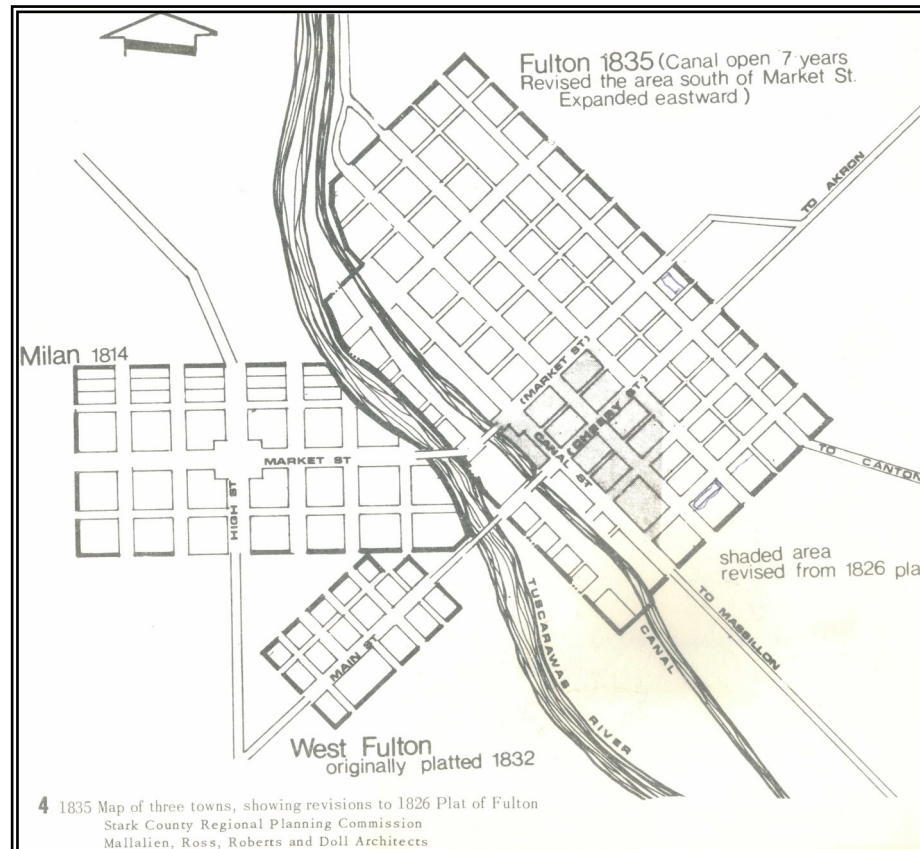


# Canal Fulton Heritage Society's

## *Self-Guided Walking Tour #1 Discovering Milan*

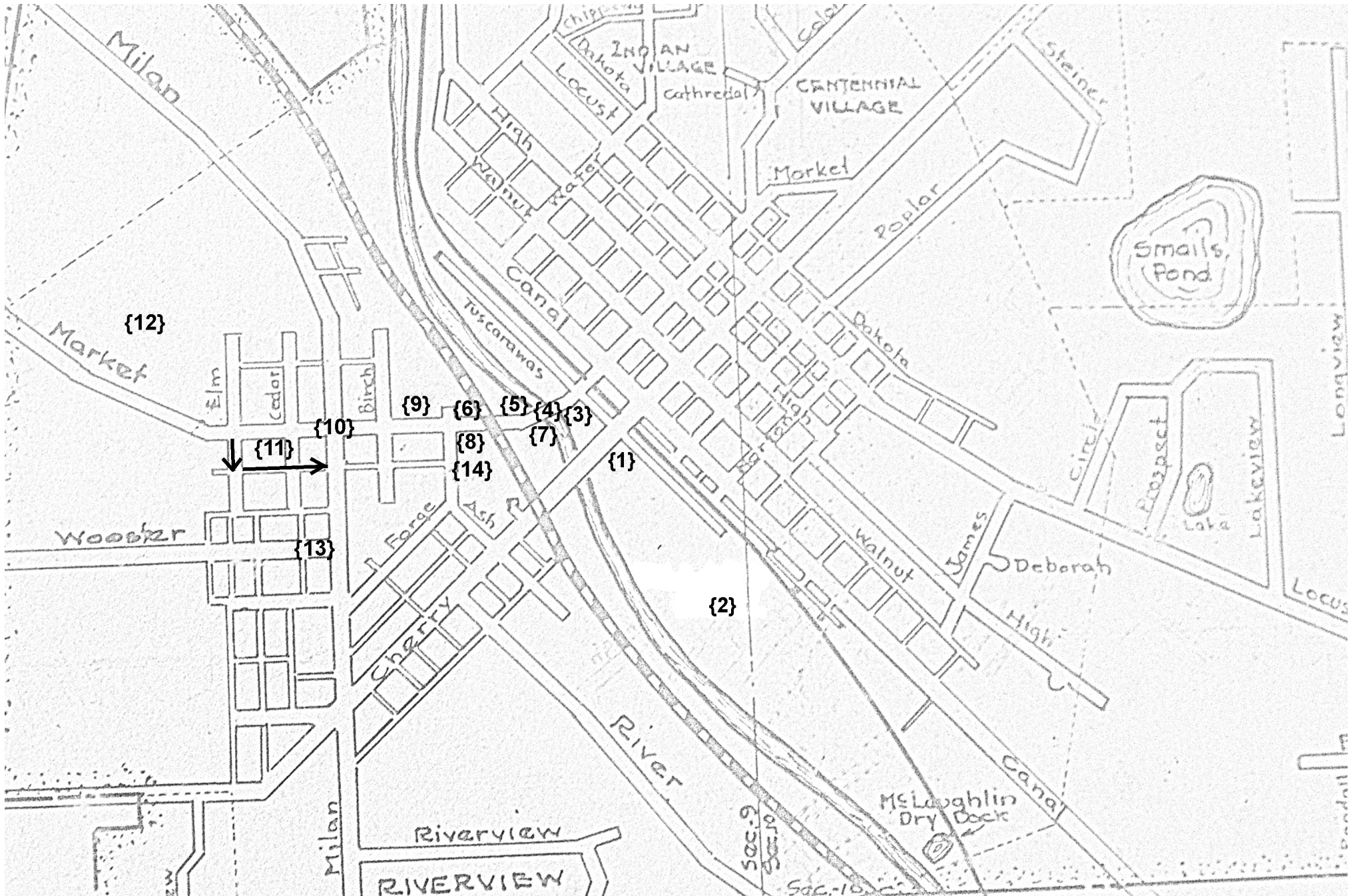


**The above diagram is from our photo album ‘Canal Fulton, OH: The Canal Era 1814-1913.’ It is from a revision of previous plat maps from the Stark County Regional Planning Commission.**

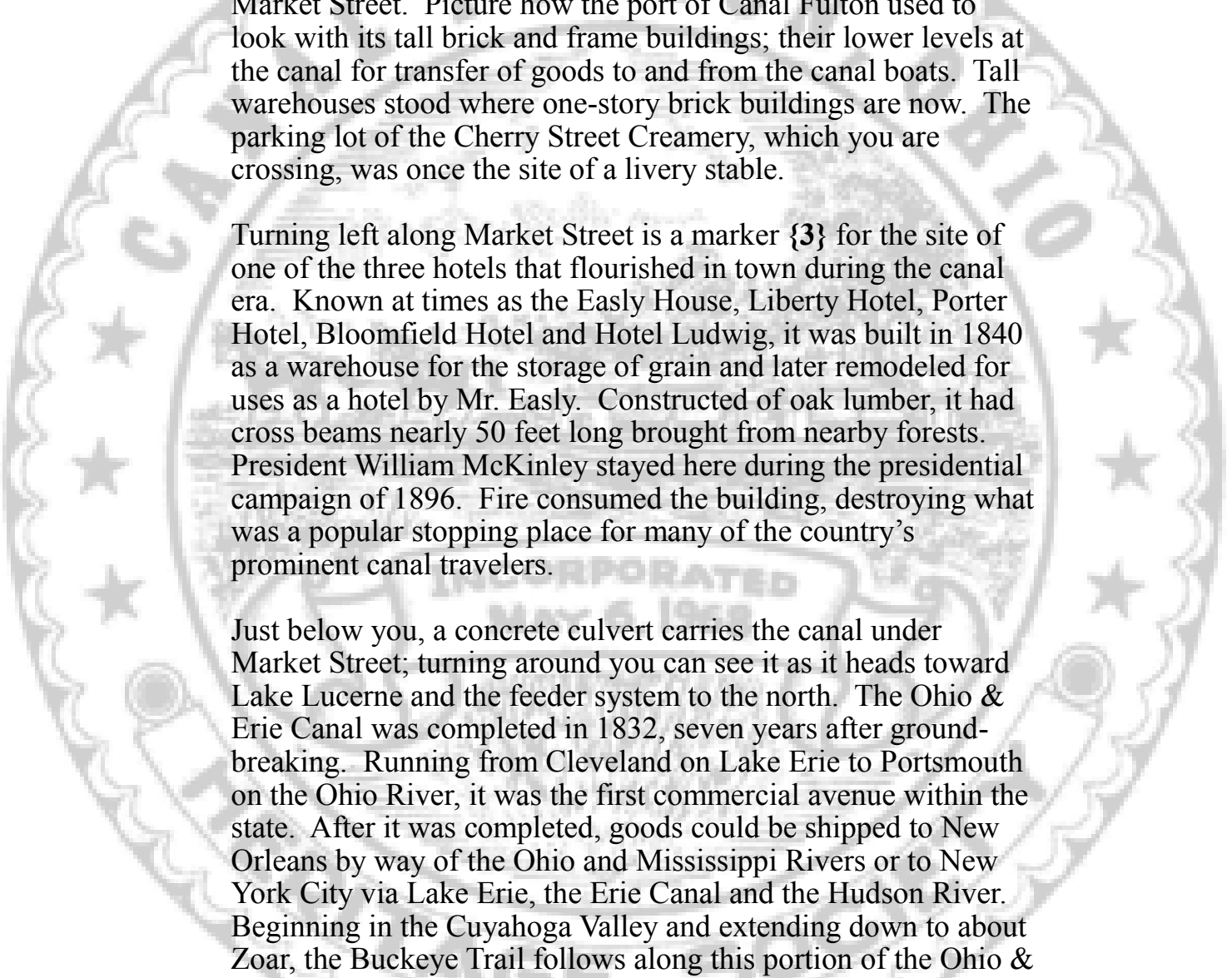
**Note: Milan was laid out in cardinal directions while the succeeding Fulton and West Fulton paralleled the canal—indicating its importance to the area.**

For more local history and resources visit our website at: [www.cfheritage.org](http://www.cfheritage.org)

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The above diagram has been adapted from a portion of a 1978 Canal Fulton plat map drawn by Clyde Gainey.



