



31ST GREAT OHIO BICYCLE ADVENTURE · JUNE 15-22, 2019

Welcome to the 2019 edition of the GOBA Digest! The intent of this publication is to highlight historical, unusual, and otherwise interesting places, people, and things as you ride the Great Ohio Bicycle Adventure.

Before diving in, a quick history of the digest itself:

In 1991, Tom Barlow, the original Event Director had included a bit of information about the days' routes along the map margins. An "anonymous" commenter said they enjoyed the information but craved more. Tom recognized the commenter's handwriting as belonging to Julie Schmitt and he recruited her to do the first "Global GOBA".

Julie Schmitt has been the author of the digest ever since then. Julie says, "Since the Ohio Department of Development had given seed money to help jump start GOBA and the goal was to feature the smaller communities in Ohio, it was only natural to try a get a bit more intimate with the landscape. As a new rider, and an Ohio skeptic (I loved Wild, Wonderful West Virginia with its white water rivers and stunning mountains), GOBA really helped me foster a love for Ohio and I feel like I am now one of its most fierce champions."



Julie continued: "I have seen the decline in Ohio's small towns from lack of employment, and changing farming practices. Gone are the smaller farms and along with that, the fence rows that fostered a number of plant and animal species, broke up the landscape and may have helped to moderate daily temperatures. Now we have to frequently seek shelter on GOBA from heavy rains and strong winds."

The Digest, like the tradition of GOBA itself, is one that is cherished by all riders. I hope you'll take some time to turn this page and immerse yourself in the world of GOBA this week with family and friends.

~Jeff Pierron, GOBA Director



Saturday, June 15

This part of Ohio was referred to as the Great Black Swamp because Lake Erie, the shallowest of the great lakes, actually extended down into this area. There were open marshlands and wild brushy areas. Majestic forests grew on the slightly raised areas. Ditching and draining by industrious farmers turned the Black Swamp into a rich agricultural area. Centuries of plant buildup had enriched the soils. One single ditch in the county was named the Jackson Cut-Off; it drains 30,000 acres. It is west of Bowling Green and not on this week's route, but we do follow along miles and miles of ditches this week. This past winter I saw evidence of tiling being redone.

Wood County is named after Maj. Eleazer D. Wood, an American Army officer in the War of 1812. Wood built Fort Meigs, which was located near Perrysburg, in 1813. Fort Meigs was used by American soldiers during the war to repel British attacks in the spring and summer of 1813. During the War of 1812, General Hull left Urbana with his troops and built a trail through the forest to Detroit. Traveling through the Black Swamp was especially arduous, but when they got to the area where Bowling Green is now, they were on higher ground made by sand hills left by ancient Lake Erie's former beaches.



Soldiers who had served in the War of 1812 returned to this area to build their homes and farms. Money from oil drilling helped bring prosperity to Bowling Green at the beginning of the 20th century. As a result, Wood County wrested the seat from Perrysburg. Because of the oil riches, the Wood County Courthouse is an outstanding building. During its construction, all four commissioners, the architects and the builder were indicted for attempted bribery, proposing inflated bids, and other deceptions. Akron architect, Frank O. Weary testified that two commissioners promised him the job if he'd give them each \$1,500, and they upped the amount to \$3,000 later that same day. Weary agreed to nothing and the two commissioners left for Columbus to talk to architects, Joseph W. Yost and Frank Packard. Nine months later, all indictments were dropped.



The courthouse that was built is a stunning example of Richardson Romanesque. It has the state's tallest courthouse clock tower. A stained-glass barrel vault dome tops the three stories of the building. The building is graced with many carvings, and if you are contemplating bringing binoculars with you on GOBA this year, I would recommend bringing them, not only for the courthouse, but for the bird watching opportunities in the marshes along Lake Erie.

Hotel Milliken, now student housing, is at 101 S. Main St. William Milliken had it built in 1896 and it was very fancy for the times. A generator provided electric lights. There was running water and even an elevator. He had followed the oil boom from Pennsylvania to Bowling Green, making a fortune along the way. After building the

hotel, his wife stayed here to run it while he traveled west to continue in the oil business. Clark Gable (from near Cadiz, Ohio) and Ernest Hemingway stayed at the Milliken while they went pheasant hunting. The pheasant hunting had a reputation for being the best in the country.

Bowling Green has a number of restaurants due in part to the student body of Bowling Green State University. The one meal (breakfast) that I had there was at the Falcon Family Restaurant. I will be looking forward to trying other places in town.

If you appreciate automobiles you could consider visiting Snook's Dream Cars. It is a working garage started by Bill Snook. His son Jeff took over the business.

Besides the garage there are cars from the 1930s to the 1960s on display. They are closed on Saturdays so give them a call to make an appointment for either this Saturday or next. Admission is \$5 to \$8, depending on age. (419-353-8338)

The National Construction Equipment Museum is home of the Historical Construction Equipment Association. The museum, at 16623 Liberty Hi Road, is open 1-5 p.m. weekdays (call ahead, 419-352-5616). I believe that the museum is mostly made up of archives.



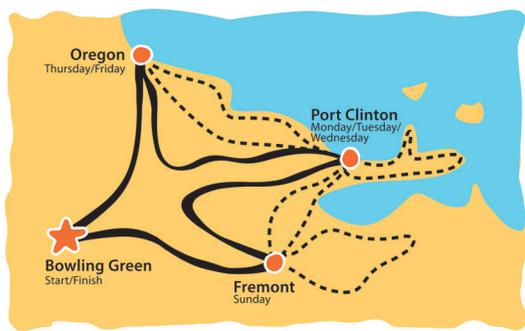
Emerson Cain of Bowling Green claims that he invented the first rippled potato chip in the 1930s. He called them marcelle chips because they looked like the marcelle hair-dos that women were wearing then. Cain's Marcelle Potato Chip Company got its start in Emerson's garage. He patented his pneumatic Automatic Salting Machine in 1953. That machine salted the chips more evenly. He also developed a conveyor belt for the chips so they didn't have to be handled by hand. Cain's were produced in Bowling Green until 1992, when the plant was closed. By then, Cain's was owned and run by Borden Inc. Bordens continued to make marcelled chips in Fort Wayne, Indiana, but I can't find any reference to Cain's Marcelle Chips in the present day.

Bowling Green State University is here and it got a fairly late start, relative to other universities in Ohio, because of the swampy conditions in the area. Northwestern Ohio was underserved as far as teacher education was concerned, so an institution of higher learning was needed. A few towns made a bid, but Bowling Green won the prize, mainly because it was a dry town at the time.



If you pass the Bowling Green Airport on Poe Road, east of the fairgrounds, you may notice a retired jet there. It is labeled as a TR-932 or a T-3, Shooting Star. This style jet was used as a training jet from right after WWII until the late 1990s. In foreign countries, a few are still in use as proficiency trainers for pilots. It is a simple plane and is ideal for beginning jet pilots.

No jet speeds on GOBA this year, but wishing you a safe and adventurous journey.



Bowling Green to Fremont Sunday, June 16

After you leave the Wood County Fairgrounds you will be on Brim Road and may notice the Dow Jones/ Wall Street Journal building on your left. This is one of six locations in the U.S. where the Journal is printed. The Wall Street Journal is the second largest newspaper, by distribution, in the country.

