

**OHIO; A SKETCH OF
INDUSTRIAL
PROGRESS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649191130

Ohio; a sketch of industrial progress by John T. Short

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

JOHN T. SHORT

**OHIO; A SKETCH OF
INDUSTRIAL
PROGRESS**

OHIO

A SKETCH OF

INDUSTRIAL PROGRESS

BY

JOHN T. SHORT, PH. D.

Professor in the Ohio State University

COLUMBUS

A. H. SMYTHE, PUBLISHER

1882

OHIO.

A SKETCH OF INDUSTRIAL PROGRESS.*

Twenty years after the landing on Plymouth rock, the French Jesuit fathers Chamouot and Breboeuf discovered the northern shores of the present State of Ohio, in a coasting voyage to the Straits of Macinac. But it is to the bold enterprise of Robert Cavalier de la Salle that we must attribute the discovery of the river from which the State is named, a river which is to the State what the Rhine is to the German Fatherland.

At Lachine, his trading post above Montreal, La Salle listened with kindling desire to the tales of the Oyo, said by his Indian informants to be a grand river rising near Lake Erie and flowing away to a vast sea, through a course that it would take eight months to traverse.

* A lecture delivered at the Ohio State University, by John T. Short.

In 1667, confident that the majestic stream which the Iroquois had named Oyo (a term meaning beautiful) reached the Gulf of California, he asked permission to explore it. Commissioned to execute the undertaking, in company with the missionaries Gallinee and Dolier, he visited the Iroquois in 1669, established the correctness of the report as to its course, but was at first restrained from descending upon its tide by the objections that the jealous Iroquois interposed to his trading with the tribes to the Westward, and by the failing courage of his companions, who were alarmed by reports of the cruelty of the Andastas and the Shawnees. Recently published documents, however, show us the dauntless courage of La Salle, who, leaving his clerical companions, procured a Shawnee captive for a guide, with whom he pursued the course of the great river from its sources near Lake Erie, as far as the rapids at Louisville. Here, attempting to follow the stream on foot, he was forsaken by his companions. Alone, four hundred leagues from home, he was forced to retrace his steps and to subsist throughout his wanderings on herbs and plants given him by the Indians. In 1677 he affirms that in the "year 1667 and those fol-

lowing" he made "several expensive journeys to the country south of the Great Lakes and between them and the great river Ohio." The date is confirmed by a letter from M. Talon to the king, dated Nov. 2, 1671, which speaks of La Salle's absence in the country to the southward, while in a memoir of M. de Nouvelle, of March 8, 1688, we read that "La Salle had, for several years before he built Creve-Cœur, (1679) employed canoes for his trade on the rivers Oyo, Oubache (Wabash) and others in the surrounding neighborhood, which flow into the river Mississippi." Such was the beginning of commerce on the Ohio. The evidence goes to prove that La Salle had traced the river from its source to its falls, two years before Marquette saw its mouth at the Mississippi. Yet it was Marquette's achievements that fired La Salle's ambition. Going to France in 1677, he unfolded to the king a scheme of inspiring magnitude by which the colonies of France could be founded in a temperate and fertile region "capable of great commerce" and "such a hold of the continent obtained that in the next war with Spain, France would drive her from North America." The valley of the Ohio was to become a factor in the problem by which

not only were the results of Spanish discoveries to be cancelled, but one in which Louis XIV would demonstrate to the world that there were no more Pyrenees.

Returning to the Lakes with a commission of discovery and a concession granting him a monopoly of buffalo skins, he made the portage of Niagara Falls, and upon the river above built the Griffin, a ship of sixty tons, in which he made the voyage from Niagara to Macinac in twenty-one days (Aug. 7th—28th, 1679). Sent back with a cargo of furs, while the explorer pushed westward to the sources of the Illinois river, the Griffin was lost. Therefore, in the first of those movements inaugurated by La Salle, which, though discouraging at first, were crowned, in 1682, with his splendid descent of the Mississippi, we have the first chapter of the history of commerce on Lake Erie written. Nor will that history present a picture worthy of its splendid beginning, until broad-handed enterprise triumphs over the obstacles of nature, and provides a highway for our navies from the lakes to the Mississippi. The French colonization of the West was desultory and chiefly for the purposes of trade. However, forts were erected in considerable

numbers for the maintenance of possession. Among them were Niagara, Presque Isle, on the site of Erie, Pa.; La Bœuf, a short distance to the southward of the preceding; Venango, on the Alleghany river; Duquesne, at the head of the Ohio; Sandusky; Miami, on the Maumee, and Ontanon, on the Wabash. English settlers, meanwhile, had established themselves in the region thus encompassed by the French arms. To these, in 1749, Celoron, the commander at Detroit, gave notice to depart, and on the refusal of some who had settled at Sandusky, he arrested them. Celoron journeyed to the Ohio, provided with lead plates bearing an inscription announcing the claim of France to all the lands watered by the Belle Riviere and its tributaries. These were buried in the river's bank or nailed to trees growing by its side.

In 1750-1 the Ohio Company, formed two years earlier, sent out its exploring parties under Christopher Gist, who followed the river to its falls and brought back exciting reports of the richness of the valley.

The French having appeared in force at Venango, Pa., George Washington, at that time twenty-one years of age, was selected to

visit Venango with a communication from Governor Dinwiddie. On his return the young surveyor recommended the erection of a fort at the head-waters of the Ohio, and the Assembly of Virginia voted a large sum for the purpose. The attempt of the English colonists and its temporary failure is familiar history.

The first military exploit of Washington was a bold effort to secure and hold the Valley of the Ohio.

The treaty of 1763 assigned the Great West to the English, but it at the same time closed every avenue to emigration. By royal proclamation the newly acquired territory was reserved to the use of Indians and persons who were not entitled to settle within the colonies.

It was not until the Declaration of Independence was published that the forests north of the Ohio were penetrated by settlers from the States. Ohio, at the outbreak of the Revolution, was known as the District of West Augusta. More than the Declaration was required here, as elsewhere, to secure independence of British control. The Northern forts at Detroit, Vincennes and Kaskaskia were then in the hands of the English. To