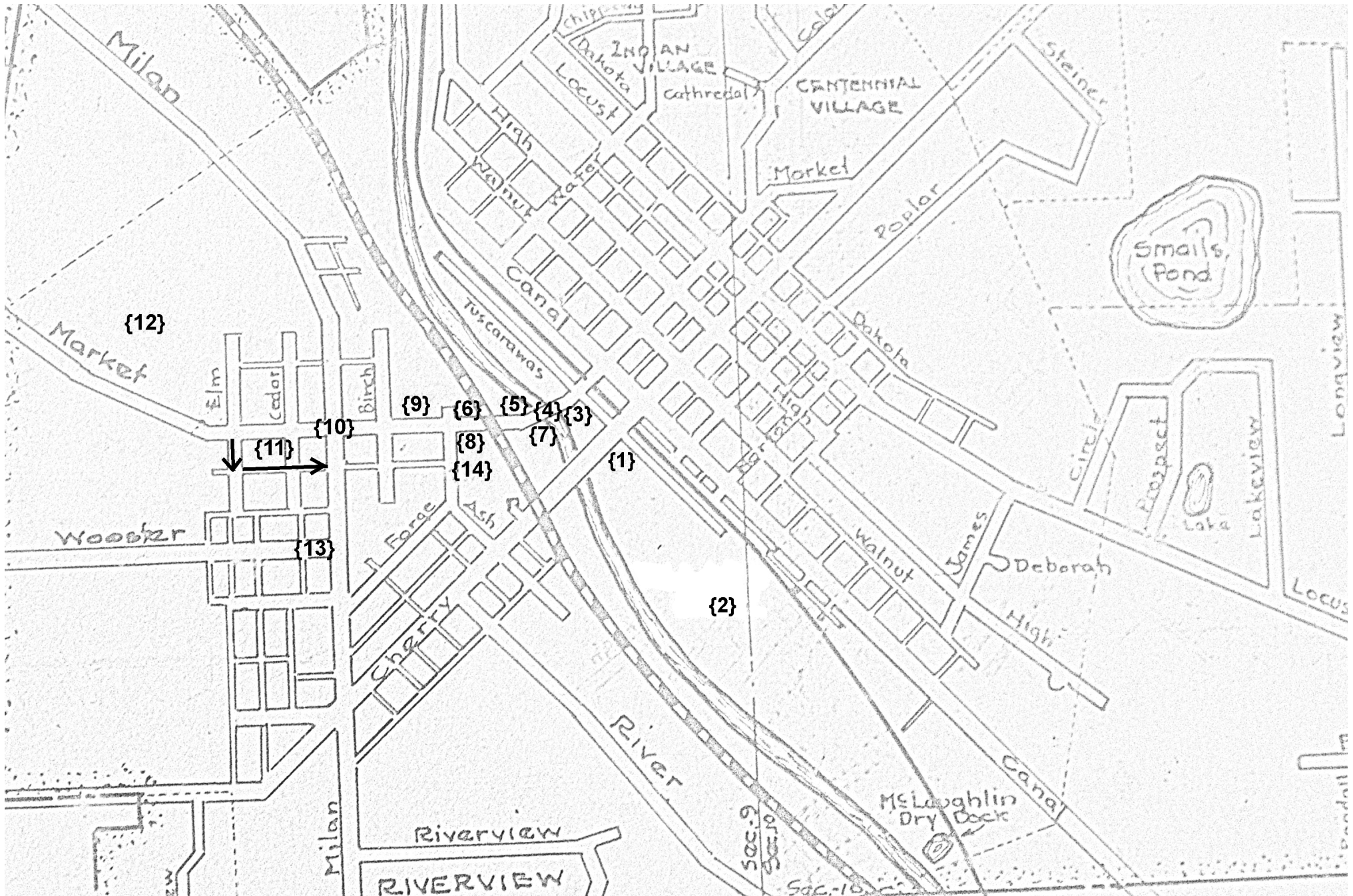
You will be starting your tour at the Heritage House Museum **(refer to insert map {1} )** in St. Helena Heritage Park {2}. Crossing to the west side of Cherry Street along the Towpath Trail, proceed along the banks of the old Ohio & Erie Canal to Market Street. Picture how the port of Canal Fulton used to look with its tall brick and frame buildings; their lower levels at the canal for transfer of goods to and from the canal boats. Tall warehouses stood where one-story brick buildings are now. The parking lot of the Cherry Street Creamery, which you are crossing, was once the site of a livery stable.

Turning left along Market Street is a marker {3} for the site of one of the three hotels that flourished in town during the canal era. Known at times as the Easley House, Liberty Hotel, Porter Hotel, Bloomfield Hotel and Hotel Ludwig, it was built in 1840 as a warehouse for the storage of grain and later remodeled for uses as a hotel by Mr. Easley. Constructed of oak lumber, it had cross beams nearly 50 feet long brought from nearby forests. President William McKinley stayed here during the presidential campaign of 1896. Fire consumed the building, destroying what was a popular stopping place for many of the country's prominent canal travelers.