On Nelson Road, you will begin to see blue painted blazes on telephone poles, etc. These mark the route of the Buckeye Trail. The Buckeye Trail circumnavigates the entire state of Ohio. The Buckeye Trail Association (BTA) got its start in 1959 with the intention of connecting Lake Erie with the Ohio River with a hiking/backpacking trail. It is now over 1,440 miles long and circumnavigates Ohio. The route changes from time to time so its length also changes. The BTA works to get it off of roads but there are miles, like on Nelson Road, that will probably always be on roads. Bikepacking.com describes a route that follows the original intention of the Buckeye Trail -- of traveling between Cincinnati to Cleveland. This ambitious endeavor could be expanded to include doing the entire Buckeye Trail route by bicycle riding the on-road sections and bypassing most of the off-road sections, kind of a hybrid tour ... hmmm ...

In New Rochester, the GOBA route crosses over U.S. 6, also known as the Grand Army of the Republic Highway, named in honor of Civil War Veterans. It is a part of the U.S. Highway system and runs east-northeast from Bishop, California to Provincetown, Massachusetts. It was first designed in 1926 but over the decades, the route has been modified. Parts of it have been joined with other routes, and there is a break in Colorado where it no longer exists.

In Jack Kerouac's novel, "On the Road," eccentric character Sal Paradise considers hitchhiking on U.S. 6 to Nevada but is told by a driver that "there's no traffic passes through 6" and that he'd be better off going to Pittsburgh via the Pennsylvania Turnpike. When the author of "U.S. 40: Cross Section of the United States of America" was first thinking of a project, he considered writing about U.S. 6 but then realized that "Route 6 runs uncertainly from nowhere to nowhere, scarcely to be followed from one end to the other, except by some devoted eccentric." Or devoted bicycle tourist ...hmmm ...

Pemberville is a quiet, small town on the Portage River named for James Pember, who built the first home here. One of its former famous citizens, Elihu H. Mason, earned the Medal of Honor for his service in the Civil War. Mason had volunteered for a raid into Confederate territory with the goal to disrupt a Georgia railroad line. The raid was dubbed the "Great Locomotive Chase." The raiders traveled 200 miles into Confederate territory and commandeered a train north of Atlanta. Because the train ran on a regular schedule, they had to keep it on schedule or risk being in an accident with other trains. The raiders cut telegraph lines as they went, and this helped them to continue unmolested. However, trains didn't move fast in those days, especially through the hills north of Atlanta. They were pursued on foot and then by handcar. They were captured 78 miles into their adventure and imprisoned.



Eight of the men were executed as spies, but Mason and a few others escaped. Mason was too ill to travel with the others so he urged them to go ahead without him. He was then recaptured and returned to prison. He and five others were later released in a prisoner exchange. One week after the exchange took place, Mason was awarded the newly created Medal of Honor, and he was the fourth person to receive this highly esteemed medal. Mason moved up in the military's ranks and he fought in the Battle of Chickamauga, where he was again captured by the Confederates.

After the war, Mason returned to Pemberville, lived out his life here and is buried in Pemberville Cemetery.

The Pemberville/Fish Cemetery is on Fish Road/Twp. Rd. 263. Next to the Mason headstone is a military marker stating that he was a Medal of Honor recipient.

Beekers store, founded in 1870, is a landmark in Pemberville. I met Mildred Beeker, the daughter of the founder, there when she was 99 years old and she was still running the store. The townspeople gave her a huge birthday party when she turned 100. New owners took over some years ago and have maintained the feel of the old country store. They open at noon on Sundays, so I suspect many of you will be through town before then.

The Hirzel Canning Company in Pemberville cans tomatoes for Dei Fratelli. Hirzel Farms and Canning got their start in 1939 but the two became separate entities in 1969 because of a law change. So if you buy Dei Fratelli tomatoes and you live in the Midwest, you know that you are getting your tomatoes locally grown.

The 50-mile route passes through Bradner and Rollersville before rejoining the 35-mile route and entering Gibsonburg for the Sunday lunch stop. The village is home to the Ideal Bakery, which is located in the heart of town at 101 W. Madison St. They are even open on Sundays. There are a few tables inside and the charm is over the top. Opposite the bakery is Super Kerwin's Market.



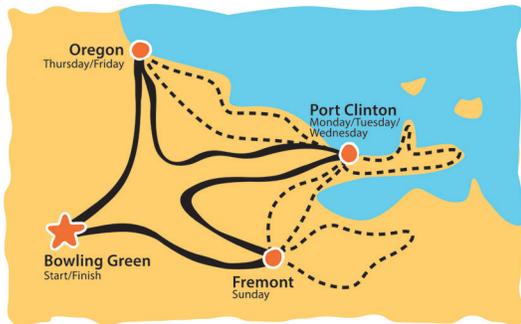
Before lunch at the American Legion Hall, the route takes you past Williams Park and the Public Safety Memorial, which honors the nation's first responders and the victims of the 9/11 terrorist attack on the World Trade Center. A mangled 36-foot, 7,000-pound section of an antenna atop the North Tower is displayed in the outdoor memorial created by a local sculptor. The memorial was dedicated on Sept. 11, 2016, in a ceremony that drew hundreds of people and dignitaries from far and wide.

As you leave Gibsonburg after lunch, you pass White Star Park. GOBA stopped here some years ago and while it was nice, the facilities have been upgraded since then. Swimming in the cold, cold waters of the former limestone quarry is invigorating. This quarry is a favorite for divers because of the clear water, accessibility and submerged vehicles. Bring your swimsuit today!



As you turn left/east onto Shade Road, you will see some piles of leftover lime on your right. This area of Ohio is known for farming, lime production and limestone quarrying.

Once you are refreshed and relaxed, the miles will slip by as you head to the campus of Terra State Community College on the edge of Fremont.



Fremont to Port Clinton Monday, June 17

As you leave Fremont you see a large, former factory building that housed the Wolfe Company. The company is a paper converter. They buy paper and then convert it into different things by pressing, slitting it, binding it, etc.

You pass the Cookie Lady shop on West State The Cookie Lady opens at 6:30 a.m.



Then it is a right turn and you hop onto the North Coast Inland Trail. It is somewhat shaded and in a little over 10 miles you will be in Elmore at the former Elmore Railroad Station, now a part of the Elmore Historical Society.

The Elmore Automobile and the Elmore Bicycle were both manufactured in Elmore until manufacturing was moved to nearby Clyde. The cars were "Brass Era Cars," meaning that they were outfitted with many brass fittings such as lights and radiators. William Durant, the founder of General Motors, purchased the Elmore Automobile company in 1908. The automotive market was as competitive then as it is now. General Motors dropped the Elmore line in 1912, when it needed to get rid of unprofitable lines.

After you leave Elmore, you travel along the Portage River. An Indian settlement ran along the Portage and a French trader located there as well. It is called Portage because of the river's shallow water and riffles. Travelers had to frequently portage their boats over the shallow spots. With the

significant increase in tiling and effective drainage, I wonder if the river hasn't run a bit higher in the last 150 years.

