

THE VILLAGE PIONEER



*Journal of the Sheffield Village Historical Society
& Cultural Center*



Barn reflected in a farm pond on North Ridge in Sheffield.

Spring is on the Way!

Winter will soon be over and spring on its way! It won't be long until we can enjoy views like this farm pond on North Ridge. Male largemouth bass and bluegills will start to build nests in the gravel bottom to attract females. Cattails will sprout and fleabane daisies will bloom in pink and white. These flowers are reputed to drive fleas away—time will tell. Green frogs will leap from the shore with a squeal, and unfortunately Canada geese will again make their presence known.

Prohibition in Sheffield

From 1919 to 1933, the United States was legally dry. The 18th Amendment to the Constitution gave the Federal government power to prohibit “the manufacture, sale, or transportation of intoxicating liquors.” The ratification of the 18th Amendment in January 1919 culminated a grass-roots temperance movement that had begun a century earlier.



Prohibition exhibit at the Ohio History Center, Columbus, Ohio.

In the early 1800s many Americans were becoming alarmed with the high rates of crime and disease among immigrant workers in urban slums, attributing much of the problem to alcohol abuse. In 1846 Maine



Monument to World War I soldiers at the Ohio History Center in Columbus, Ohio.

was the first state to pass a prohibition law and by 1855 another 11 states followed suit. In spite of efforts by the Woman’s Christian Temperance Union and the Anti-Saloon League to retain these statutes, most

states had rescinded statewide prohibition by the 1890s in favor of local-option laws, permitting communities or counties to vote themselves “wet” or “dry.”

The United States entry into World War I provided a convenient new set of arguments for the prohibitionists: (1) because German-Americans dominated the brewing industry, what could be more patriotic than lessening

the economic influence of persons whose loyalty was in question? and (2) prohibition would free up large quantities of grain, thus increasing food supply for the armed forces. These arguments, plus the perceived family degradation resulting from excessive drinking by the “bread winner,” converted

many “wets” to “drys,” thus clearing the way for national prohibition under the 18th Amendment. Eventually 46 of the 48 states ratified the amendment—Connecticut and Rhode Island never did.

In October 1919, Congress passed the Prohibition Enforcement Act over President Wilson’s veto. This act defined “intoxicating liquor” as any beverage containing more than 0.5% alcohol, thereby making even

beer and wine illegal. This stipulation had serious ramifications for grape growers and winery owners, forcing them out of business or reducing wine production to only small amounts for medicinal uses and sacramental purposes in churches.

The nation’s experiment with Prohibition created serious problems in the American lifestyle. The long coastlines in the East and West, as well as the unguarded frontier with Canada, made it impossible to stop the flow of illegal liquor into the country. With Ontario only 60 miles across Lake Erie, “rumrunning”—the act of bringing prohibited liquor ashore, mainly from Canada—became a lucrative profession in northern Ohio along with “bootlegging”—making, distributing, or selling illegal liquor. Bootlegging became big business controlled by criminal elements in nearby cities like Cleveland, Toledo and Detroit. Gang wars and other violence became common during the “Roaring Twenties” as gangs branched out into gambling parlors, dance halls, and prostitution houses. By the end of the 1920s they developed the “rackets”—practice of mobsters or “racketeers” collecting “protection” money from businesses by threatening violence if their victims failed to pay.



World War I troop trains became common sights as America entered the struggle (courtesy of Ohio Historical Society).



This “still” was used to make bootleg “hootch” during the Prohibition Era. The top bears evidence of having been busted by federal revenue agents. Nationally some 300,000 people were convicted of Prohibition violations (courtesy of Ohio Historical Society).



The Thompson machine gun was the weapon of choice for gangsters and lawmen during the 1920s (courtesy of Ohio Historical Society).



Sheffield Lake Village Officials (1930): left to right—Deputy Marshals F. Young and Henry G. Root, Marshal W. L. “Roy” Clites, Clerk Frank Field, Mayor Fred Hosford, and Deputy Marshals A. Welter, A. Gilles, and W. Osborne. Deputy Marshal L. Cheney was appointed soon after photograph was taken.

Prohibition was fairly effective at first, but as time went on it became a disaster. The people themselves were partly to blame for the widespread violation of the law. Many Americans who were otherwise law-abiding citizens refused to take Prohibition seriously. With the inauguration of President Franklin D. Roosevelt in 1933, Congress set about to fulfill the administration’s promise to the people to legalize beer. Later that year the entire Prohibition Era ended with the adoption of the 21st Amendment to the Constitution which repealed the 18th Amendment and returned the power to control the sale of intoxicating drinks to the states.

The Sheffield Experience

Actually, Prohibition proved to be an unexpected boon to vineyard growers in the Sheffield-Avon area as the demand for grapes increased with the closing of commercial wineries and the advent of “basement” production of wine and beer. Under the federal Prohibition laws, individuals were permitted to make up to 200 gallons of wine for personal use, not to be sold or even given away. Allan Klingshirn, of Klingshirn Winery on Webber Road in Avon Lake, was just a young boy at the time, but recalls this widespread production of homemade wine. The Nagel Family of Avon operated a press at the time that processed much of the local grape production, yielding juice ready to be fermented in barrels at many of the area farms. Although supposedly restricted to family consumption, Allan remembers stories of nighttime deliveries to bootleggers, destined for illegal city markets.

In 1930, the population of the Village of Sheffield Lake, including what are now the Village of Sheffield and the City of Sheffield Lake, was only 1,276, but the police force numbered seven marshals. This relatively large force was necessary to combat the criminal elements that arose during the Prohibition Era. Sheffield Lake Village was proud of its marshal and six deputy marshals, as documented in the following excerpt from the 1931 Brookside High School yearbook, *The Leader*:

“Roy” Clites and his squad are a formidable group. Their presence in appropriate uniform is alone enough to demand respect and order. All are respected and they are all good hard workers. Under the able leadership of “Roy” our marshal, we can all feel safe and know our community is getting the best protection possible. We are thankful and appreciate their effort and good hard work.

By the 1920s the automobile was no longer the exclusive possession of the well-to-do. A survey in 1923 showed that nearly half of the working-class families in a typical Midwestern town owned a car. The automobile increased the difficulty of law enforcement by providing bootleggers with a convenient means of escape, as well as an efficient means to transport illegal liquor.