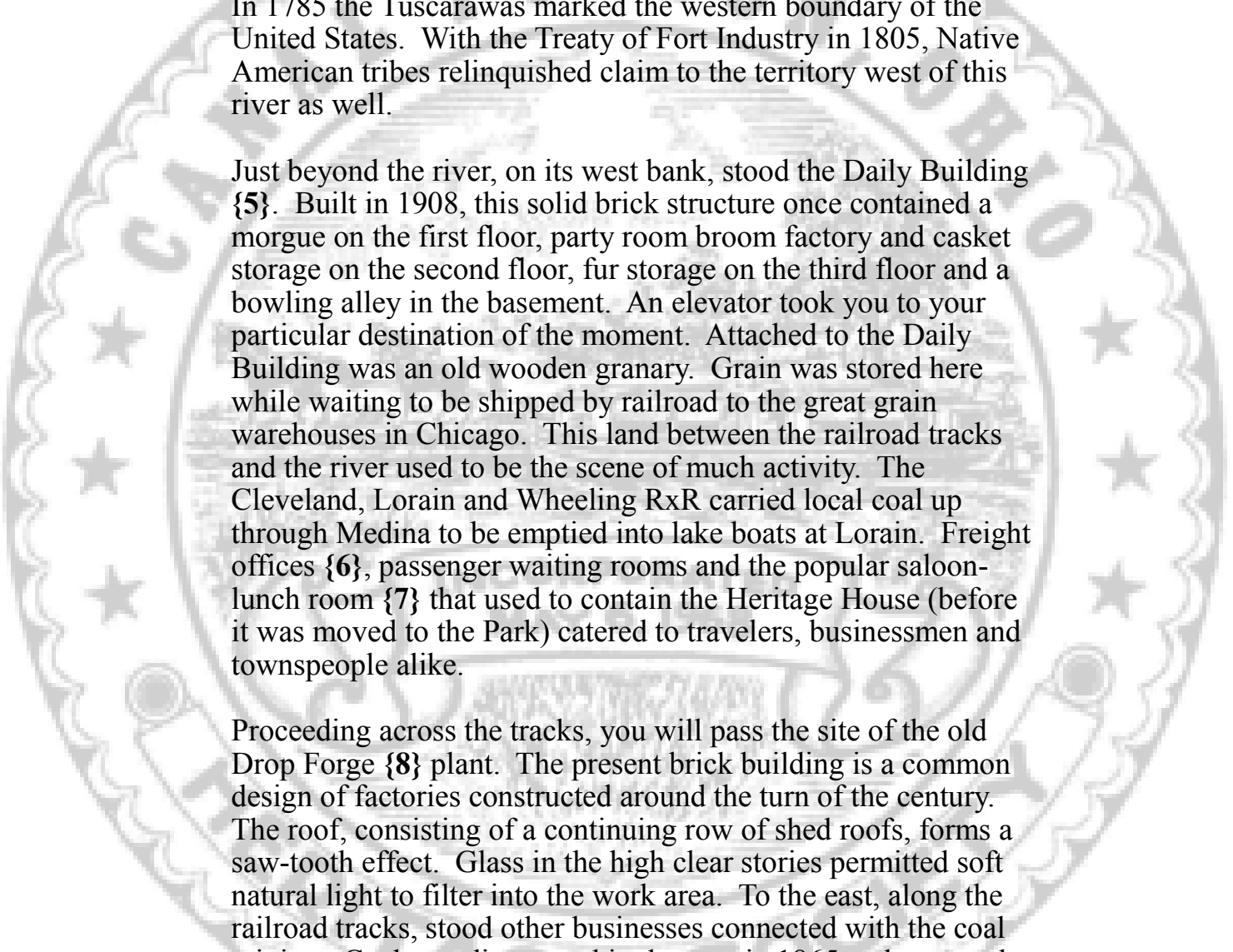
Just below you, a concrete culvert carries the canal under Market Street; turning around you can see it as it heads toward Lake Lucerne and the feeder system to the north. The Ohio & Erie Canal was completed in 1832, seven years after ground-breaking. Running from Cleveland on Lake Erie to Portsmouth on the Ohio River, it was the first commercial avenue within the state. After it was completed, goods could be shipped to New Orleans by way of the Ohio and Mississippi Rivers or to New York City via Lake Erie, the Erie Canal and the Hudson River. Beginning in the Cuyahoga Valley and extending down to about Zoar, the Buckeye Trail follows along this portion of the Ohio & Erie Canal Towpath Trail.

Proceeding south down Market Street, head toward the old

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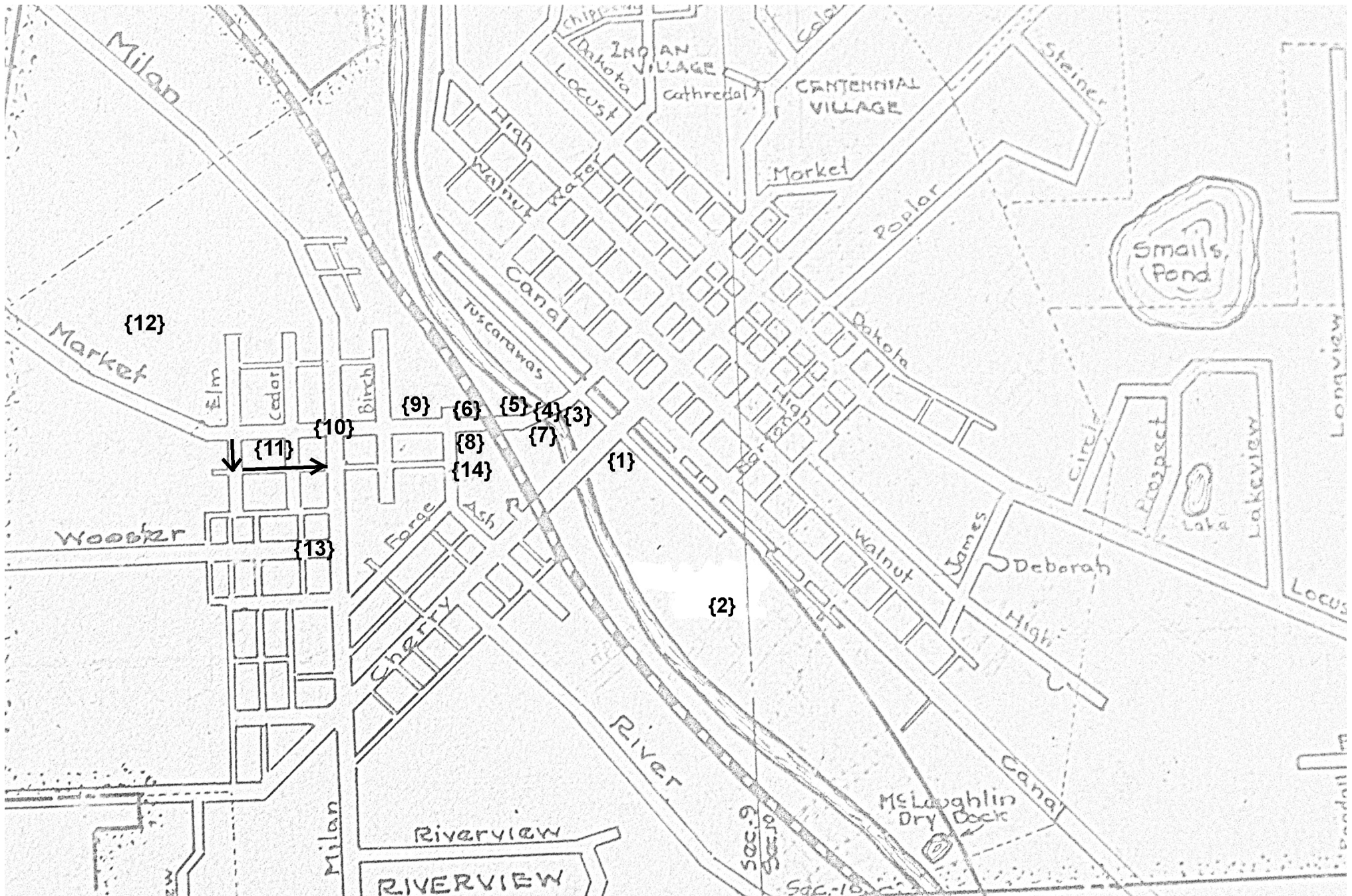