In 1877, a Judge Potter from Toledo had 8,000 salmon released into the Portage River. He figured that it would take the salmon three years to grow to large enough size to be a food fish. I don't know the outcome of his experiment, but I could not find any evidence of salmon in the Portage 142 years later. In fact, fishing in the river ended when the big oil boom hit Wood County in the 1880s. A newspaper article dated March 3, 1888 stated:

"Thousands of barrels of oil have been flowing down the Portage River the last few days, having been washed out of the ditches and ponds of Wood County by the recent heavy rains. When set afire the

blaze reaches 10 or 12 feet in height. Oil men should be compelled to run their waste oil into large holes in the ground and burn it.”

June 29, 1888: “The oil in the river is poisoning all the fish. The stench arising from the oil and dead fish is terrible. Even cattle, horses and sheep are dying from the effects of the stagnant poisons in the river.”

County Commissioners began to take action to protect the waterways. But on May 17, 1889, it was reported that:

“Oil on the river caught fire east of Oak Harbor, burned 100 cords of wood ... and also destroyed (a) barn and house. ... Oil burning in Oak Harbor village also caused some damage. It is no uncommon thing for fire to be seen at most any point along the river now.”

The polluted river water was obviously a problem for everyone, but it was also a problem for the basket factory in Oak Harbor because the salt concentration in the water was so high that it destroyed the pipes that delivered steam for bending the basket wood. Steam vessels couldn't use the water either.

The longer route today turns south on Hessville Road and then east on Dunmyer Road. There is a small, metal house on Dunmyer/Township Rd. 141. It is a Lustron house built between 1947 and 1950. Not many homes were built during the Great Depression so there was a housing shortage after WWII. Carl Stradlund envisioned manufacturing houses like Ford manufactured automobiles, on an assembly line. He hired two architects to design the ranch style houses. He lobbied the government for a loan to cover the startup costs and he got the keys to a former Curtis-Wright manufacturing plant in Columbus. Startup costs were unexpectedly high, but they went ahead and started making the thousands of parts out of enameled steel that were needed for each house that was manufactured.

Living in a house made of steel presents decorating challenges but they were made to last and you can even see the original steel roof on this house nearly 70 years after it went up.



Lustron got into trouble early on because of local building codes, and banks were reluctant to give loans on factory-built homes feeling that they might lower property values. Lustron had to become the mortgage lender as well. It was easy to estimate the total cost of a Lustron home in a single area, but trying to price it in all parts of the country was nearly impossible. The price of each house, plus buying a lot, was still too high for many homebuyers. The building industry put up a lot of resistance to the idea of pre-fabricated homes.

Federal officials began to lose patience when the loan wasn't being paid back. They initiated congressional hearings that cast suspicion on Lustron. It exposed the company to political opponents who had criticized the governmental support of a startup private company during peacetime, especially one that implied a "takeover" of the housing industry. A foreclosure and liquidation sale was held in 1951, and the plant was converted back into defense production for the Korean conflict. This home is

one of fewer than 3,000 that were sold. There are efforts today to save these homes and if you are in Columbus, you can tour one in the Ohio History Connection Museum along I-71 and on 17th Avenue.

After traveling back north on Stemmer-Portage Road, the long route rejoins W. Portage River Road South and then heads to a church southeast of Oak Harbor for a lunch stop. The oil boom in Wood County occurred in 1888 near Cygnet. That meant that gushers were uncapped and crude oil drained into the ditches that fed into the Portage River watershed. As a result, the Portage River caught fire a number of times in Oak Harbor.

Further along the Portage River is the Smith Farm and Marsh. This is privately owned land that is protected by the Black Swamp Conservancy (BSC). The BSC acts as a land trust dedicated to protecting agricultural land and natural areas through land conservation agreements. They work to preserve the rural heritage, unique natural habitats, and lakes and streams of northwest Ohio.

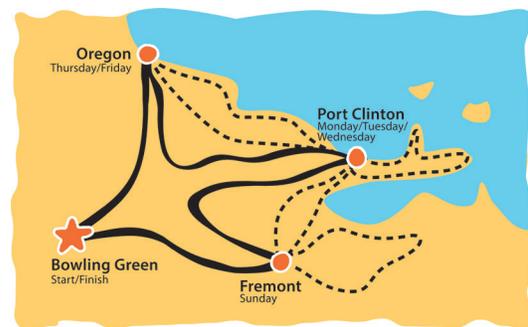
You parallel State Rt. 2 as you approach Port Clinton and then cross over it. You'll see Magruder Hospital on your right and then pull into Port Clinton High School for the next three nights.

I know that typically a hospital doesn't scream, "Restaurant," but sometimes it isn't a bad place to get a meal or a cup of coffee. Theirs is called the Fulton Street Cafe. The Coffee House and food court both open at 6:30 a.m. The Coffee House closes at 4:30 p.m., and the Cafe serves food (cooked to order) until 6:30 p.m. The food court closes at 7:30 p.m.

There are plenty of other wonderful restaurants in Port Clinton that you can explore during the lay-over days.

Port Clinton Layover Day Route to Lakeside Tuesday, June 18

Today's route is full of interesting places and lots of Lake Erie shoreline.



While riding today's route, you also will be on the Lake Erie Coastal Trail. It is part of 289-mile scenic route in Ohio along Lake Erie. There are some beautiful, older homes, and many were built somewhat organically into the native limestone.

You can get to Lake Erie and put your toes in the water at Catawba Island State Park. It isn't a very big park at 10 acres but access is there nonetheless.

Twin Oast Brewing is on NE Catawba Road and they open at noon. Oast Brewing is part of a 60-acre estate where they grow most of the ingredients that go into their beers. At first, I thought that I had written the name Oast down incorrectly and that it was really Twin Oaks Brewing. However, an oast house or hop kiln is a building designed for drying hops as a part of the brewing process. They are buildings that were designed with a few floors made with thin, perforated flooring so the heat from below would dry the hops. A limited menu of food is served here and it is seasonal.

Next is Mon Ami Winery. They are closed today. Mon Ami is one of the oldest and largest wineries in Ohio. The Catawba Island Wine Company constructed the winery building that is today's Mon Ami Restaurant and Historic Winery in 1873. With its 130,000-gallon capacity, the Catawba Island Wine Company was the largest winery on Catawba Island and one of the largest in the islands area. In 1937, the winery was acquired by the Mon Ami Champagne Company. Mon Ami was founded in Sandusky shortly after the repeal of the 18th Amendment and was one of only a few wineries in the United States specializing in the manufacture of domestic champagnes (at that time). The original stone building was a holding cell for Confederate prisoners of war before being taken to Johnson's Island.

The wineries and breweries here are no accident. The weather and soils make growing grapes and fruit trees a profitable venture.