However, Deputy Marshal Henry G. Root (1885-1971) of Sheffield was fond of telling the story of how he apprehended some local bootleggers. One spring day in the late 1920s a gang was trying to elude the Sheffield marshals who had been tipped off that a shipment of booze was scheduled to pass through the Village. The marshals gave pursuit when the bootlegger's truck came along North Ridge bound for Cleveland. Marshal Root chuckled, "They knew the Village back roads and fields too well, but they didn't consider the spring muck. As soon as they saw us, the truck quickly turned off the ridge and down onto a familiar farm lane where the gang hoped to hide. As soon as they reached the flats, their truck became mired in the mud."



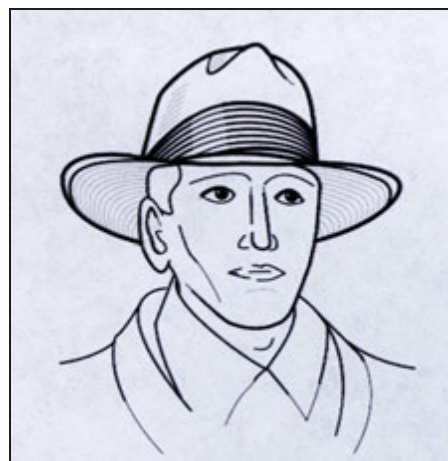
Shirley Garfield's model-T Ford (~1910), one of the first automobiles in Sheffield. Automobiles were instrumental in bringing the Prohibition Era to a close.

Barbara [née Wagner] Sheets of East River Road in Sheffield Village relates an incident that took place on the east side of Lorain in the waning years of Prohibition. Barbara's father, Edward Wagner, had a hard time finding work during the Depression. He finally took a job working at the all-night *Hi-Speed* filling station on East Erie Avenue. Late one evening a sinister-looking sedan pulled into the station and four men in black suits and fedora hats got out. They ordered Edward to "Fill 'er up." They said something about being on their way from Cleveland to Detroit and Edward guessed they must be part of the mob. He did as they ordered. When the time came to pay they abruptly said, "We don't have any money." Edward knew it was pointless to argue with the mob and was resigned to accept the loss—thankful that he was alive to tell the tale. Then a startling thing happened. One of the gangsters said, "Here, take this in payment" as he shoved his gun into Edward's hand. Some 80 years later, Barbara still has that gun.

In the cities, "speakeasies"—illicit liquor stores or nightclubs—were commonplace during Prohibition. However, it is doubtful that they were common in small farming villages such as Sheffield or Avon. Yet we did have Avon Isle, a popular dance pavilion built on the banks of French Creek in the early 1920s. Interviews with residents of Avon and Sheffield who attended dances and other events there some 80 years ago reveal its colorful history as a unique meeting place for men and women of diverse cultural backgrounds. Jessie [née Middlestead] Root, who grew up in Avon during the 1920s, recalls with pleasure the good times that she had there, but emphatically denies that Avon Isle was ever a speakeasy or served illegal alcohol.



Barbara [Wagner] Sheets holds the gun the Cleveland mob gave to her father in payment for gasoline.

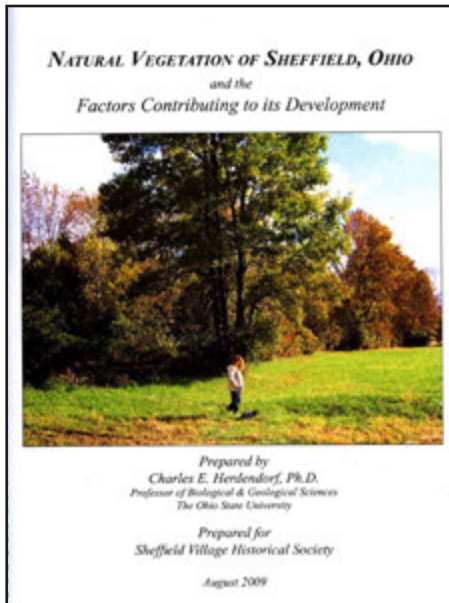


Mobster in a fedora.

It was not until after the end of Prohibition that wineries began to spring up in our area. The first was Avon Lake's Klingshirm Winery in 1935. The following decade Sharick Winery on French Creek Road and Barney Jungbluth Winery on Abbe Road opened in Sheffield. In 1946, Christ Winery on Walker Road in Avon Lake was established. The Sheffield wineries are long gone, but the Avon Lake establishments continue to produce fine local wines.

Natural Vegetation Book Published

The Sheffield Village Historical Society has completed a 189-page book titled, *Natural Vegetation of Sheffield, Ohio and the Factors Contributing to its Development*. Copies have been placed in several area libraries, including: Brookside High School, Domonkas Branch of the Lorain Public Library, French Creek Nature Center, Sheffield History Center, and the Sheffield Municipal Center.



Natural Vegetation is here defined as the plants present in Sheffield at the time of initial settlement by pioneers from New England (circa 1815). Distinct plant communities developed in Sheffield over geologic time as a result of a number of physical and biological factors.

About 12,000 years ago the last glacial lake drained from Sheffield, allowing the colonization of the new land surface by terrestrial plants. The geologic features and materials left behind by glacial ice and the ensuing glacial lakes influenced the development of our plant communities. These factors coupled with topography, climate, time, and the formation of soils resulted in the flora that greeted the pioneers on their arrival in Sheffield.

The early settlers began clearing the forests for their farms and by 1967 only 13% of Lorain County's land area was wooded. Fortunately today, much of the Black River, French Creek, and Sugar Creek valleys within Sheffield have been preserved as woodlots within the Village

and County park systems, as well as some property along abandoned railroad rights-of-way.

The Village of Sheffield, located just a few miles south of Lake Erie, has a climate that is strongly influenced by its proximity to the lake. Lake water has a higher specific heat [capacity to absorb large amounts of thermal energy with small temperature change] than soil. Thus, Lake Erie changes temperature more slowly than the land surface, delaying the change of seasons along the shore. Lake Erie absorbs a great amount of heat in the spring and summer with a relatively small change in temperature and slowly releases that heat in the fall and winter. This heat capacity of water not only permits the lake to act as a buffer against wide temperature fluctuations, it narrows the range of temperatures to which an aquatic organism is subjected, as compared to those living on land. Lake Erie temperatures rarely exceed 80°F, whereas air temperatures as high as 108°F have been recorded in the vicinity of the watershed. As the water in Lake Erie gradually warms in the spring, the land within about 5 miles of the shore

remains cooler than the land in the more southerly portions of the Lorain County. After reaching a temperature of 75-80°F in August, the lake begins to cool slowly during autumn and early winter, tempering the first cold waves of winter and pushing back the first freeze by several weeks. This phenomenon fostered the planting of the extensive vineyards and orchards that once covered the Sheffield landscape.

