1914. This deed secured the city's right to extend E. 9th St. to the harbor line and to negotiate a 40 yr. lease for the Cleveland & Buffalo and Cleveland & Detroit Navigation Companies move from the river (at Settlers Landing) and build what is the present Pier 34. The land occupied by the stadium consisting of 58 acres was filled between 1896 and 1911. The two companies each built half of Pier 34 to accommodate the passenger ships and package freight business. Matching two story brick buildings for passengers and offices fronted Erieside. A single story shed on each side of the pier adjacent to the water, with a railroad siding on the center area was used for over 50 years.

The Corps of Engineers extended a pier opposite Erieside and constructed a warehouse and office on fill in 1911. This area of the lakefront from E. 9th to E. 12th was riparian to a U.S. Marine Hospital opened in 1852 to serve sick seamen. Deductions from wages were replaced in 1884 by a tonnage tax until 1905. (Early Medicare and user taxes are not new) When the hospital was no longer needed it was converted into the first "City Hospital" and subsequently into Lakeside Hospital, both serving local needs of health care. North Point now occupies the site on the bones of the Cleveland Press.

The 1914 report of the City Engineer listed the costs of dredging the Cuyahoga, including the channalization from Van Eps Road (city limits) to Harvard. The new channel required 1,500,000 yards of earth to be moved at city expense to improve the flow as a result of the flood of 1913. Lower river channel improvements consisted of river widening and replacement of swing bridges of the Scherer design. A special committee of Council recommended improvements to the lower Cuyahoga, with federal participation. Mayor Newton D. Baker offered to pay 50% of the costs of straightening the river at Superior, Carter and Mahoning, eliminating Irshowyn, Collison and Wheeling Bends. It was pointed out that lake vessels had reached 517' in length and the bends in the river restricted vessels over 480'. Suffice to say naught came from the Federal Government and the Corps of Engineers. Cleveland embarked on a river widening and dredging program funded solely by the City until World War II.

Up to this time the railroads developed all of the lakefront between the river and W. 3rd St. Whiskey Island north of the tracks was divided up from a riparian rights line established in 1884 between the Pennsylvania, NYC and the Erie Railroads. Since the NYC was not in the ore trade at Cleveland and the NY&P docked the Erie, only the C&P Dock on the lakefront was developed. Hence, the question as to "ownership" of the balance. Suffice to say, the public rights should prevail.

NEXT: The City hires Frederick Law Olmsted to plan the Mall
Doodle Champions

Who is the best Doodle in Cleveland? The CWC, that's who! What is the best Doodle? Who cares -- we have a three foot high trophy that says we're No. 1.

Actually we really do care: the first Annual Downtown Doodle Jubilee Parade took place during the Square-to-Square Celebration and it combined floats, marching units, circus animals, and doodles (a take-off on the famous DooDah Parade first held in San Francisco). A Doodle depends on originality and enthusiastic performance; our world famous Precision Land-Swimmers were up to the challenge and managed to edge out an excellent Lawn Mower Brigade for first place in the Doodle category. Awards were also given out for Best of Parade, Best Float, 1st, 2nd & 3rd place for Marching Units and Doodles.

As usual the Coalition Booth at Square to Square drew many people who were interested in waterfront development, and quite a few signed cards requesting further information on our group.

It was a grand day for the CWC, with special thanks to those who showed up to take part in a long, long, long march to glory.

Willard Was Here

Weatherman Willard Scott of the NBC "Today" show (WKYC Ch. 3) was in Cleveland, Wednesday, June 4th for a groundbreaking ceremony, and what a glorious day it turned out to be.

Mr. Scott did his weather segments live from the Goodtime II, and we were blessed by a "typical" Cleveland day: crystal clear and sunny (we won't mention the rain on Tuesday or the fog that rolled in on Thursday).

The 7:30 a.m. segment with Mayor George Voinovich honed in on the Inner Harbor project, culminating with the presentation of a "Make It Happen" poster and an invitation to return for the grand opening.