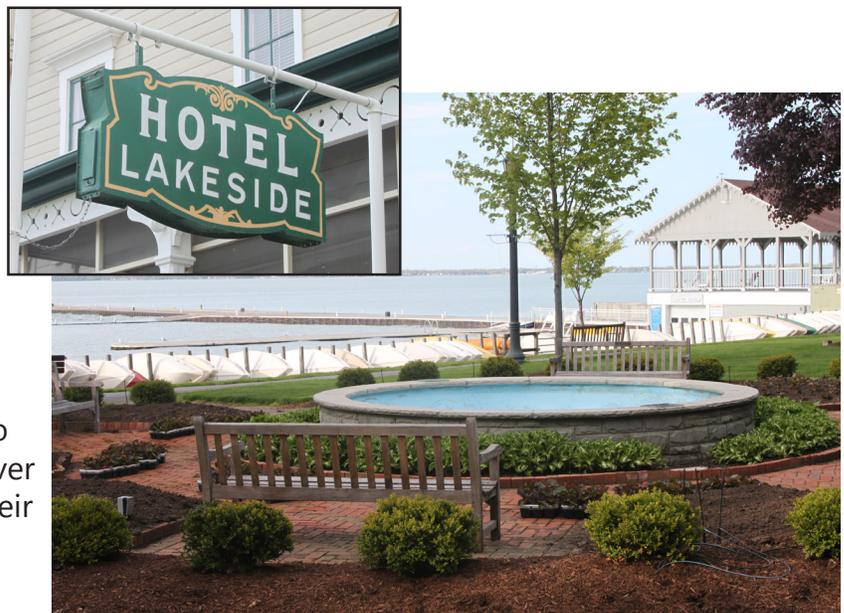
Lunch today is in the United Methodist Camp called Lakeside. It has been dubbed "Ohio's Chautauqua of the Great Lakes." After the Civil War, industrial revolution was in full swing. Jobs were in cities so the population began to shift from rural areas to cities, and some of the living conditions were below ideal. Men who had served in the Civil War came home with more worldly views. There was a need to be informed about the changes happening in society. This was, too, a time of religious revivalism. There were permanent revivals, like Lakeside, and there were temporary ones like tent revivals that would come to a town, set up a large tent and run for a week.

In 1869, 250 Methodists gathered here for a summer picnic at the invitation of Alexander Clemons. From that meeting, the Lakeside Company and the Lakeside Camp Meeting Association came into being. In short, Lakeside was established for people seeking rest and relaxation but with purpose. Over the decades people have gathered to sing, there have been many evangelistic meetings, sermons, and speakers on a wide variety of topics – for example, a Civil War nurse spoke about her experiences. Professional musicians, opera singers, and other musical acts have performed at Lakeside. You can watch some of them on You Tube.

The cottages at Lakeside are unfailing appealing and cute.

The 1875 Hotel Lakeside is a beauty. The description of it online says that it wasn't originally equipped with running water or electricity. No surprise there, but the description also says that it had a two-story outhouse. I have never seen anything like that, but apparently a few do exist. A two-story outhouse involves more design than technology.

The hotel was updated over the years with a major redo in 1955. Then it wasn't maintained and a decision was made to tear it down. However, that didn't happen either, so by August of 1973 a group of concerned Lakeside residents were determined to save and restore the hotel, thus The Friends of Hotel Lakeside was founded and the Board of Trustees got on board, so to speak, and they have been dedicated to preserving and upgrading the facility ever since. You get to enjoy the results of their terrific efforts today.



The Heritage Hall Museum in Lakeside should be open today at 10 a.m.

After lunch in Lakeside, you return to Route 163 and ride past the Lafarge Marblehead Quarry.

Columbus Limestone is quarried here and it used for industrial, agricultural and a lot of it now goes for construction purposes. This rock strata stretches from Kelleys Island to just south of Columbus. It was formed 400 million years ago when this area lay under warm, shallow seas and marine life accumulated and formed into these calcium rich rocks. Many small quarries were developed here from the 1840s to the 1860s and lime, burnt limestone, was the major product. The lime was spread over fields to "sweeten" the soil. It was also used in the steel and glass industries. Lime, or flux stone, is spread over molten steel and that makes the impurities in the steel separate out. Limestone used in glass making helps to control viscosity, increases durability of the glass and makes it more chemically resistant. The top layer of the limestone was best for lime production. Around WWII this layer was spent and lime operations ceased.

In the early years the Marblehead quarry employed around 1,100 men at a time. It was very physically demanding and dangerous work. The quarry was a very busy place with rock crushers, lime kilns and rail lines running everywhere. There were even crews called "Rail Gangs." These were made up of men whose job it was to pick up and move the railroad tracks when needed. There were no hard hats or other safety equipment' and there was one day of safety training.

Eventually a hospital was installed on the grounds, safety equipment was introduced, and safety training extended to a week. Technology in the form of large and specialized mining equipment has taken the place of all that manual labor. Fewer than 60 people run the quarry now.

Quarrying goes on nine months a year. Quarrying isn't practical during the winter months. Limestone holds a good amount of water, and when ice forms in the stone, it alters the volume of rock. Most of the rock, now mostly in the form of aggregate, goes out by freighters and barges during the warmer months. It is delivered all along the Lake Erie shore and it seems that no matter how much stone is blasted, crushed, washed and loaded and off-loaded it is gone before the next barge load appears.

You ride underneath the Lafarge chute that runs to the freighters and barges. It was extended so larger and larger boats could dock here. While filling the boats, workers have to be careful and balance the load. They have switched to barges run by towboats rather than freighters. If a towboat goes out, another can be brought in to replace it. If a freighter malfunctions the whole kitten kaboodle is tied up until it gets repaired.



Next you pass Rocky Point Winery. They specialize in Pink Catawba and wine made from Concord Grapes. They open at noon and they are housed in an old two-story schoolhouse. Marblehead Peninsula was first called Rocky Point.

A little ways down the road you come upon the entrance to the circa 1821 Marblehead Lighthouse. It was run by the U.S. Coast Guard, and then it went to the General Services Administration in the 1990s. The Ohio Department of Natural Resources had maintained the grounds around the lighthouse for years and they took over the tower in 1998. The U.S. Coast Guard continues to operate and maintain the lighthouse beacon. Today's

technology features a new LED light projecting a green signal that flashes every six seconds and is visible for 11 nautical miles. The distinctive green distinguishes the lighthouse signal from white lights coming from air beacons. There is more interpretive material available at the lighthouse. After your visit at the lighthouse, you can see Cedar Point Amusement Park out over water.

The Lakeside Daisy State Nature Preserve is on your right. Along the Marblehead Peninsula shoreline and on the islands, horizontal benches of limestone bedrock were exposed by the glaciers and remain nearly free of vegetation. These areas, known as alvar ecosystems, support unique communities of rare, hardy plants, including the globally rare Lakeside Daisy. May is the best time to see this state and federally listed plant in bloom. It occurs in a few other places in the U.S., but this is the only naturally occurring population. It belongs to a family of plants that are west of the Mississippi, so biologists speculate that they spread east around 8,000 years ago when this area was hot and dry and drought-tolerant plants spread east. When cooler and wetter conditions prevailed, these daisies became genetically different than the western ones so they are now a different species. Before settlement and development, Marblehead Peninsula was a prairie environment. It was rocky and nearly barren, with grasses and a few trees and these daisies.