Originally, nearly all of Lorain County was covered with mixed hardwoods—forming a portion of the great *Deciduous Forest of Eastern North America*. The Deciduous Forest was stunningly diverse with some 200 species of native trees. In Sheffield alone, 75 species of native trees have been identified, as well as over 350 species of native herbaceous (non-woody) plants. In the past two centuries an additional 200 alien species and introduced plant species have been incorporated into the Sheffield flora through human activities. All of the plants known to occur in Sheffield are listed in three appendixes in the *Natural Vegetation* book, arranged: (1) by scientific family name, (2) by scientific species name, and (3) by common name(s).



Colorful fall trees along Detroit Road.

Even More Bear Stories

This illustrated story comes to us via John Edwards, reporter with *The Avon Lake Press*, from his cousin Cathy who lives in the woods between Charlevoix and Petoskey, Michigan. It seems that a neighboring family on the outskirts of Petoskey decided to build a study, colorful playground for their 3- and 4-year-old sons. They lined the ground all around with smooth-stone gravel to avoid knee scrapes and other injuries. Most likely some of the stones were fossilized *Hexagonaria* colonial coral, known as *Petoskey Stones*—Michigan’s official State stone. They finished building it one Friday evening and were very pleased with the end product.

The following morning, “Mom” was about to wake the boys and have them go try out their new play center. The photographs below are what she saw from the upstairs window. The local game protector had to be called in to shoo the cubs off. Cathy thinks this gives a whole new meaning to the phrase, “If you build it, they will come!”



Fossil colony of *Hexagonaria* coral before polishing (upper). Polished Petoskey Stone (lower).

Petoskey bear cubs at play!

Calendar—Historical Society Presentations

March 16 (Tuesday, 7:00 pm)—*The Gold Rush of 1849: Adventures of Lorain County’s Buckeye Company on the California Trail*. Kendal at Oberlin’s Heiser Auditorium.

March 31 (Wednesday, 7:00 pm)—*Eureka! Sheffield and the California Gold Rush of 1849*. Domonkas Library, Sheffield Lake.

April 10 (Saturday, 1:00 pm)—*Search for and Exploration of the Gold-Rush Steamer SS Central America*. Sandusky Maritime Museum, Sandusky, Ohio.

May 17 (Monday, 7:00 pm)—*Treasures of a Lost Voyage: Shipwreck of a Gold-Rush Steamer*. American-Croatian Club, 4846 Oberlin Avenue, Lorain, Ohio.

All presentations are free and open to the public.

Sheffield Service Building Sign

Have you ever driven down Colorado Avenue and wondered how we got such a grandiose raised-letter sign on the service building proclaiming the name of the Village? It looks expensive—but it only cost the taxpayers about \$100. Here's how it was accomplished.

In the winter of 1995-1996, Leo Sheets was serving as Village Administrator, and as such he headed up the Sheffield Village Service Department. The then relatively new Service Building at 4480 Colorado Avenue was without an identifying sign. Leo and the service crew decided they needed to rectify this and at the same time create something special for the Village. They had a 30-foot-long section of exterior wall to work with between two roof drainpipes. "Let's use it all" was the plan.

The first step was to roll out a 30-foot strip of butcher paper, 48 inches wide. Next a script-style stencil was used to lay out the letters on the paper and then expand them to about 2 feet in height to form a template for the sign. Once the size was of each letter was determined, the template was used to transfer the outlines to sheets of 2-inch-thick Styrofoam™ that were cut out with a saber saw. The letters were then ready to be affixed to the exterior wall, but first a coat of stucco-like material, known as *Drive-It*, was applied to the wall to give it an even surface. *Drive-It* came as a powder. When mixed with water to form a thick slurry, it could also be used as an adhesive with mesh fabric cloth to attach the letters to the wall. The final step was to completely cover the letters with the stucco and let the application dry. It took about a week to put the letters up when the crew had some down time, but things got busy and they never got around to the painting as planned. The sign really is impressive and deserves that final touch. Perhaps someday!

The accompanying photographs, courtesy of Leo Sheets, show the installation process.

Completed sign. The Service Department crew that participated in making and installing the sign: (left to right)—Leo Sheets, Rudy Ackerman, John Ackerman, Bill Sheets, Jeff Paskvan, Skip McCallie, and Larry Sheets. At the far left, "Brown Dog."



John Ackerman, Larry Sheets, and Rudy Ackerman (left to right) attaching the sign letters on the Village Service Building and starting to coat them with stucco.



Bill Sheets, Rudy Ackerman, and John Ackerman (left to right) applying the final coat of stucco to the sign.



The Life & Times of Professor G. Frederick Wright (1838-1921)

Professor Wright is well known to historians for his authoritative, two-volume work, *A Standard History of Lorain County, Ohio*, published in 1916 by the Lewis Publishing Company of Chicago and New York. This work contains several fascinating accounts of the first century of pioneer settlement in Sheffield. But Professor Wright was much more than a chronicler of our history—he was an eminent geologist, theologian, and classical scholar who married Huldah Marie Day, the granddaughter of Sheffield founder, John Day. Wright's fascinating life is well worth exploring as an example of one of those rare Renaissance men—a *man for all seasons*.