Stone Arch Bridge {4}, which has carried traffic back and forth across the Tuscarawas River since it was constructed in 1900. An excellent example of a stone arch bridge, its north side has been altered somewhat to allow for the addition of a foot bridge. In 1785 the Tuscarawas marked the western boundary of the United States. With the Treaty of Fort Industry in 1805, Native American tribes relinquished claim to the territory west of this river as well.

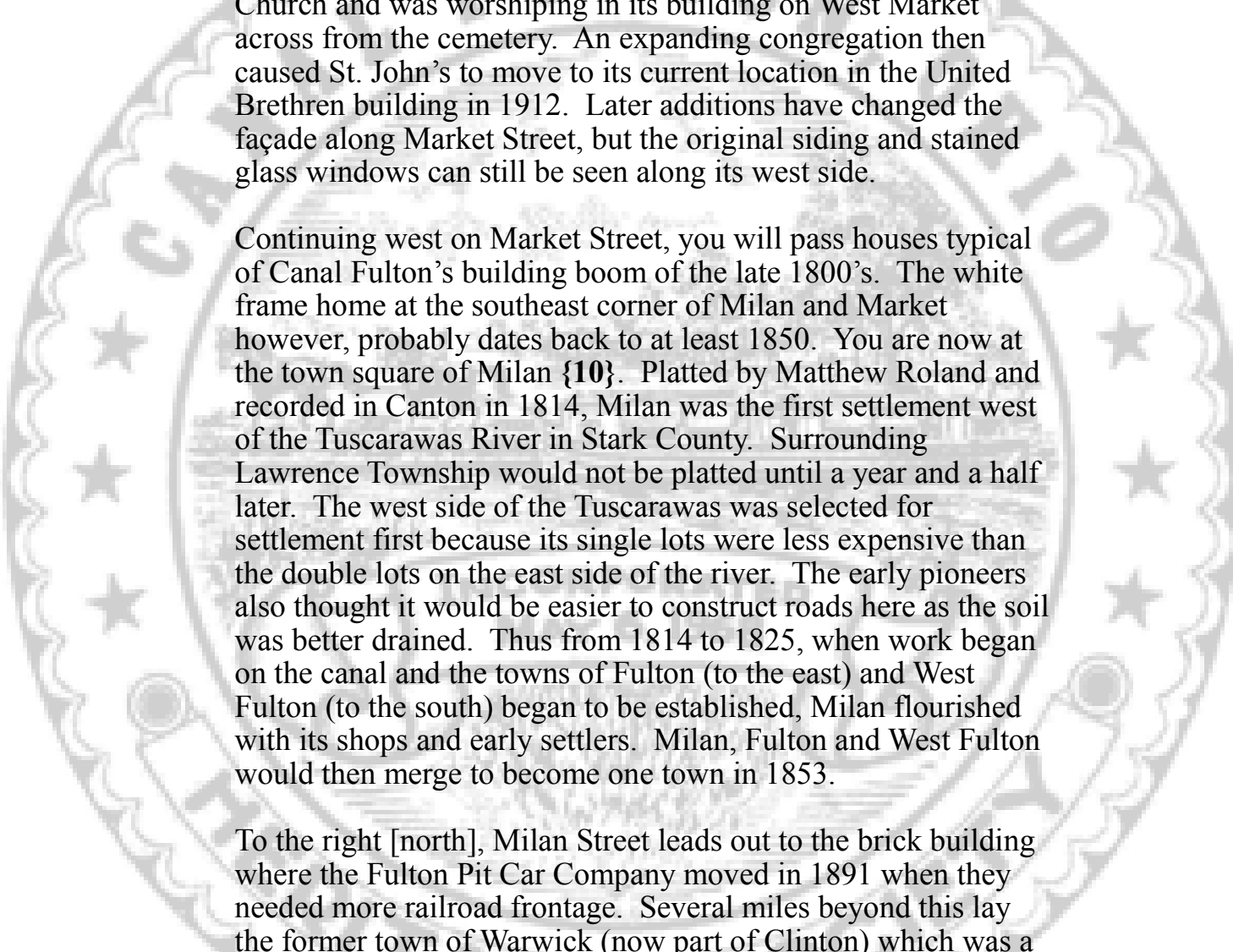
Just beyond the river, on its west bank, stood the Daily Building {5}. Built in 1908, this solid brick structure once contained a morgue on the first floor, party room broom factory and casket storage on the second floor, fur storage on the third floor and a bowling alley in the basement. An elevator took you to your particular destination of the moment. Attached to the Daily Building was an old wooden granary. Grain was stored here while waiting to be shipped by railroad to the great grain warehouses in Chicago. This land between the railroad tracks and the river used to be the scene of much activity. The Cleveland, Lorain and Wheeling RxR carried local coal up through Medina to be emptied into lake boats at Lorain. Freight offices {6}, passenger waiting rooms and the popular saloon-lunch room {7} that used to contain the Heritage House (before it was moved to the Park) catered to travelers, businessmen and townspeople alike.

