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National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

**Logan Historic District  
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### **Statement of Significance**

The Logan Historic District is a significant representative of a southeastern Ohio town that was associated with industry and mineral extraction during the 19<sup>th</sup> and early 20<sup>th</sup> centuries. It meets Criterion A for its association with local broad patterns of history, including commerce, industry, and settlement. The district also meets Criterion C for architecture. Logan has an intact collection of mid 1800s to early 1900s architectural styles and building types. Popular late 19<sup>th</sup> century and early 20<sup>th</sup> century architectural styles, as well as vernacular building types, are present within the district. Additionally, locally produced clay materials, such as glazed tile blocks, differing brick types, rusticated concrete block, paver-bricks are present throughout the entire historic district.

The nominated district is comprised of the historic commercial district and adjacent residential streets. In addition to commercial and residential properties, the district also contains significant institutional buildings such as churches, government buildings, and fraternal buildings. The Period of Significance, c.1839-1960, begins with the construction date of the Bowen House and ends with the fifty year cut-off. Three eras of development occurred in Logan during the Period of Significance and the historic district reflects these eras and the predominant themes associated with those time periods. Logan's development and history can be roughly divided into the eras of early settlement and the canal, the railroad and clay industry, and the Depression and post WWII.

### **Early Settlement and the Canal Era (1816-1869)**

Logan was established in 1816, by Thomas Worthington. Worthington was an early pioneer and surveyor in the Northwest Territory and first explored the Scioto Valley in 1796. After relocating from Virginia in 1798, Worthington quickly became a prominent politician in the Ohio country. He was instrumental in the formation of Ohio's statehood and served as one of the state's first U.S. senators. Although he had been elected as governor of Ohio in 1814, Worthington continued to pursue his own business enterprises. It was during this time period that he platted Logan, from an earlier land purchase in the Hocking Valley.

Early settlers, to what would become Hocking County, included Christian Westenhaver, of Maryland, John Pence, and Conrad Brian. All arrived in the spring of 1798. Brothers-in-law, Pence and Brian purchased adjoining tracts within Logan's present day boundaries. It was Brian's land that, "a few years later this tract so pleased the eye of Thomas Worthington that he gave Brian \$1,000 for it." (*History of Hocking Valley*, p. 814) Pioneers continued to trickle into the area and by 1799 twenty-two people comprised a neighborhood of settlers. After 1800, the number of pioneer families increased, and they began settling in other parts of the region, particularly along the valleys of the Hocking River and Raccoon Creek. Settlement was steady, resulting in the formation of Hocking County in 1818, and a population of 2,080 people in 1820.

Thomas Worthington continued to purchase land adjacent to Brian's original 80 acres. He eventually wound up with 1,860 acres, valued at \$15,900. (McElhoe, p. 28) Worthington's 1816 plat for Logan included Main, Second, and Front streets running east-west and High, Spring, Market, Mulberry, and Walnut running north-south. The southwest corner of

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Main and Market was designated for a public market (now Worthington Park) and outlots were donated for a school and a cemetery (lots 8 and 9). Early residents, of the fledgling village, chose to name it after the Mingo Indian chief, Logan.

Once the village was platted, Worthington developed water power by damming the lower falls of the Hocking River, about a mile north of Logan. A wheat and corn mill was built and a saw mill was added by 1818. With these infrastructure improvements, Worthington stimulated settlement of the village. (McElhoe, p. 28) People quickly began inhabiting the new community, ensuring the success of his speculative development. The first tavern and store in the county was established in Logan. This business was soon followed by brick-maker, gunsmith, and carpenter in 1817.

Located a little northeast of the center of Hocking County, Logan became the county seat, when the county was formed in 1818. However, its designation as the county seat had less to do with geography, than Worthington's intervention. When the Ohio General Assembly was debating the location of the newly formed Hocking County's governmental seat, Governor Worthington donated 19 lots to Logan, for the purpose of fundraising. The lots were to be sold and the profits used for the construction of a county courthouse. This offer of the donated lots was contingent upon Logan being chosen as the county seat, which the legislature agreed to. The first courthouse was a frame building on Second Street.