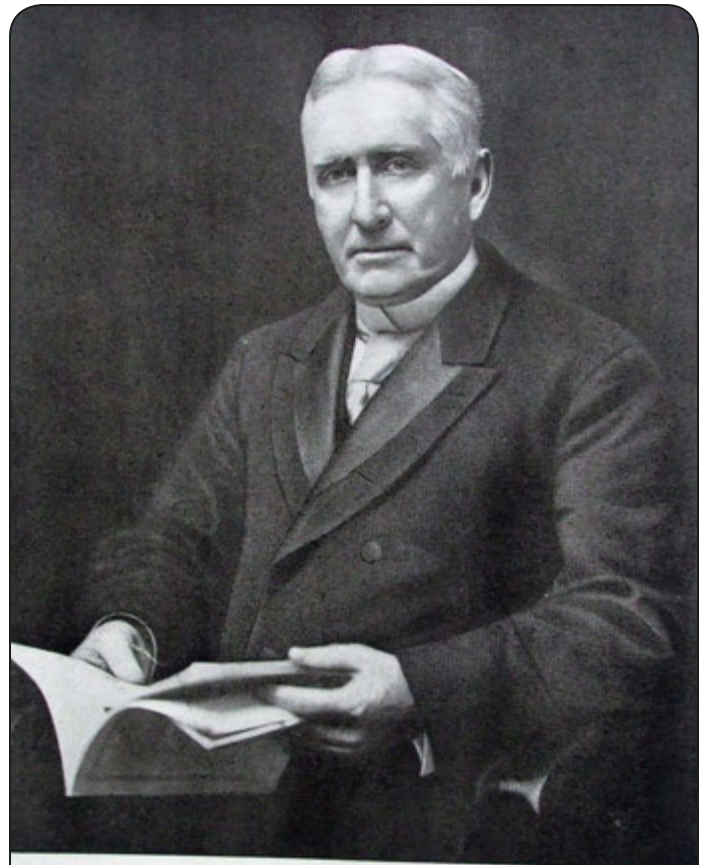
George Frederick Wright, son of Walter and Mary (née Peabody) Wright, was born January 22, 1838 in Whitehall, New York not far from the Vermont border. His boyhood was spent on the family farm near the head of Lake Champlain. His preparation for collage was at a seminary at Castleton, Vermont and at age 16 he taught classes at the district school in nearby Hampton, New York. In the fall of 1855, Wright entered the freshman class at Oberlin College in Lorain County, Ohio, where he received an AB (Bachelor of Arts) degree in 1859. Several of his classmates are noteworthy—Major John Wesley Powell, Emory Upton, and Elisha Gray. He, like many students at the time, supported his education by teaching school during winter vacations. Wright's three brothers and two sisters, as well as several of his cousins, all attended Oberlin. Oberlin's founders, John J. Shipherd and Philo P. Stewart were from towns in the vicinity of Whitehall and their influence led Wright's father and uncle William to join the early supporters of Oberlin College.

Immediately after graduating from college, Wright entered the Oberlin Theological Seminary to study with Reverend Charles G. Finney. His studies were interrupted by the outbreak of the Civil War. In April 1861, he was among the first one hundred Oberlin students to volunteer; these students formed Company C of the 7th Regiment of Ohio Volunteers. Early in his service a severe attack of pneumonia left him with such debility that he was discharged at the end of five months. Professor Wright's brief military service during the Civil War is documented in his writings and addresses.



Peters Hall, built in 1885, on the Campus of Oberlin College where Professor Wright taught classes in glacial geology.

In May 1902, four decades after the War, he gave a noteworthy memorial oration in Wellington, Ohio. In addition to considering the lasting effects of the Civil War on the United States, Wright recounted his experiences as a witness to the infamous Oberlin-Wellington Rescue in September 1858 and as a volunteer in the Union Army in 1861. He recalled correspondence from former classmates serving in the army that provided accounts of their Civil War experiences, particularly the diary of William W. Parmenter (AB 1861) who died in a Confederate prison camp in New Orleans, Louisiana, November 3, 1861.



G. Frederick Wright.

Portrait of Professor G. Frederick Wright.

After being discharged Wright returned to Oberlin and completed his theological course, graduating in 1862 with an AM (Master of Arts) degree. Later that year, August 28th, he married Huldah Day, Daughter of Judge William and Augusta [née Burrell] Day of Sheffield. The Wrights had four children, all graduated from Oberlin: Mary Augusta Wright Berle (1867-1940, AB 1889), Etta Maria Wright (1870-1943, AB 1893), Frederick Bennett Wright (1873-1922, SB 1897), and Helen Marcia Wright (1879-1983, AB 1902). Huldah was born in Sheffield on March 5, 1833 and died on July 21, 1899 at age 66.

From 1862 to 1872 Wright served as pastor of the Congregational Church in Bakersfield, Vermont at the foot of the Green Mountains. In addition to his pastoral duties, he pursued a comprehensive

course of private study, translating biblical and classical works from Greek, Hebrew, and German. He took an active part in the agricultural pursuits of his parish and spent much of his spare time studying the geology of the Champlain and St. Lawrence valleys. He published the results of his findings in local newspapers, which attracted the attention of geologists from outside the state of Vermont. In 1870 Wright published *The Ground of Confidence in Inductive Reasoning*, his first important article in the periodical literature, in Yale College's *New Englander*.

In June 1872, Wright accepted an offer to serve as pastor of the Congregational Church in Andover, Massachusetts. Here, he developed a relationship with professors at the Andover Theological Seminary. They invited him to write a series of contributions to *Bibliotheca Sacra*, the oldest and one of the most learned of the theological quarterlies in America. Wright's articles brought him to the attention of Harvard University botanist and Christian Darwinist, Asa Gray (1810-1888). Gray and Wright became friends and began harmonizing their common evangelical Calvinist faith with the new biology and geology. Wright even helped edit Gray's collection of essays, *Darwiniana*. With Gray's encouragement, Wright took on the task of reconciling the theory of evolution with Christian beliefs and thus joined the ranks of the Christian Darwinists. Wright apparently believed that humanity might still be an act of special creation, but he otherwise taught that the biblical creation stories were meant to teach theological

truths, and thus should not be expected to reveal scientific knowledge.