Proceeding across the tracks, you will pass the site of the old Drop Forge {8} plant. The present brick building is a common design of factories constructed around the turn of the century. The roof, consisting of a continuing row of shed roofs, forms a saw-tooth effect. Glass in the high clear stories permitted soft natural light to filter into the work area. To the east, along the railroad tracks, stood other businesses connected with the coal mining. Coal was discovered in the area in 1865 and attracted over 300 miners. Businesses such as the Fulton Pit Car Company, the Fulton Tool Works and the Fulton Machine Company flourished in the period between 1870 and 1905.

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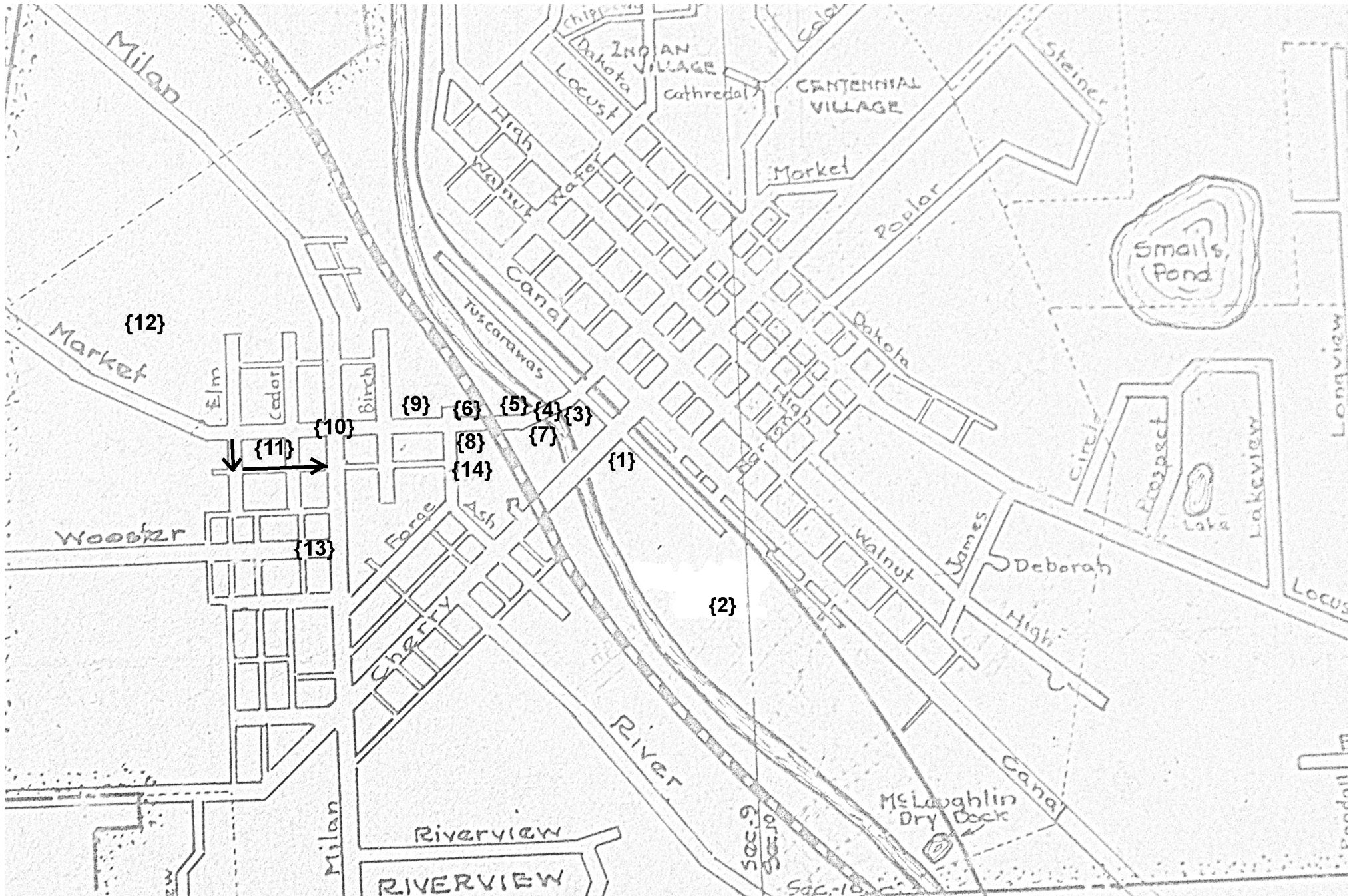


Up the hill from the railroad stands Saint John's Lutheran Church {9}. Its first home was a log cabin on the circuit of German Lutheran minister George Henry Weygandt in 1827. By 1854 the congregation had joined the Salem Reformed Church and was worshipping in its building on West Market across from the cemetery. An expanding congregation then caused St. John's to move to its current location in the United Brethren building in 1912. Later additions have changed the façade along Market Street, but the original siding and stained glass windows can still be seen along its west side.

Continuing west on Market Street, you will pass houses typical of Canal Fulton's building boom of the late 1800's. The white frame home at the southeast corner of Milan and Market however, probably dates back to at least 1850. You are now at the town square of Milan {10}. Platted by Matthew Roland and recorded in Canton in 1814, Milan was the first settlement west of the Tuscarawas River in Stark County. Surrounding Lawrence Township would not be platted until a year and a half later. The west side of the Tuscarawas was selected for settlement first because its single lots were less expensive than the double lots on the east side of the river. The early pioneers also thought it would be easier to construct roads here as the soil was better drained. Thus from 1814 to 1825, when work began on the canal and the towns of Fulton (to the east) and West Fulton (to the south) began to be established, Milan flourished with its shops and early settlers. Milan, Fulton and West Fulton would then merge to become one town in 1853.

