

# Roselle Shundich Painting for Life Memberships

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By Carol C. Cole

The picture with this article is the one from which Roselle Shundich painted a watercolor, commissioned by the Terrace Park Historical Society. The original hangs in our rooms in the old Education Building at St. Thomas Church. Copies have been made for Lifetime members of the Society. They can choose full, three-quarters or half size. The original picture comes from a post card of what might be called the business district of Terrace Park at the time (Terrace Place and Harvard Avenue). It was processed for Virgil and Rosemary Fender, postmarked August 1908. The building shown was until 1980 a store built in the 1880s, but since then owned by Paul Kennedy for his office. He has made an addition to one side, but has set it back so the size of the original building is still clear. Besides the store, the Traction Line car and the steps leading down to the railroad tracks, one can just see the top of Mrs. Droescher's house to the left of the light on the lamppost. Stan Miller, unofficial historian of Terrace Park at the time, wrote an article for the September 1969 issue of Village Views, which tells a lot about what the picture shows and I'm going to quote that article.

“Those trees were no doubt purchased by Council in an order placed March 13, 1896. Records indicate that 600 were bought for \$240.

You will note the grocery was higher then than now. Well, when Louis Bosch ran the place, the upstairs got on fire. In the excitement, Louis started to move things out, and first saved was a new fire-red meat cutter, of which he was very proud. Someone had called the Milford volunteers. The bridge was out and they had to ferry the Little Miami, coming out near Shawnee Run Road. Young Vic Kuhn, now a barber in Milford, grabbed the hose that uncoiled from a huge contraption, made the second floor and yelled for water. There was a slight delay, as the hydrant man had run for the meat cutter, mistaking it for a fireplug.

The so-called spring wagon in the picture is a kerosene distributor, much in use in those days for house-to-house delivery service.

The streetlight raised and lowered. The light tender had a horse-drawn cart, especially designed, which carried fuel, wicks and cleaning materials.

Those are Western Union poles but the young telephone company was granted permission to string wires from Milford to the grocery. All calls came to the grocery and there was a slight charge to call you to the phone. Ordinance No. 119-1905 passed in August, granted the company permission to come in, set poles, etc. This was signed by H. A. Lloyd and attested to by L. W. Conkling-Clerk. Conkling was a busy man – groceryman, clerk, and postmaster for the post office was in the store.

That traction car was a member of a fleet belonging to the Cincinnati, Milford & Loveland Traction Company, that went to Blanchester, instead. Since the cars were blue, they proudly called it the Royal Blue Traction Line. It really rendered service. Scheduled runs were approximately 30 minutes apart from 4:15 a.m. to 11:50 p.m. out of Cincinnati. The latter was the theater run that made it to Mulberry by 1:08 a.m.

There was freight and express service also, and extra cars on special occasions.

After leaving the Cincinnati depot, cars came by way of Peebles Corner through Madisonville, Plainville, Avoca Park, Tower Hill (the latter stops served the hoity-toity

who had canoe clubs and summer cottages along the Little Miami River), Robinson's at the underpass on Elm Road, on around Elm, Terrace Place and along the railroad past St. Thomas Church into Milford. The principle stops of many to Blanchester were at Newtonsville and Edenton, including Modest.

The schedule contained this special notice. 'The management of the C. M. & L. Traction Company especially desires that the patrons of this line receive courteous and intelligent attention at the hands of all employees, and such employees are requested to use every means possible towards the rendition to passengers of such service as shall preserve and increase the reputation of the C. M. & L. Trac. Co. for furnishing the most delightful means of travel.

'The company will give prompt and careful attention to any complaint received of the violation of either the letter or the spirit of this request; but at the same time the public is also asked to make its wants known to the employee in a clear and explicit manner, and to bear in mind that the demands upon his time are invariably pressing and often of a nature calculated to irritate the most affable.'

In the beginning, it was called the "Kroger Line", having been incorporated through the efforts of B. H. Kroger, of grocery fame, September 26, 1902. However, he relinquished his interests soon afterwards. Service was to reach Milford by March 1, 1904. But at the Milford bridge, although the wires were there, some sort of litigation prevented turning on the power, so they would pull the cars across with horses. Many of us used this service before it was discontinued in 1937 and being nice folks, we did not irritate the employees – well perhaps not much. Then the Ohio Bus Line took over.

The last trace vanished when, in November 1942, Council passed Resolution No. 54 'Authorizing Removal and Acceptance of Rails for use as scrap in connection with the War Effort'. That was the custom in those days for everyone to turn in all kinds of scrap iron, including iron fences."