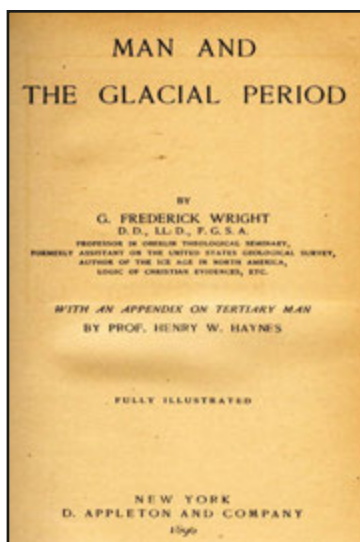
Wright returned to the Oberlin Theological Seminary in 1881 as Professor of New Testament Language and Literature, replacing his former professor John Morgan who had retired one year earlier. In 1892 he was named Professor of the Harmony of Science and Revelation. The title demonstrates his interest in the relationship between biblical accounts of creation and some of the major scientific discoveries of his day. Wright realized that human artifacts and the geological deposits that host them reveal a long and complex origin for the human race. This professorship, also known as the Cleveland Professorship, was specially endowed for Wright by alumni living in the Cleveland area. This position permitted him to teach courses in glacial and historical geology in the College, in addition to his courses in the Theological Seminary, and also allowed him to devote part of each year to research. In 1907 he became Professor Emeritus and retired on a Carnegie Pension. During his retirement he gained a reputation as a local historian.

Wright was also a member of the Pennsylvania Geological Survey in 1881 and 1882, U.S. Geological Survey 1884 to 1892, president of the Ohio Archaeological and Historical Society from 1907 to 1919, and fellow of the Geological Society of America, American Association for the

Advancement of Science, and Boston Society of Natural History. In 1887 he was awarded two honorary degrees: DD (Doctor of Divinity) from Brown University in Providence, Rhode Island and an LLD (Doctor of Law) from Drury College in Springfield, Missouri.

While teaching at the Oberlin Theological Seminary, Professor Wright devoted vacation periods to continuing his geological studies. In addition to examining geological formations across the United States, he traveled to Alaska in 1886 and Greenland in 1894 to study their glaciers. During his 1886 trip, Wright became the first person to study the Muir Glacier in Alaska. He also visited Europe several times between 1892 and 1908 to see archaeological sites and glacial phenomena. His geological interests expanded to include archaeology. He and his son, Frederick Bennett Wright, edited the archaeology journal *Records of the Past*, from its creation in 1901 until its 1914 merger with *Art and Archaeology*. During his retirement, as president of the Ohio State Archaeological and Historical Society, he was active in efforts to preserve prehistoric earthworks.

Wright was a prolific writer and a popular lecturer. He published several books and nearly six hundred articles. During the last years of his life he averaged one article a month. Wright was invited to present a lecture series at the Lowell Institute in



Title page and glacial map of the United States from one of Professor Wright's books.



Boston on several occasions: “The Ice Age in North America” (1887), “The Antiquity and Origin of the Human Race” (1892), and “The Scientific Aspects of Christian Evidences” (1896). His books include:

- Logic of Christian Evidences* (1880)
- An Inquiry Concerning the Relation of Death to Probation* (1882)
- Studies in Science and Religion* (1882)
- The Divine Authority of the Bible* (1884)
- The Glacial Boundary in Ohio, Indiana, and Kentucky* (1884)
- Ice Age in North America and its Bearing upon the Antiquity of Man* (1890)
- Charles Grandison Finney* (1891)
- Man and the Glacial Period* (1892)
- Greenland Icefields and Life in the North Atlantic* (1896)
- Scientific Aspects of Christian Evidence* (1898)
- Asiatic Russia* (1902)
- Scientific Confirmations of Old Testament History* (1907)
- Origin and Antiquity of Man* (1912)

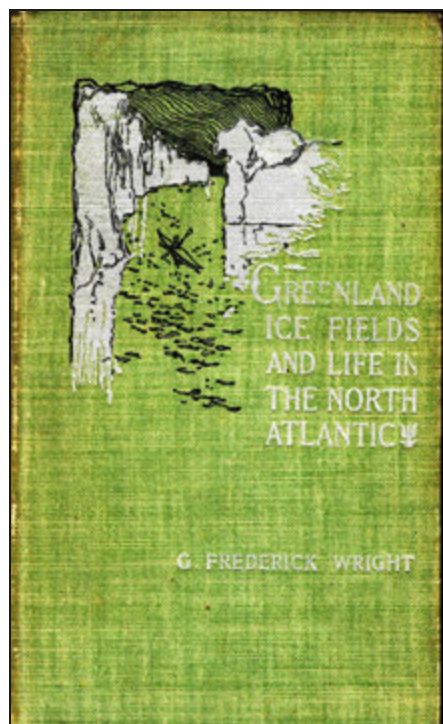
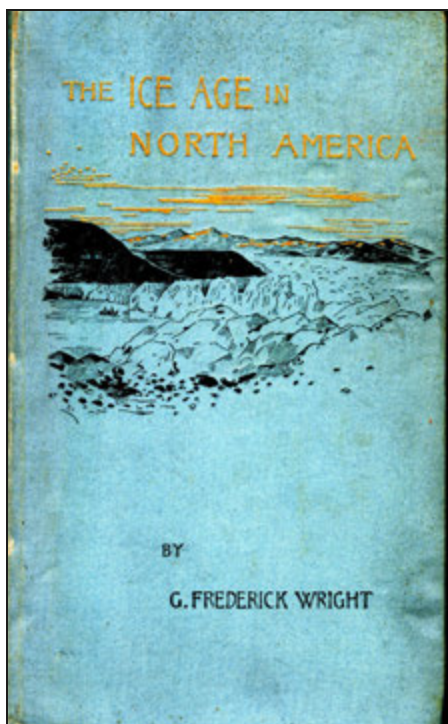
Although Wright’s formal scientific training was limited to his undergraduate courses at Oberlin, he continued to study geology throughout his life. During his

years as an active minister, Wright’s geological interests became focused on the study of glacial deposits. His theory that numerous gravel ridges in New England were the result of glacial deposits brought him to the attention of professional geologists. He soon became a respected member of scientific circles, and in 1881 he was asked to survey the glacial drift border in Pennsylvania as part of the Second Geological Survey of Pennsylvania. Later, he continued this survey work as part of the U.S. Geological Survey to include Ohio, Kentucky, Indiana, and Illinois. Wright’s best-known geological work, *The Ice Age in North America and Its Bearings Upon the Antiquity of Man*, was published in 1890 by D. Appleton and Company. This well-received book, which was largely based upon his 1887 Lowell Institute lecture series, went through six editions. The positive reception led Wright to publish a new book in 1892, *Man and the Glacial Period*, also published by Appleton. His geology interests took him all over the world—Alaska, Greenland, China, Mongolia, Manchuria, Siberia, Turkmenistan, and the Middle East—gathering original information for the books and scientific papers he published. During his explorations along the coast of Greenland in 1894, he survived the shipwreck of the *Miranda*, which ended the expedition.