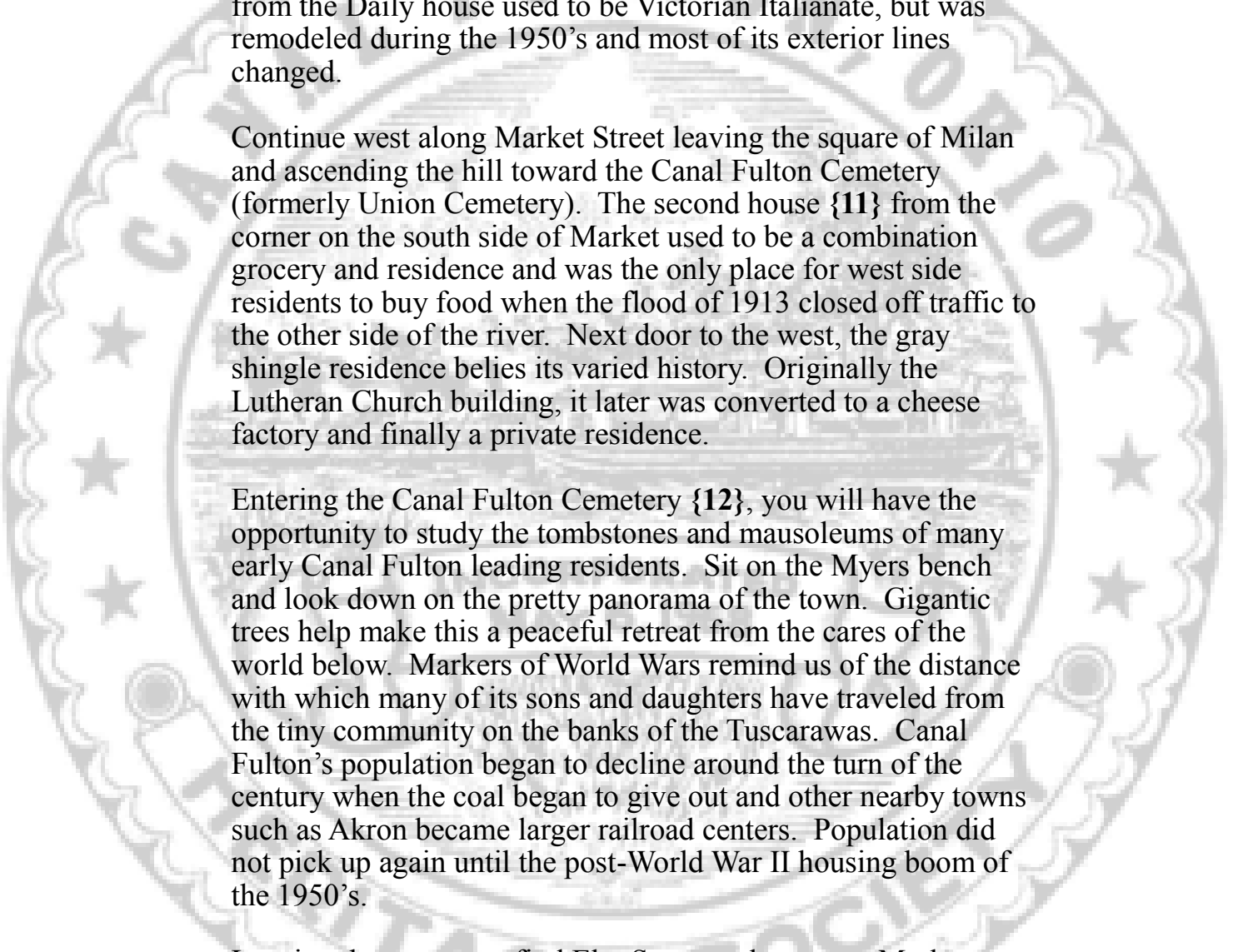
To the right [north], Milan Street leads out to the brick building where the Fulton Pit Car Company moved in 1891 when they needed more railroad frontage. Several miles beyond this lay the former town of Warwick (now part of Clinton) which was a transferring point for railroad passengers to Akron and a junction with the railroad spurs from Rogue's Hollow (the location of much coal mine activity in the last century). Many houses along Milan Street north of Canal Fulton date from the