After you pass the Bay Point Golf Course, Gaydos Drive is on your left. Turn onto it to access the Johnson's Island Causeway to get to Johnson's Island. It is about one-half mile past Bay Point. Johnson's Island was called Bull Island until L.B. Johnson bought it in 1852. During the Civil War, the U.S. government was looking for a prison site to house Confederate prisoners. Johnson's was available for lease and its isolation made it a secure spot. By 1862 barracks and other buildings were erected here. The prison could hold 3,000 men at a time, and 10,000 total came through here. This was a hard place to be and prisoners were exposed to cold, northern winters, not enough food, pneumonia, diphtheria, and small pox. Two hundred six men died while imprisoned here and they were buried here.

The cemetery is still there today.

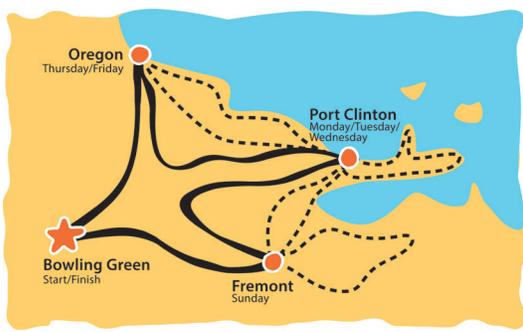
There were numerous plans made by Confederate troops to free the prisoners but they were all for naught. After the war and the release of the prisoners, the buildings were auctioned off for summer cottages. The island flourished in the 1890s, but then Cedar Point became a more desirable place. Some Italian stone cutters moved there when the island was quarried but legend has it that soldiers arose from the graves and scared the Sicilians off. Now there is a causeway and the island is quietly residential. The cemetery is on the eastern side of the island and it is open to the public.

After you return to East Bayshore Road, you pass Battlefield Park on your left. An interpretive sign gives information on the Battle of Marblehead Peninsula. This sign marks the area where the first skirmishes of the War of 1812 took place. These initial battles were between the Tecumseh Confederacy and the United States.

Farther down the road, you'll find the Lake Erie Birding Trail at Meadowbrook Marsh. There is a walking trail that should be good for birding and seeing wildlife that inhabits freshwater ponds.



Near the end of today's route, you pass close by a gypsum plant in the village of Gypsum. Osborne Haydon, who worked for this company in the first half of the 20th century, received a patent for an improved way to make plaster board in 1936. If you live in a home built after this year, you may have this sturdy and hard product making up the walls in your homes. He also patented the manufacturing process for making acoustical tile.



Century or Half-Century loops from Port Clinton or ride to Catawba Island and take the ferry to South Bass Island - too many wonderful options! Wednesday, June 19

Century and half-century riders leave Port Clinton the same way you came in on Monday, paralleling State Route 2, then you ride back to Fremont, but along a different route traveling through fields and between drainage ditches.



There are many places to purchase food and relax in Fremont, especially downtown, where four restaurants will be offering GOBA riders grab-and-go and sit-down options. The 50-mile route heads back north to Port Clinton. The 100-mile route heads east-northeast out of Fremont, starting out on St. Rt. 412 and then heading north and crossing over I-80/90 to Ohms Road. On Ohms you are fairly near Sandusky Bay again. On your right is the James Donnell Konkel Wetland. It is a 40-acre mix of grasslands and wetlands, including seven excavated potholes. It is in the Pick-

erel Creek Wildlife Area, which covers more than 2,800 acres along Sandusky Bay. Eleven years ago, the Ohio Division of Wildlife worked to restore wetlands on three recently acquired tracts at Pickerel Creek Wildlife Area by breaking drain tiles and excavating shallow potholes that provided habitat for spring migrating and breeding waterfowl, and many other wetland animals and plants. More than 100 acres of wetland plants and grasses were seeded.

You pass a pallet manufacturer on your left and the Coon Creek Hunt Club is on your right and go past Vickery, where a tavern just off the route has food and water. Vickery also has a post office and a church, but many other enterprises such as a market and a mechanic are long gone.

The land gently rises when you approach Castalia. The Castalia Quarry Metro Park is on your left. Rock quarrying started here in 1870 and occurred off and on for the next 100 years.

For the decades between the 1920s and 1970, Castalia was famous for the Blue Hole, a round opening in the earth where cold, blue water appeared out of a solution cave. The bedrock around here is primarily made up of limestone, and there is naturally occurring carbonic acid in the water and that wears the limestone away. It is part of a subterranean aquifer system that flows below Huron and Erie Counties. The water comes to the surface at the Castalia Springs and the Blue Hole, both former popular tourist destinations. Canals were dug in the early 1800s to convey the water northward from Castalia to Venice to power flour mills. Water was also piped to Sandusky for brewing Crystal Rock Beer. The Blue Hole was tourist area and was heavily advertised with bumper stickers and such. Part of the mystery of the place is that because the water comes from deep in the earth, it never freezes. The property containing the Blue Hole is now privately owned.

The Castalia Trout Club and other smaller clubs stocked Cold Creek with rainbow trout.

The Cold Creek Cafe is on Main Street along with a BP station that also houses a Subway.



As you leave Castalia you see a dry stacked stone wall on your right. GOBA has passed this wall before. It was learned later that it was built long ago by a former soldier who had served in WWI. When he got home from the war, he was what was called in those days, "shell-shocked." Today we call it PTSD. He could build and maintain the wall. Usually after winters it needs some repair and the family continues to maintain it.

The present location of Wales Cemetery marks an area where Seneca Indians lived.

Next you ride into Clyde, which is rightfully proud of its award-winning gardens and green spaces. The Clyde Garden Club will host a snack stop in the gazebo downtown, near where the North Coast Inland Trail crosses Maple Street.

During the War of 1812, soldier, Samuel Page bought land in what is now known as Clyde. He traded the Indians a barrel of whiskey for it. The land continued to be cheap but life was hard. Cows and sheep developed "milk sickness" from eating a common weed, White Snakeroot. People got sick from eating dairy products from the sick cows. Now White Snakeroot is controlled in dairy operations.

One of the favorite sons of Clyde was General James B. McPherson. He graduated from West Point Academy at the top of his class. He went on to become a general and he served in the Union Army during the Civil War. He served with Ulysses S. Grant at the Battle of Shiloh. He was killed at the Battle of Atlanta, facing the army of his old West Point classmate John Bell Hood, who paid a warm tribute to his character after McPherson's death. He was the second-highest ranking Union officer killed in action during the war. Grant wept when McPherson was killed and he returned a letter to McPherson's grandmother after she had written to him.

When a statue honoring McPherson was erected in Clyde, 10,000 people attended the dedication ceremony. Trains leading to Clyde were full. Rutherford B. Hayes was in charge of the dedication. President James A. Garfield was to attend but he was shot prior to the event, eventually dying from his injuries.

Two other favorite sons who lived in Clyde were author Sherwood Anderson and his artist brother, Karl Anderson. Sherwood Anderson is best known for his book, "Winesburg, Ohio: A Group of Tales of Ohio Small-Town Life." It is a 1919 short story cycle. It is set in the fictional town of Winesburg, Ohio (not to be confused with the actual Winesburg), which is based loosely on the author's childhood memories of Clyde, Ohio.

Whirlpool has a large manufacturing facility here in Clyde and is the main employer in town. It is, in fact, the largest factory in the world that builds washing machines.