A large general store was opened between 1825 and 1830, making it one of Logan's earliest commercial ventures. Other early commercial endeavors in Logan included a stage coach inn, a tinware shop, and a tavern. Two carpenters (Jonas and Bowen), in Logan's early years, were noted as being especially skilled with frame construction and responsible for many of the town's buildings.

Logan's population, and resulting housing stock, increased slowly, but steadily in the beginning years of the nineteenth century. By 1839, Logan contained around fifty houses. Only five were brick, most were frame, while a dozen older log cabins were still present in the mid 19<sup>th</sup> century. The town supported three groceries and three dry goods stores. The increase in population allowed Logan to be incorporated as a town in 1839, which resulted in the formation of a municipal government. Previously, governmental tasks were handled at the county level. As the town was slowly expanding, so was the county, and under the direction of local contractor, William Montgomery, a second courthouse was constructed in 1840, replacing the earlier one. Visiting Logan in 1846, historian Henry Howe observed that the Hocking County courthouse was "an expensive and substantial structure." (Howe, p. 928)

Although the nearby Hocking River provided power for various mills, the village was landlocked, and growth was slow in the early decades. Located in the middle of the Hocking Valley, Logan was well positioned to take advantage of the abundant natural resources of the region, but lacked the infrastructure to do so. Timber, iron ore, and clay were the three most important natural resources with respect to Logan's development. Coal was also an important natural resource in the overall region. The Ohio & Erie Canal was successfully moving agricultural goods, natural resources, and manufactured products in the 1830s from Ohio's interior towns to either the Ohio River or Lake Erie. Wishing to exploit the coal deposits in nearby Nelsonville, a movement was underway to construct a feeder canal from Lancaster to Athens. Authorization for the Hocking Canal was approved by the state legislature in 1836, and it reached Logan in 1840. The final leg of the canal to Athens was completed in 1843.

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The Hocking Canal improved transportation and connected the village, and the region, to the outside world. It was the major means of north-south transportation in the county and overall valley, during the years of 1840-1869. Fittingly, the first boat to traverse the completed canal carried a load of coal. "In October, 1840, a boat A McCaw, brought a large number of visitors to Logan to hear a political speech in the log-cabin campaign of that year. This marked the beginning of regular canal boat transportation. By 1853, boats were making weekly trips through Hocking County. The first of these weekly boats was the luxury packet, Athens, which carried passengers, mail, and goods between Lancaster and Athens." (Cook, p.18)

Logan's population in 1820 was 100, but made a noticeable jump to 436 by 1840, just after the opening of the canal feeder. Similarly, Hocking County experienced a significant population increase during the same time period, going from 2,000 in 1820 to 8,510 in 1840. "The Hocking Canal, which enabled the operators in coal and iron to get their output to market, and the farmer to dispose of the surplus product of his farm, was boon to them, and it brought a boom to the county." (*History of Hocking Valley*, p. 829) Better shipping facilities were necessitated by the influx of agricultural goods being shipped out of the county. John Rochester, Sr. was an example of a Logan businessman taking advantage of this new commercial opportunity. In 1846, he constructed a large warehouse on Mulberry Street and began purchasing surplus produce for shipment.

While the newly completed Hocking Canal was facilitating the development of coal extraction to the southeast, Logan was poised to experience a similar boom with iron ore. Logan is adjacent to the Hanging Rock Iron Region, which contributed to its mid nineteenth century industrial development. In an 1837 article for *Silliman's Journal of Science*, the author reported that local legend told of lead ore in the western part of the county and that, "many a weary day has been spent in its fruitless search among the cliffs and grottos which line all the streams of this region." (Howe, p. 929) Ultimately the search was not fruitless, as iron ore was discovered north of Logan in 1848 and another outcrop of it was found to the south, near Haydenville. Iron furnaces were constructed in Logan in 1852 and 1853. "Production in each furnace was about seven tons daily by 1854. Industrial expansion was so rapid there was insufficient housing to take care of the increase in population. Soon the number of furnaces in the vicinity of Logan reached 13, of which six were in Hocking County. Logan became headquarters for the local iron and steel business." (McElhoe, p. 158) Logan's two furnaces were closed in 1876, as the local ore supply had been exhausted, and the iron industry shifted to the Pittsburgh area.