Other segments covered "Polish" donuts from Parma, The Rock 'n' Roll Hall of Fame, and Jim Fryan and Ernie Zimmerman, skippers of the Goodtime II. Funniest piece was when Willard, who was topless (sans toupee) had Dennis Lafferty, executive director of the domed stadium committee bend over so they could compare "dongs".

Cleveland looked great on national TV, and Willard Scott really did his homework on the many different upbeat events taking place.

Krazy Craft Race

RiverFest is nearly upon us and we still need more help in building our entry. You don't have to be mechanically-inclined or artistically-talented, just willing to work.

The building will be done over two weekends: July 12 & 13, and July 19 & 20. If you can help on any or all of these days, please call Kathleen Sweeney at 252-3282. She will give you all the details on time and location, and make sure there is enough beer and pop to go around.

We did ourselves proud in taking First Place in the Doodle Parade; we want to continue this winning tradition by having a super entry in the Krazy Craft Race. We need your help!

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Did You Know?

Only one of the Great Lakes, Lake Michigan, is wholly in the United States; the others are shared with Canada!

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Did You Know?

The Great Lakes form the largest body of water on land...
Cleveland Waterfront Beginnings

by John R. Wolfs

This is the fifth in a series of articles about historical events that shaped our Cleveland Waterfront today.

In response to the interest of the American Institute of Architects and the Cleveland Chamber of Commerce in a mall concept, a commission was created by the Ohio Legislature in 1902. The Commission was headed by Daniel H. Burnham, whose reputation was made by the Chicago Exposition in 1893. (Burnham was later succeeded by Frederick Law Olmsted) A plan was presented to Mayor Tom L. Johnson, utilizing a run-down section of downtown. It was proposed to group all public buildings along a central mall extending from Rockwell to the lake, creating an open plaza surrounded by monumental buildings.

The Federal Building, built in 1905, was the first erected. The present County Court House and City Hall followed in 1912 and '16.

A principal feature of the plan was to build a monumental Union Station on the lakefront (Mall C) to serve as a gateway to the city. However, the Van Sweringen’s proposal that the Union Terminal be built on Public Square was approved by a voter referendum and put an end to this concept. All the railroads used the station except the Pennsylvania RR.

This turn of events changed the planning of the city’s lakefront. The railroads continued to occupy the lakefront east of W.3rd St. and the city continued to make grand plans for piers and a service road from E.9th to E.72nd.

Under City Manager Hopkins, the city (at that time the largest single property owner by virtue of the Kirtland Water Plant land at E.49th) began a study of the lakefront east of E.9th St. The U.S. Government created both a harbor line and a pier head line, reflecting the intent to build a series of slips from E.12th to E.55th so as to maximize the dock space protected by the breakwall.

Although Maj. Gen. Edw. Markham, Chief of U.S. Army Engineers, predicted a renaissance of water transportation nationwide, George Sowers, former City Engineer and Chairman of the Cleveland Port and Harbor Commission recommended, in 1938, to Mayor Harold Burton that the needs of Cleveland for commercial navigation could be served by facilities between W.58th and E.12th. Sowers wanted the used (to) "make our city a great playground and vacation center". A Plain Dealer editorial took issue with Mr. Sowers over "bathing beaches, boating lagoons..." and other recreational uses of the lakefront. The result was makeshift use of this section of lakefront, with the exception of Burke Airport. The 50 years that have elapsed show the Plain Dealer wrong and George Sowers right.

In 1928, the St. Lawrence Seaway was talked about as a certainty, with Cleveland and other Great Lakes Ports becoming the terminals for Mid-America overseas shipping needs. The planners showed how port commerce would be cost effective to the extent that shippers would abandon the traditional ports on the east coast.

The Welland Canal, rebuilt by the Canadian Government in 1930, provided locks of 800’ in length and 80’ in width with a draft of 30’, thus setting the design for the seaway locks. In contrast, the Poe Lock between Lake Superior and Lake Huron was 1200’ by 110’ by 31’ in depth, larger than any vessel in existence at the time of its construction.