On Limerick Road you pass by the Moore Produce and Family Farms stand. I couldn't find out when

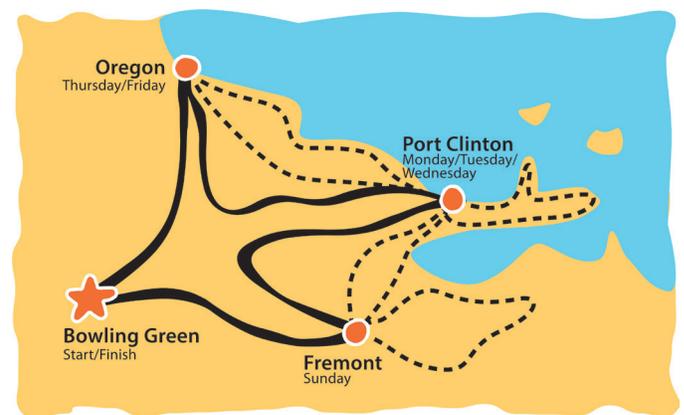
they will be open, but with luck, maybe you can find some produce here during your century ride.

Limerick Road become Finefrock Road, and after you cross Road 198 you pass into Ballville Township of Sandusky County. The township was named in honor of Colonel James V. Ball, a commander of a squadron whose victory July 30, 1813, occurred in Ballville Township. Ball and his squadron were rushed toward Fort Stephenson. Along the first road through the township, the squadron was unexpectedly fired upon by Indians. Ball ordered and led the charge into the Indians. During the battle, he narrowly missed a blow of a tomahawk, which missed his back and buried itself into the saddle of his horse. The battle ended without the loss of one soldier and 11 Indians slain. A large elm tree at the site of the skirmish stood with 11 hacks in the bark as a memorial to the battle.

Quieter times reign now as you head back to downtown Fremont to revisit the food stop, then head to Port Clinton to complete the century route.

Port Clinton to Oregon Thursday, June 20

When you leave Port Clinton you get to travel along Lake Erie for a bit. You pass the Ottawa County Courthouse and probably noticed it while visiting Port Clinton. It is interesting to note that Port Clinton and Oak Harbor vied to be the county seat over a 60-year period with Port Clinton finally winning. Ottawa is an Indian word meaning trader, and what the Ottawa traded mostly were furs and skins.



Next you travel over the drawbridge near Jet Express and then along Ohio's North Coast, past marinas and condos.



Off and on over the past few days you have seen the large cooling tower that is at the Davis-Besse Nuclear Generating Station. The plant only utilizes 221 acres, with 733 acres devoted to the Ottawa National Wildlife Refuge. In 2002 it was discovered that boric acid had corroded some parts in the nuclear reactor. Borated water is used as a reactivity control agent to aid in control of the nuclear reaction. If leakage occurs from the reactor coolant system, the escaping coolant flashes to steam and leaves behind a concentration of impurities, including boric acid. When the right conditions are present, boric acid can cause extensive and rapid degradation of carbon steel components that are used in nozzles. Degradation of this type was discovered at Davis-Besse in 2002. Regardless of operational and engineering issues, there is an ongoing conversation about whether to keep the Davis-Besse and Perry nuclear power plants open with supplemental funding.

After a distinctly flat ride, you roll into Oak Harbor. It was situated on the eastern fringe of the Great Black Swamp, so there many marshy areas and creeks. Adjacent to the swampy area, on higher ground, were stands of virgin timber that included oak, walnut, elm, hickory, ash and poplar. Wild game such as deer, turkey, partridge and waterfowl of all kinds were abundant.

At one time Oak Harbor was a harbor. In 1903 a schooner went up and down the river between here and Elmore. It was built in Elmore and had an Elmore engine put in it. In the picture that I saw of the schooner while it was in Elmore, it's sails were up. I can only assume that it had a retractable center-board.

When the first settlers came here, sawmills and various lumber related industries were started to clear the timbers around the village. River traffic to the mouth of the Portage River, and beyond, moved the products to national and world ports. There was a hoop factory, a stave factory, a sawmill, a planing mill, a shingle factory and a wood bowl factory. After the Civil War, around 160 workmen were employed by these business, and during a one-year period 4 million barrel staves were shipped to eastern ports. Then two different railroads were built through town.

After many of the trees were cut down, agriculture became prominent and canning factories were built. What is fascinating is how many other manufacturers came into being. There was a glove and mitten factory, a glass factory, buggy factories, and a whip factory. There were hatcheries, hardware stores, blacksmith shops, banks, hotels, coal yards, tile yards, dairies, bars and general stores. Then cars came into being so the carriage and harness making businesses went out, and the Depression hit and more manufacturers also left.

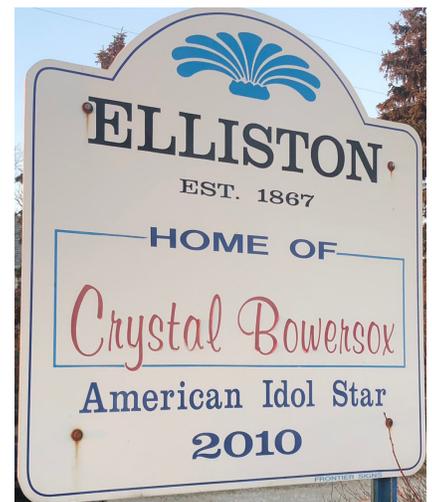
After WWII, Oak Harbor, like the rest of the country, became more industrialized. The Oak Harbor Development Company, incorporated in 1950, spearheaded the drive for industry. Northern Manufacturing, stainless steel fabricators, started in 1952 and is still in existence today. By 1955 the value of the products manufactured in Oak Harbor totaled \$10 million. They included wooden boats, dehydrated alfalfa meal (for animal feed), processed foods, hardwoods for boat and dock construction, extruded rubber products, lumber and logs, CO-2 type factory fire systems, metal paneling, truck bodies, brackets and bracket holders for firetrucks, roll formed metal moldings, butt seam and lock seam tubing, special shapes of metal stampings, metal for prefabricated windows, star sash balances, centerless grinding, thread rolling, truck decks, truck trailers, tanks, cannery systems and "Brikcrete" building blocks. It was really surprising how many things were made here. The Oak Harbor museum, in the basement of the library, has on display, many of the various items that were manufactured here. Considering today's manufacturing climate, the number of products that had been manufactured or fabricated here is truly surprising.

In addition to the GOBA food stop at Oak Harbor High School, the village has several restaurants, including the Hartford House Restaurant (breakfast starts at 6 a.m.).

As you leave town you cross a number of railroad tracks -- evidence of the bustling town that Oak Harbor once was.

You pass the small village of Rocky Ridge and see a concrete silo. Wooden silos didn't hold up and were replaced with concrete silos. Most were made with precast concrete staves that were stacked together and held together with metal bands. Concrete silos cost more to build than those made of steel but they are more wind-resistant, are not as apt to corrode and are not as subject to failure.

Lunch will be at a church in tiny Elliston, birthplace of singer Crystal Bowersox, the 2010 "American Idol" runner-up who now is a recording artist in Nashville. There is an entertaining article about home-



town enthusiasm for Crystal here: https://www.cleveland.com/tv/2010/05/american_idol_finalist_crystal.html. It is titled, "'American Idol' contestant Crystal Bowersox is Elliston, Ohio's small-town wonder" It was printed in May of 2010.