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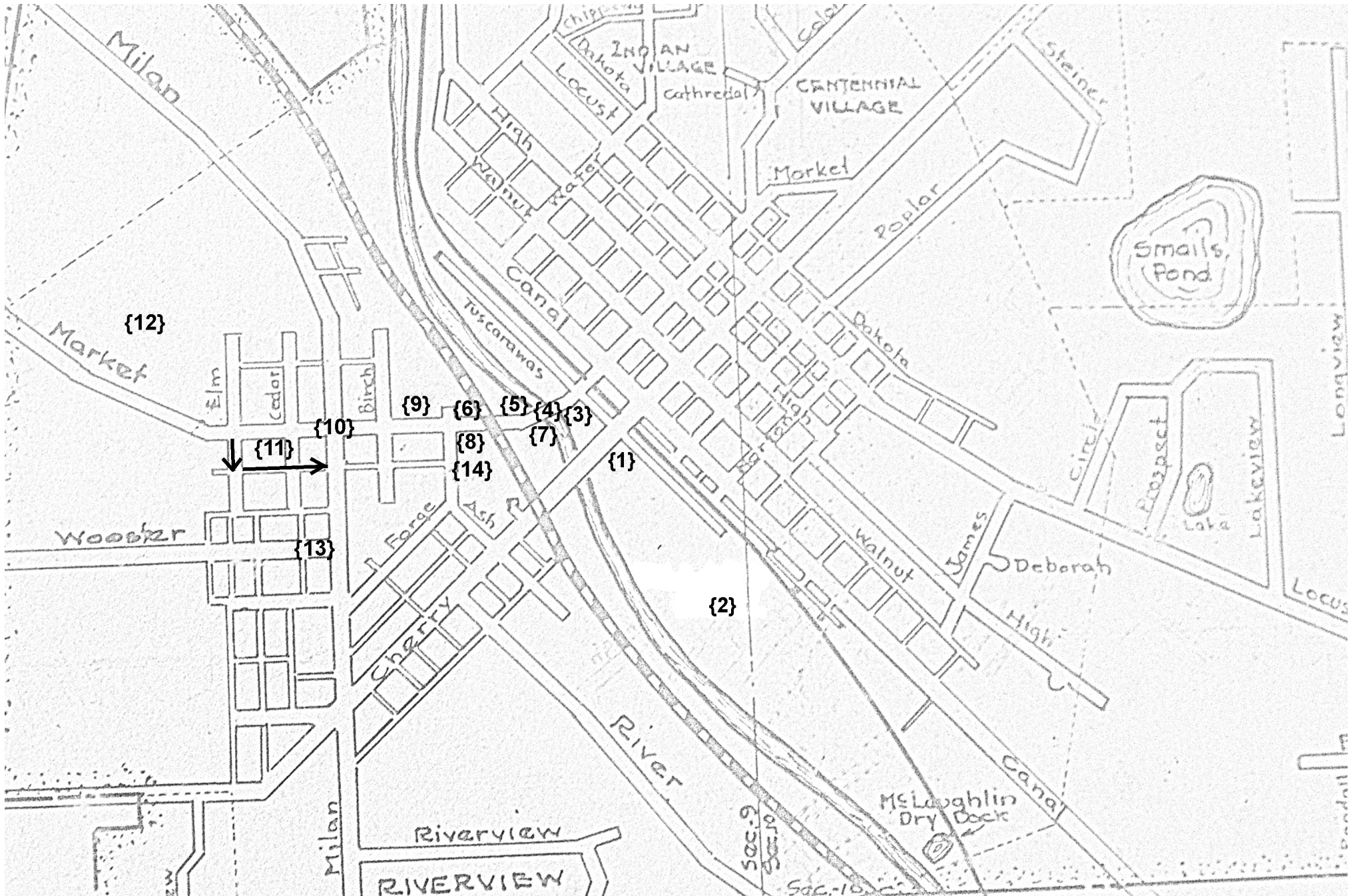
middle of the 1800's. The gray shingle house, third from this corner, used to be at the northwest corner of Milan and Market, but was moved when Arthur Daily, who dealt in tombstones, built his large block house here. The house across Market Street from the Daily house used to be Victorian Italianate, but was remodeled during the 1950's and most of its exterior lines changed.

Continue west along Market Street leaving the square of Milan and ascending the hill toward the Canal Fulton Cemetery (formerly Union Cemetery). The second house {11} from the corner on the south side of Market used to be a combination grocery and residence and was the only place for west side residents to buy food when the flood of 1913 closed off traffic to the other side of the river. Next door to the west, the gray shingle residence belies its varied history. Originally the Lutheran Church building, it later was converted to a cheese factory and finally a private residence.

Entering the Canal Fulton Cemetery {12}, you will have the opportunity to study the tombstones and mausoleums of many early Canal Fulton leading residents. Sit on the Myers bench and look down on the pretty panorama of the town. Gigantic trees help make this a peaceful retreat from the cares of the world below. Markers of World Wars remind us of the distance with which many of its sons and daughters have traveled from the tiny community on the banks of the Tuscarawas. Canal Fulton's population began to decline around the turn of the century when the coal began to give out and other nearby towns such as Akron became larger railroad centers. Population did not pick up again until the post-World War II housing boom of the 1950's.

Leaving the cemetery, find Elm Street and return to Market Street. Just west of here, at the City limits, Market Street becomes Marshallville Road and leads past the old B-B Coal Mine, the Mt. Pleasant Stock Farm (site of harness racing for

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neighborhood horse owners on Sunday afternoons past), and the Lytle brick one-room school house.

Cross Market Street, proceed south along Elm and follow the alley to the left back to Milan Street. This area, as streets merge into alleys and traffic seems to move at a much slower pace, brings to mind the early years of Canal Fulton. Most of the same houses still stand – some of these inhabited now by families whose parent and grandparents once had lived in – and many a garden is planted just where its always been planted.

Reaching Milan Street, turn right [south]. Continue past the red house with the hitching post at the corner of Wooster and Milan {13}. Once known as Quality Hill, Wooster Street becomes Arcadia at the City limits leading off to Pleasant Ridge School and on to Alabama Street and the Pinchgut Coal Mine. A brewery was once located a little way up Quality Hill from Milan, where a product known as Babst beer was produced until prohibition put an end to such home-style enterprises. Continue south along Milan to Forge Street, cross Milan and take Forge back toward town. This street once marked the border between the villages of West Fulton and Milan. This was another part of town once occupied by many family gardens. Just ahead on your left, beside the Drop Forge, was the Fulton Pit Car Company {14} - with such manufactories here you can no doubt guess how Forge Street got its name.

Turn right on Ash Street, left on Cherry and continue back to the park. Approaching the railroad tracks, note that the railroad reached Canal Fulton in 1865 and brought about the eventual decline in the importance of canal traffic. It is also interesting to note that just within this spot you can see the evolution of motive transportation from river, to canal, to train, to automobile. Pass the Canal Fulton Canoe Livery and the river and you are once again at the entrance to the park. From here you can proceed with Tour #2 or come back to continue it another day.

A thank-you to Girl Scout Troop #593 for assisting in compiling this walking tour.