In brief, when the Seaway was opened in 1959 it could only handle obsolete sizes of ships that were expected to compete with vessels berthing at the east coast that had no size limitations.

It could well be that the railroads (with their substantial investments at east coast ports and the extra revenue from longer haul) and the power interests (who wanted low cost hydropower) used the seaway commerce banner to foster their own interests. They insisted the Seaway project be self-sustaining and pay for its own retirement, interest, and operating costs from tolls. The Cleveland railroads helped frustrate the planning process by agreeing to exchange their claim for the "Burke Airport" parcel for the "Bath Street Tract" and supporting the "Jackson Bill" which allowed a Governor’s Deed to be drafted to make it all possible.

Space prohibits a full discussion of the property exchanges; they are covered in a "Week’s Report" on file in City of Cleveland archives dated 1931. The original 1928 Hopkins Lakefront Plan provided for a 150’ wide boulevard from E.9th to Gordon Park. The balance of properties not claimed by the railroads, i.e., Cleveland Builders Supply Co., Lake Shore Saw Mill & Lumber Co. and the American Steel and Wire Co., were eventually resolved. The city obtained the necessary rights to build the much needed lakefront expressway, but the grand plans for piers were forgotten. Only the Nicholsor Terminal became a reality at E.55th Street.

Next: The WPA and PWA funds are used to make improvements to
THE FIRST CWC KRAZY CRAFT

The Krazy Craft Race, held on RiverFest Sunday, was a great success for the CWC. It was our first attempt to build a boat out of milk cartons, so just crossing the finish line was an accomplishment. It must be admitted that we barely crossed the finish line and had to be towed to the dock; but we did finish. (There were a number of entries that did not make it across the starting line, so we could have done worse) A few minor design errors were discovered, such as the lack of cross-bracing to hold the boat together, but we learn through trial and error, right? Next year will be better.

So many Coalition members volunteered so much time to help build our Craft, that they can’t all be listed here, but special kudos must go to Patti DeRosa, who gave up the use of her garage and backyard for weeks while construction went on and Mark Rantala, a superb construction superintendent.

Kathleen Sweeney, who headed up the entire project, was indefatigable in her efforts. She not only rounded up volunteers, coerced contributions from recalcitrant companies, borrowed a truck and drove around picking up supplies, and helped with construction; she also led the cheering squad on the banks of the river. Well done, Kathleen.

Thanks are also due to Dairy-Pak, who not only donated the milk cartons, but decided to join in and enter the race (with a magnifi-cent entry that looked as if it could sail the ocean); Manco, Inc., who donated enough tape to wrap the Terminal Tower; Forest City, who donated the plywood; Danny Conway for his truck; Danny Kelly for pick up and delivery service...everyone was super.

*******************************************************************************

For the second year in a row, The Park won a first place for their entry "The Par T Shark". And for the second year in a row, we are grateful to The Park for donating their first place prize money to the Coalition.

SECOND ANNUAL RECOGNITION LUNCHEON

The Cleveland Waterfront Coalition held its Second Annual Recognition Luncheon on Friday, August 8th at The Mid-Day Club to honor those who have promoted the development of the Cleveland waterfront.

This year the luncheon, under the expert guidance of Master of Ceremonies Peter R. Pucher, honored the various levels of government which have pulled together and contributed to the waterfront initiative.

Accepting awards were: Gary Conley on behalf of Mayor Voinovich and Councilmen Gus Frangos and Jim Rokakis as representatives of City Council.

Joe Sommer was honored for the efforts of the Ohio Department of Natural Resources and also accepted the award for Governor Celeste.

Representatives of U.S. Senators Metzenbaum and Glenn and Congress members Oakar, Feighan

State Senator Mike White roused the crown by stating "Hell yes we can, move over Toledo and Baltimore, and all the rest of you Cleveland is on its way"; and State Senator Charles Butts pledged his continuing support.