Next, you'll go through Martin where there is a post office if you want to mail a postcard from your adventure (good luck finding one) or gross biking clothing back to yourself. (Well, I am usually looking for a way to lighten my bag.)

After a snack stop at the Crazy Lady Saloon in Curtice, you arrive at Clay High School on the eastern edge of Oregon, a new town for GOBA.



Oregon Layover Day Friday, June 21

When you leave Clay High School on today's ride, you see a lot of power lines and the Bayshore Station of Walleye Power. The boiler installed here to create power was the largest petroleum coal-fired boiler in the world when it came on line in 2000. The coke comes from an oil refinery in Toledo. It is a



byproduct of the refining process. This petroleum coke is mixed with limestone in a low-combustion chamber in order to remove sulfur from the flue gas. The low combustion temperature and limestone also remove nitrogen oxides. When coal is used to generate power, electrostatic precipitators remove most of the particulates from the flue gas. This is coal ash and much of it is sold for use in the manufacturing of concrete, fill, roofing shingles and ice control materials. If it isn't sold, it goes to a specially designed landfill made to contain it.

You have fishing access on Lake Erie on Bayshore Drive. Here, also, you are in the Maumee River Basin. The Maumee River flows from northeast Indiana across northwest Ohio into Lake Erie. Two thirds of its watershed is planted in crops, mainly of the field corn and soybean variety. It has the largest watershed of any river feeding into the Great Lakes and supplies 5 percent of Lake Erie's water.

Agricultural practices along the Maumee River have contributed in the 21st century to high phosphate levels in Lake Erie. This triggered algae blooms in the lake, rendering drinking water from the city of Toledo unsafe for consumption from time to time.

The Maumee River watershed was once part of the Great Black Swamp, a remnant of Glacial Lake Maumee, the preglacial ancestor of Lake Erie. The 1,500 square-mile swamp was a vast network of forests, wetlands, and grasslands, a rich habitat for numerous species of birds, animals, fish and flora.



During the 19th century, European-American settlers struggled to drain the swamp and to convert the land to farmland. They dramatically altered the habitat, reducing areas where species could flourish so Ohio and local municipalities are working hard to protect and enhance waterways and wetlands today.

You pass by Sonny Berry's Bayshore Supper Club and while I was looking forward to possibly eating there, it appears that this restaurant is now permanently closed. Speaking of local restaurants, many that I looked up said that they were great places to enjoy a meal after a day of birding. Huh? Birding up in this area in the spring is a big deal. Approximately 90,000 people travel here to view warblers and other migratory birds because they stop here to rest and refuel in great numbers. While April and May are the big months for this, you avid birders may get a treat this year.

There is hope for a meal at the Bayshore Inn that is also on Bayshore Drive.

You pass by the Lake Erie Center of the University of Toledo. They do a lot of testing and research on Lake Erie primarily related to the algal blooms that have been occurring during the summer months in recent years.

There are pulls off along today's route and some are a part of the Lake Erie Birding Trail and others are access points for hunting.

Although the Great Black Swamp has been compared to the Florida Everglades, today it is comprised of a thin strip of coastal wetlands that remain along Lake Erie from Maumee Bay to Sandusky. The lakebed beneath Maumee Bay was itself once part of this great wetland, but rising lake levels inundated it, and it became open water.

At the end of Bay Shore Drive, you get onto a bike path and ride through Maumee State Park. Storms have occasionally flooded the inland areas around Maumee Bay, especially since the mid-20th century. Maumee Bay State Park is built on the site of the former Niles Beach, a community of vacation cottages that was devastated when a tropical storm, named Agnes, damaged about 302 of them. In addition, at least 100 mobile homes suffered major damage. Northeasterly winds from the storm caused 15-foot high waves and caused the lake level along the shore to rise 3.5 feet. Houses, cars, boats, buildings, ships, and docks in the vicinity of Lake Erie were also damaged. Today, offshore breakwaters protect the beach. Acquisition of park lands began in 1974 with matching funds from the Land and Water Conservation Fund. Maumee Bay officially became a state park in 1975.

The history of Lake Erie began with the glacial period known as the Pleistocene. Massive sheets of ice gouged and scoured the bedrock of Ohio. Small scratches in the rock surface known as glacial striations are common in this area. Major grooves, such as those found on Kelleys Island, are rare but are really fun to see. Thirteen thousand years ago, as the last ice sheet receded from northern Ohio, the melt waters formed a lake that was a precursor to our Lake Erie. As the ice gradually receded, the melt waters found various outlets across Indiana or Michigan and the ancestral lake went through several phases. Each phase was larger and higher than today's Lake Erie – and stretched from western New York to as far west as Fort Wayne, Indiana. These lakes persisted for thousands of years, and their beds, made up of clays and silts left behind by the glaciers, were gradually planed flat by waves and blanketed by deposits of mud. As the lakes receded to form modern Lake Erie, they exposed a great, mostly flat plain, up to 120 miles long and up to 30 to 40 miles wide, from roughly Sandusky to Fort Wayne. This plain was not dry; the flat, clayey soils held moisture and supported the formation of a vast wetland. Settlers came to know this area as the Great Black Swamp, due to the color of the marshy soil and the dark shade beneath the trees. Native Americans had settled only near the well-

drained lands beside the Maumee River and its tributaries

The wetlands of the Maumee Bay area contain more species of wildlife than any other habitat type, including: fox snake, northern water snake, painted turtle, chorus frog, green frog, spotted salamander, raccoon, muskrat, dragonflies, caddis flies, and water striders. Over 300 species of birds have been recorded with shorebirds such as snipe, great blue heron, common gallinule and ring-billed gulls



residing with waterfowl including Canada geese, pintails, redheads, and ruddy ducks. Songbirds include the red-winged blackbird, yellow warbler, killdeer and swamp sparrow. Spring migration brings many others including the colorful warblers. The plant life is diverse as well. Cattails, buttonbush, phragmites, bur-reed, cottonwood and black willow are just a few examples of the marsh plants that live here.

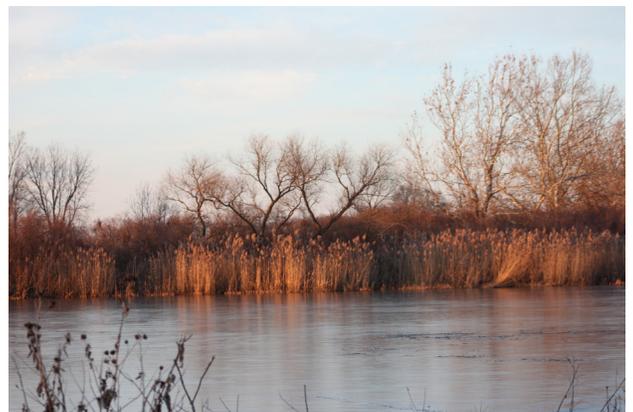
In 2014, toxins from an algal bloom contaminated Toledo's water supply and highlighted the urgency to study this problem. Bowling Green State University is one of four univer-

sities along with the National Institute of Environmental Health Sciences and the National Science Foundation that are studying the effects of harmful algal blooms on the Great Lakes and other waters. The Lake Erie Center, that you see on today's ride, is a part of those studies.