In 1900, the year following the death of his wife Huldah, Professor Wright at the age of 62 and his son Frederick crossed the continent of Asia for the purpose of investigating glacial phenomena suspected to be present there. On the way, six weeks were spent in giving scientific lectures in Japan, for which Professor Wright was made one of only three foreign members of the Japanese Imperial Education Society. Sailing to China, they traveled from Beijing to Mongolia in search of Ice Age deposits. The search produced results of profound significance—from the lack of glacial deposits in northern and central Asia, Wright determined that continent-sized glaciers were absent from this region during the last Ice Age, despite its high latitude and altitude.

Returning to Beijing, they were able to leave the city on the last train before the outbreak of the Boxer Rebellion. By rail, ox car, and river steamer they arrived in Russian territory at Vladivostok and started up the Amur River, but were detained at Blagovescensk while the Chinese Army bombarded the city. Eventually they made it to the Siberian Railroad and traveled 2,000 miles across the steppes to Omsk before taking a steamer up the Irtysh River to Kazakhstan where they bought a tarantass [4-wheeled Russian cart] and drove 1,400 miles along the Tianshan Mountains to Turkmenistan. Finally reaching the Caspian Sea, the world’s largest lake, they crossed by steamer to Baku, the great oil center of Russia.

They continued on to the Black Sea, where they discovered a recently abandoned shoreline 750 feet above the present level of the sea. From Baku they went northward, crossing the Caucasus Mountains to Moscow and St. Petersburg, then south again to Odessa, Kiev, Constantinople [Istanbul], Beirut, and Damascus. On horseback they journeyed for 10 days to Jerusalem and the Dead Sea. In Egypt they steamed up the Nile to Aswan, then crossed the Mediterranean Sea to visit Naples, Rome and Florence, and on to Paris and London. After 14 months they reached home in Oberlin, Ohio, without accident, having traveled by every possible mode of conveyance, a distance of 44,000 miles. The results of this expedition appeared in papers published in the *Journal of the London Geological Society* and the *Bulletin of The Geological Society of America*.



Two of Professor Wright’s books on glacial geology and glaciology.



Professor Wright's expedition across Asia and Europe in 1900 and 1901.

Of special interest to Sheffield residents, Professor G. Frederick Wright prepared a treatise on the *Notable Things in the Genealogical Register of the Springfield Branch of the Day Family* for inclusion in the 1913 Edition of *Genealogical Register of the Family of Robert Day (1604-1648)*.

This Edition contains a supplement for the *Descendants of Captain John Day, who Moved to Sheffield, Ohio in 1816*. Professor Wright notes that, "At one time or another nearly all those who were born in Sheffield [Ohio] have pursued their higher education in Oberlin College ..."

In regard to May Eliza Day, of Sheffield, he states, "Not satisfied with knowledge attended in school, May, daughter of James Day, became a recognized authority in the botany of Lorain County so that she was constantly consulted by professors of Oberlin. The herbarium, which she presented to the College contains some specimens that had not before been discovered in the County." May Day's contribution to our knowledge of the flora of Sheffield Village is highlighted in the September 2009 issue of *The Village Pioneer*, page 8.

In 1904, five years after the death of Huldah, he married Florence Eleanor Bedford (1854-1943). At the age of 83, George Frederick Wright died in Oberlin of cardiac asthma on April 20, 1921, and is buried in Westwood Cemetery in



Wright family gravestones in Westwood Cemetery, Oberlin, Ohio.

Oberlin, along with his wives and two of his daughters.

The family gravestone, a large rough-hewn jasper conglomerate [called 'puddingstone' because of the pebbles of red jasper, white quartz, and gray chert in a buff quartzite matrix] is one of the most distinctive markers in Westwood Cemetery. The 3-ton stone is most likely from the Lorrain Formation which crops out along the north shore of Lake Huron, about 10 miles west of Sault Ste. Marie. These Precambrian rocks of the Proterozoic Era were deposited as coarse-grained sediments in a shallow sea some 2.5 billion years ago. These sediments have since been metamorphosed into hardened sandstone that breaks across, rather than around, the quartz grains.

The jasper pebble bands of this formation are one of Canada's noted ornamental stones—the best material for polishing obtained from boulders in the glacial drift. Professor Bruce Simonson of Oberlin College's Geology Department suggests that the Wright Family gravestones are "erratics"—large boulders that have been carried long distances by glaciers. The presence of these stones in Ohio's drift provides unusually clear evidence of glaciation because the only known source for them is north of Lake Huron, hence, they were transported hundreds of miles by mile-high Pleistocene ice sheet.

Buckeyes—Rose Bowl Champions

The Ohio State University *Buckeyes* claimed their seventh Rose Bowl title with a 26-17 win over the favored University of Oregon *Ducks* on January 1. We can be proud of our State University's team that ended the season in fine fashion after capturing its fifth-straight Big Ten championship. The victory also broke a three-time bowl-losing streak that started with the BCS National Championship game in January 2007.

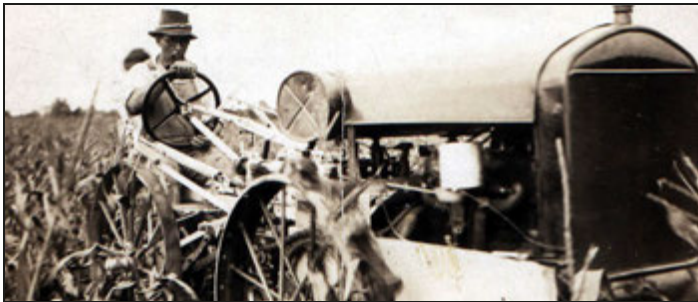
This past summer your Editor had the opportunity to offer a teacher's education course on the *Geology of Lake Erie* at OSU's Lake Erie Research Campus—Franz Theodore Stone Laboratory—at Put-in Bay. While on a field trip to Kelleys Island to study the glacial grooves cut into the limestone bedrock, the course instructors couldn't resist forming the O-H-I-O symbol that has become synonymous with celebrating the University. Here's our "BUCKSHOT"—*we are really in the groove.*



Instructors of the Lake Erie Exploration Workshop for Science Teachers at Kelleys Island Glacial Grooves, July 2009 (photograph by Ricki Herdendorf).