State Representative Barbara Pringles accepted on behalf of State Rep Patrick Sweeney and Nancy Cronin appeared for the Board of County Commissioners.

Because all governmental bodies are no more than representatives of the people, a special award was presented to the citizenry; the award was accepted by one of the treasurers of the Coalition and a driving force on waterfront development, Helen Horan.

In his keynote speech, Joseph Sommer Director of ODNR, left us with an important thought: "Lake Erie has come a long way, but it is still a very fragile resource; it must
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This is the sixth in a series of articles about historical events that shaped our Cleveland Waterfront today.

Cleveland has rarely recognized those individuals who influenced the direction of the growth of the city. Here it not for a minor brouhaha reported by the CLEVELAND NEWS, the contributions of one Burks Oakley, a civil engineer in the Utilities Department, would have been forgotten. This news item was the only credit Oakley received for his 13 years of work on the lakefront.

On August 18th, 1938, the NEWS reported that, "Oakley was assigned to lakefront work in 1925 when former city manager E.R. Hopkins assigned his deputy, Oakley, to direct the development of the lakefront." (The recently opened freeway was an instant success and indicated a need for widening) Service Director Evans complained to Mayor Harold Burton that bridges were the responsibility of his department, so the mayor assigned City Engineer Heslop to go forward with a W.P.A. financed project. A measure of the quiet role Oakley assumed was expressed by the quote "Oakley declined to comment on the transfer. He was attending the Common Pleas Court hearing over the ownership of the lakefront land."

The "map" Burks Oakley prepared was a series of plats extending from 1/2 mile west of West 117th Street to 1/2 mile east of Gordon Park done by plane table in the field (this was before the days of aerial photometry). He also collected all of the plats and deeds of lakefront land, which remain in the files of the Division of Water, a complete history of Cleveland's lakefront land ownership.

I worked with Burks Oakley in 1953 when he was resident engineer at the Southerly Sewage Plant without fully appreciating the dedication of Mr. Oakley to his profession; he was not one to look back.

The long talked about development of a port from East 9th to East 55th was made possible by the city putting to work the unemployed: funding of the work force was provided by the W.P.A. The roadway extended from East 9th to East 72nd where it connected to Lake Shore Boulevard in Gordon Park.

In addition, using other federal funds, the lakefront airport was begun by filling from East 22nd to East 22nd from the harbor line to the railroad by an early C.W.A. agency with equipment furnished by the city. This was transferred to a P.E. by Heslop and ultimately run by the Shore Line Park. It included 6 acres of land for seaplanes. The three runways were to be 300’ wide by 2700’ to 3300’ in length; the initial runway of 350’ by 1100’ was in use as early as 1933. Part of the work consisted of extending the East 12th Street sewer to the lake. The city water division owned substantial frontage, so ownership was no problem and the courts decided the riparian rights for the remaining parcels.

The Lakeside Yacht Club built a small boat harbor at East 49th Street, the first along the lakefront, as the Cleveland Yacht Club moved to Rocky River.

Prior to 1929, the Edgewater Park bulkhead was extended adjacent to the south end of the government piers, using 500 feet of concrete. On the east side, Gordon Park was bulkheaded with an extension of the C.W.A. program, creating a new park called Edgewater Park, the first public lakefront park in Cleveland.

Next: The City adopts the lakefront plan and embarks on port improvements.

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Did You Know?

In India, with its great respect for water, it is considered good luck if it rains on your wedding day!

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New Members

Welcome to the following folks who have joined our ranks in support of Waterfront development:

Kathleen L. Barber Cleveland
Vernon E. Burger Aurora
David M. Dennis Cleveland
Emi Garapick, Jr. R. River
Cathryn Kopp Cleveland
Ronan Kordal St. Louis, Missouri
William P. Moore Cleveland
Mary Louise Newberry CLE Hts
M/M Eric N. Rieke Willwood
Joseph T. Romeine Cleveland
Donna Marie Skala Garfield Hts
Mrs. Maureen Vogel R. River