You pass an area of cottages and then go by Howard Marsh, a developing jewel in the Toledo Metro Parks system. Coastal wetlands are critically important to a healthy Lake Erie, and they are imperiled. One of the most ambitious projects taken on by Toledo Metro Parks is to turn part of a 1,000-acre farm, the former Howard Farm, back into a wetland near the Lake Erie shore. The goal is to create 6 miles of water trail for canoeing and kayaking and 5 miles of dike-top trails for hiking. Howard Marsh is adjacent to the Metzger Marsh State Wildlife Area in a region that also includes Maumee Bay State Park, Magee Marsh State Wildlife Area and the Ottawa National Wildlife Refuge. Together, these local, state and federal public lands are known for their concentration of songbirds, or warblers, especially during their spring migration.

Bono Tavern that you see on today's route markets to birders who come to this area to practice their craft while they concentrate here while migrating.

Today's lunch stop is at the visitors center in the Ottawa National Wildlife Refuge. The refuge was established in 1961 to preserve habitat for migrating birds. Today it is also recognized as a water filtration system that helps to remove some of the extra nutrients on the water that produce algae blooms and harms fish life. This wildlife refuge has been designated as a site of regional significance in the Western Hemisphere Shorebird Reserve Network. In 2002, Birder's World readers voted the refuge as one of their Top 15 favorite spots to see birds, and the American Bird Conservancy has identified the refuge as an important bird



habitat.

Today's route, like Thursday's, passes through Curtice, which has been the home to a few notable athletes, such as Jordan Kovacs, who captained the University of Michigan football team and is now a safety for the Miami Dolphins. Others are Chris Bassitt, a pitcher for the Oakland Athletics baseball team, and Michael Deiter, an offensive lineman for the Miami Dolphins.

Welcome back to Clay High School and your last night of GOBA.

Oregon to Bowling Green Saturday, June 22

Your first water stop today will be in Millbury. On June 5, 2010, Millbury and the surrounding area suffered a devastating tornado that left five people dead, more than 50 homes destroyed and the Lake High School building beyond repair. When I drove through Millbury a few months ago, I had no idea that there had been so much damage. The high school has been rebuilt west of town.

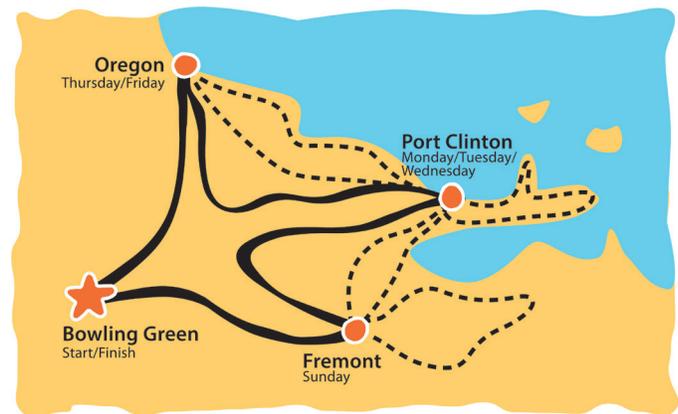
After leaving Millbury, you go under the Ohio Turnpike. The turnpike was first proposed in 1949 and completed in 1955. In 1952, when its construction first started, 10,000 workers were on the job using 2,300 pieces of heavy equipment and was the largest construction project to date in Ohio. It is also known as the James W. Shocknessy Ohio Turnpike. A prominent attorney, Schocknessy was the first chairman of the Ohio Turnpike Commission and he worked hard to get it developed.

On Bradner Road you may notice the remains of a small limestone quarry on your left and it now holds a small pond in a resident's yard. It is just lovely and there are some trees in the area.

Near the intersection of Pemberville and Garling Roads there is a Home Depot Direct Fulfillment Center (DFC) that was built in 2015. A DFC is a warehouse that ships online orders directly to customers or to stores. It was built here because of its proximity to the Ohio Turnpike. The building itself is huge and it took \$130 million to get it built. It is equipped with 435 miles of electrical cable. Troy Energy is here as well. This is where natural gas is converted into electricity.

Lunch is at the American Legion in Luckey, named for the first postmaster of the town. On the northwestern edge of the village (not on the route) is a 44-acre, former chemical processing and later a manufacturing site with a very large, brick structure and some smaller ones.

From 1942 to 1945, National Lead operated a magnesium processing facility here for the U.S. government. Between 1949 and 1958, the Luckey Site was operated as a beryllium production facility by the Brush Beryllium Company (later Brush Wellman) under contract to the Atomic Energy Commission. This plant was built to replace the one that was lost when a Brush Beryllium plant in Lorain burned. In 1951, the site received approximately 1,000 tons of radioactively contaminated scrap steel. The scrap metal, which contained radioactivity within guidelines at the time, was stored here but was never used



for its intended purpose. Beryllium scrap that was contaminated with radioactivity from other AEC operations was also sent to Luckey for reprocessing. Lead was found on the site that was derived from production wastes and sludges, that had been discharged into lagoons. The Army Corp of Engineers is tasked with cleaning up after the work done by the Atomic Energy Commission. This site was designated a "Formerly Utilized Sites Remedial Action Program (FUSRAP)" site in 1992 due to contamination from beryllium. Beryllium occurs naturally in soils but when it is present in higher concentrations and is airborne and inhaled in larger concentrations, it can cause lung cancer.

The site has gone through other owners, e.g., Aluminum and Magnesium, Inc., Vulcan Materials, Goodyear Tire and Rubber and Uretech International since that time. The sign for Uretech International, Inc. is still present on the property. Uretech made urethane parts for the automotive, sporting goods, and healthcare industries, I believe until 2003. There is another owner now who had begun to demolish the buildings and that is why they look so rough. Beryllium was found under the buildings' foundations so those soils need to be remediated as well.

After eating lunch, you go south on Luckey Road and then turn right (west) onto Devil's Hole Road. If the street sign is missing, it is because it is all too frequently stolen. Apparently this area got its name during the War of 1812 when General William Henry Harrison and his men were beating their way through the wet prairie of the Black Swamp to get to Detroit back from the British. General Harrison had sent a scout ahead to find a route from Fort Seneca (now Tiffin) to Fort Meigs (now Perrysburg) but the poor guy got lost in the swamp that he dubbed the Devil's Hole." There was a small hamlet in this area, that eventually had a school and a post office, but the railroad bypassed it and it faded away.

The Devil's Hole Prairie was reputedly not only an easy place to get lost in, but it was also a place where bad men hid from the law. Eventually the land was drained and farming took over. The area is memorialized by the road name and even the sign commemorating its origin is hard to hold on to.



Later on, in 1838, a great drought occurred here. There was no rain from May to October and the land, even the Black Swamp, dried up. Disease was prevalent and there was a high rate of mortality. The animals moved to the larger rivers and so were seen in towns during their migrations.

Soon enough you are back in Bowling Green and loading your bicycles and gear and possibly think-ing of other adventures. Traveling by bicycle is a kick, especially when self-contained. Have a safe trip home or where ever you head to next.

See you next year!