Sheffield's Vintage Tractors

Sixty years ago Sheffield Village was quite a different place than it is today—East River, Gulf, and Lake Breeze Roads were then State Route 301, and the Village had no traffic lights. The population was about 1,147—only 232 homes and 7 businesses were located in the Village then, as compared to some 3,660 homes and 250 businesses located here today. In 1948 the Page-Baldwin & Brown Company of Columbus, Ohio conducted a survey of the rural areas of Lorain County and published the *Lorain County, Ohio Directory*, which contained a Telephone Street Guide and Householders' Directory that listed each home and business in the Village. The directory also contained a wealth of other useful information, including the names of the head of each household and spouse, number of children, place of employment, type of farm and acreage, and the make and years of automobiles, trucks, and tractors.



Clyde McAllister, Sheffield Village's first mayor, riding his Detroit Road farm in the early 1930s, above (courtesy of Patricia Riegelsberger). Barney Jungbluth with his International 8-16 kerosene tractor in the late 1930s at his Abbe Road farm, right (courtesy of Gladys Wisnieski).



Charles "Edward" Herdendorf, Jr.'s 1941 Ford-Ferguson 9N at his peach orchard on East River Road in 1952. The dog's name was "Snooper" and his driving skills were marginal.

At the time of the 1948 survey there were 114 farms operating in the Village with approximately 2,880 acres of land under cultivation. Sixty-two of the farmers indicated that they owned one or more tractors, yielding a total of 67 tractors for the Village. The following table, derived from the 1948 *Directory* and other sources, lists the farmers, street location of the farm, number of acres, and the type(s) of tractor(s) for each farm:

Farmer	Location	Acres	Tractor Type(s)
Stephen Belko	Colorado Avenue	10	Fordson (1934), Dodge (1936)
Lewis Betzel	Detroit Road	43	Farmall
Rudy Blaha	Abbe Road	40	Ford-Ferguson 9N (1946)
Ellis Briggs	Detroit Road	1	Briggs & Stratton
Joseph Bring	East River Road	—	Fordson
Michael Bruder	Lake Breeze Road	59	John Deere
Burrell, Dwight & Ken	East River Road	50	tractor
Alex Butti	Detroit Road	20	Ford-Ferguson 2N (1945)
John Campbell	Colorado Avenue	10	Gibson (1948)
Walter Carlin	East River Road	—	Fordson (1929)
Louis Chozinski	Colorado Avenue	12	Fordson (1924)
Carl Cunningham	East River Road	50	International Harvester (1939)
Arthur DeChant	Abbe Road	43	Ford-Ferguson 2N (1942)
Charles DeChant	Detroit Road	18	International (1947)
Herbert DeChant	Detroit Road	57	Farmall
Joseph DeChant	Abbe Road	125	Farmall Harvester
Raymond DeChant	Abbe Road	150	Ford-Ferguson 9N (1940)
Frank Dolacki	Colorado Avenue	32	Fordson (1928)
Raymond Dunfee	Detroit Road	25	Ford-Ferguson
Guy Ferguson	East River Road	8	Gibson (1941)
Albert Findora	Colorado Avenue	25	Ford-Ferguson (1938)
Harold Freshwater	Abbe Road	25	McCormick
Nick Frolick	East River Road	56	Oliver (1945)
Arthur Gallum	Colorado Avenue	35	Ford-Ferguson (1940), McCormick-Deering (1928)
Harry Garber	French Creek Road	15	Allis-Chalmers
Steve Gargus	Detroit Road	6	John Deere
Murray Greenup	Detroit Road	17	John Deere
George Gubeno	Detroit Road	48	Fordson, John Deere
Steve Halasz	Harris Road	48	Case "HC"
Michael Hanko	Harris Road	75	Case (1938), Ford-Ferguson
Henry Hill	Colorado Avenue	30	Fordson (1929)
Edward Herdendorf	East River Road	3	Ford-Ferguson 9N (1940s)
Bernard Jungbluth	Abbe Road	60	Farmall (1942)
Andrew Kelling	Colorado Avenue	61	John Deere
James Kilpatrick	Harris Road	11	Farmall (1947)
Frank Klingshirn	East River Road	—	Ford (1928), Dodge
William Knight	Detroit Road	—	John Deere
William Krause	Abbe Road	2	Stravley
Herbert Langthorp	Detroit Road	—	Ford-Ferguson 9N (1946)
John Laskin	Detroit Road	41	John Deere
John Laven	Harris Road	30	Silver King (1938)
Edward Mackert	Abbe Road	60	Farmall, Fordson
Kenneth McAllister	Detroit Road	35	Ford, John Deere
Walter McAllister	Detroit Road	33	Ford-Ferguson (1941), International Cub (1947)
Henry McFarland	Detroit Road	19	International (1947)
Daniel Milloff	Abbe Road	19	Fordson (1927)
Frank Minnick	Colorado Avenue	23	Farmall (1932)
Alfred Mohr	Detroit Road	14	Allis-Chalmers
Charles Naro	Lake Breeze Road	71	Ford-Ferguson
Jacob Nekrick	East River Road	—	John Deere
James Novak	Abbe Road	18	Farmall (1945)
Paul Poor	East River Road	—	Case
Raymond Potter	Detroit Road	16	Blackhawk
George Rieth	Colorado Avenue	20	Farmall (1939)
William Roth	Colorado Avenue	45	Ford-Ferguson 9N (1941)
Albert Schmidt	Lake Breeze Road	15	homemade tractor
Alvin Schmitz	Abbe Road	16	tractor (1944)
Andrew Schmitz	Colorado Avenue	16	John Deere
Al Schneider	Abbe Road	68	Farmall
McDallas Taylor	Abbe Road	41	Farmall
John Townsend	Detroit Road	25	John Deere
Hugh Wilkerson	Colorado Avenue	10	Fordson (1929)
Lawrence Winter	Abbe Road	35	Farmall (1939)

Today, we are fortunate that a number of vintage tractors remain in our Village, and have been lovingly restored. The accompanying photographs illustrate a few of the older tractors that tilled the soil in the 1930s, followed by a few of those from the 1940s through the 1960s that have been restored.



Front grill of Max Ackerman's 9N Ford-Ferguson. This model was produced from 1939 to 1941, then again from 1945 to 1947. During the World War II years, a similar model (2N) was manufactured largely for military use. Before 1939, the Ford Motor Company made a tractor called a Fordson. After 1947, when Ford and Ferguson split up, Ford produced a tractor from 1948 to 1953 simply known as a Ford 8N.

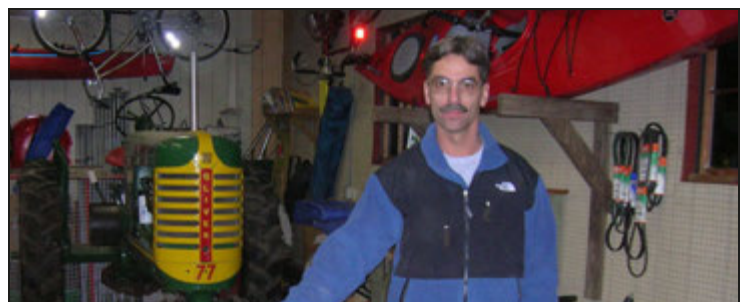
Max Ackerman with his 1941 Ford-Ferguson 9N tractor at the Ackerosa on Abbe Road. William Roth purchased this tractor new from J. R. Dall Ford in Elyria. Max restored the tractor this past fall after buying it from Dennis Urig at Camp Wahoo. At one time the Kelling family also owned the tractor.



Fleet of vintage tractors on the Ackerman Farm on Abbe Road. From left to right: 1956 Ford 860, 1948 Ford 8N, and 1953 Farmall Cub (photograph by Max Ackerman).



Ron Forster, Harris Road, with his restored 1955 Oliver 77 tractor (right). This tractor was purchased new by former Sheffield police chief Mike Hanko. Ron acquired the tractor in 1990 and undertook the restoration work. Side view of Oliver 77 tractor (above Ron).





Rick Ternes (left) and his father Tim Ternes, with their restored 1951 John Deere B tractor. Over a million of this model tractor were manufactured by John Deere. Side view of John Deere B tractor (above).



Circa 1954 International Harvester McCormick Farmall H tractor that once belonged to the Burrell family on East River Road at French Creek (left). The Ternes family restored this tractor nearly 10 years ago. Tim Ternes shows how the belt-driven buzz saw is mounted on the front of Farmall H tractor (above).



Rick Ternes' mailbox on East River Road shows he is an avid John Deere owner.



Donald Hammer with Garfield Farms' 1962 International 404 tractor. Charles E. Herdendorf, Jr. purchased this tractor new from Elyria Implement Company for \$2,600.

Society Organization

The Sheffield Village Historical Society is a charitable nonprofit 501(c)(3) and educational organization dedicated to discovering, collecting, preserving, interpreting, and presenting Sheffield's rich heritage.

Membership is open to anyone who wishes to support the Society's mission. For more information contact Eddie Herdendorf, President (440-934-1514 herdendorf@aol.com), Ron Forster, Vice President (440-949-7638 rforstersv@yahoo.com), or Patsy Hoag, Secretary (440-934-4624 patsyhoag@roadrunner.com).

Society journals can be found on the Village of Sheffield, Ohio official website: www.sheffieldvillage.com (click on the Sheffield Village Historical Society decal , then Pioneer newsletters, then download).

Page Layout is by Ricki C. Herdendorf, EcoSphere Associates, Put-in-Bay, Ohio.

The collections of the Sheffield Village Historical Society are housed in the Sheffield History Center at 4944 Detroit Road. The Center is open to members and guests by appointment—please call (440-934-1514). The next meeting of the Board of Trustees is April 8, 2010, 7:00 pm at the History Center. **All members are welcome to attend this meeting.** A member's Open House is being planned for Saturday, July 10th at the History Center. Details will be in the June issue of *The Village Pioneer*.

Society members are encouraged to submit items for future issues. Please send your stories or ideas to the Editor.

Charles E. Herdendorf, Ph.D.
Journal Editor
Sheffield Village Historical Society
Garfield Farms, 4921 Detroit Road
Sheffield Village, Ohio 44054

**Ask Your Friends to Join the
Historical Society**

APPLICATION FOR MEMBERSHIP

SHEFFIELD VILLAGE HISTORICAL SOCIETY

Garfield Farms—4921 Detroit Road, Sheffield Village, Ohio 44054—(440)-934-1514

Name _____

Address _____

Telephone Number _____ Email _____

- Individual (\$10.00/year)
 Family (\$15.00/year)—2 Adults & children under 18 years old
 Business/Corporate & Organization (\$25.00/year)

Family Members (for Membership Cards) _____

Special Interests in Sheffield History? _____

New Village Council Members

On December 21, 2009, Mayor John D. Hunter swore in two new Village Councilmen, Matthew D. Bliss of Pin Oak Circle and Walter R. Min of Taylor Court, into office. Both Matt and Walter are members of the Sheffield Village Historical Society and we wish them success in guiding the Village during these difficult financial times. Incumbent Councilwoman Jean Ackerman and Councilman Ed Dugan were also sworn in at the December ceremony. Jean is not only a member of the Society, she also serves on our Board of Trustees.

After many years of service on the Village Council, Ron Forster did not seek reelection. The Society thanks Ron for his dedicated service to the Village and his ardent support of the Historical Society. Ron serves as Vice President of the Historical Society and is taking a leadership role in the restoration work on the 1946 fire truck recently donated to the Society. Ron's goal is to have the fire truck running by Memorial Day. Leo Sheets is also leaving the Village Council. Leo not only served as President pro temp of the Village Council for the past two years, he served as Village Administrator from 1967 to 2004 and as an officer on the Village Fire Department from 1954 to 1967. Taken together, he has served our Village for some 55 years. Leo, with his wife Barbara, serve on the Board of Trustees of the Historical Society. We thank all of the new and retiring Council members for their service to the Village and wish them success with their future endeavors.



Mayor John D. Hunter (center) welcomes new Village Councilmen, Matthew D. Bliss (left) and Walter R. Min (right).

Leo, with his wife Barbara, serve on the Board of Trustees of the Historical Society. We thank all of the new and retiring Council members for their service to the Village and wish them success with their future endeavors.