By the 1840s, just after incorporation and the arrival of the canal, the village was sizeable enough that more than one newspaper was established. In that decade two hotels, the American House and the Zimmerman House, were serving travelers to the city, and the number of saloons had increased to three. The opening of the canal instigated the development of warehouses and construction along the canal, south of the business core. Howe noted in 1846 that Logan had four stores, one Presbyterian church, one Methodist church, and about 600 inhabitants.

One of Logan's established newspapers was the *Sentinel*. Arriving in 1840 to take over the paper, Oliver Case began chronicling Logan's growth throughout the 1840s and 1850s. Case was not especially excited with his relocation to Logan and, upon arrival, called it, "a very small and miserable looking village," which was "despised and ridiculed as the poorest, meanest, vilest place on God's footstool." (Mould, p. 75) Logan was on the cusp of its canal and iron ore boom, and within a few years, Case had a more positive outlook on the town. "In April 1845 he reported: The ambition

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for improvement in our town has increased this spring. . . . New buildings are being erected, old ones are being moved, repaired, and additions built to them. Indeed, our town begins to present quite a business appearance.” (Mould, p. 75)

To the north and west, of Logan, were fertile agricultural lands. That proximity and the presence of the canal assured Logan’s continued role as the commercial center for the surrounding farmers. Additionally, being the county seat brought county residents into town to vote and pay taxes. The shopping and governmental activities provided further reasons to visit Logan and facilitated its growth, along with its nascent industrial and shipping activities.

The 1850s were all around prosperous years for Logan. The iron ore discovery led to the establishment of Logan’s first foundry and machine shop in 1851. The Belt and Vanatta Company produced plows, gears, stoves, grates, and wagon boxes, using local iron. Other manufacturers established by 1853 included a steam mill and several cabinet shops. The commercial center had blossomed to six dry goods stores, several grocery stores, three clothing stores, three drug stores, two stove stores, and a hardware store. In tribute to its agricultural relationship, the city hosted the first county fair in October 1853. In stark contrast to his earlier assessment of Logan, editor, Case, wrote in March 1853, that the town was “looked upon by persons coming to the west as one of the most flourishing towns in the State, and one which bids fair to outstrip many of its sisters in population and prosperity.” (Mould, p. 76)

Population figures for 1853 topped 1,000 (a considerable jump from 600 in 1846), and residential additions were being added to the city. “Walking around Logan in March 1853, Case wrote that he was ‘really astonished to find so many new buildings erected and building,’ with ‘some thirty or forty commodious and substantial dwellings’ having gone up in the past year.” (Mould, p. 76) Two public schoolhouses were operating by mid century, which were combined in 1853 into one larger school contained within a former Methodist church on High Street between Main and Second. A large school building that centrally combined all the village’s schoolhouses under one roof was constructed 1858-1861. A high school curriculum was added within the village by the time the new building was completed. As the decade progressed, additional stores were established to keep pace with the growing population. More specialized stores such as barber shops, bakeries, butchers, a cigar store, and a tailor were also beginning to appear in Logan. A lumber mill, along the canal, was founded in 1859.

Despite the Civil War years, Logan continued to prosper in the 1860s, and by the 1870 census, the population reached 1,827. The First National Bank of Logan was founded in 1863, joining two earlier established banks. By the 1860s, Logan also had a collection of attorneys, doctors, and dentists. Seven acres, known as the Culver property, was purchased and added to Logan’s eastern boundary in 1869. This purchase allowed Main Street to extend eastward and no longer have to circumvent the Culver property. When the *History of Hocking Valley* was written in 1883, the lots platted in this new eastern section of the city were considered “some of the most eligible building lots within its limits.” (p. 898)

The Hocking Valley region was heavily forested. Sawmills were quickly established in the early settlements, and the larger commercial centers all had one. As the forests were cleared and the trees converted to lumber at local sawmills, the manufacture of furniture and other wood products emerged. From 1865-1890, Logan experienced a boom in furniture manufacture. Several wood-related factories were started in the city during that time period. Furniture making

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continued to take place in Logan into the 20<sup>th</sup> century, but it ceased to be one of the city's major industries as it had been in the late 19<sup>th</sup> century.

**The Railroad and the Clay Era 1870-1930**

The canal had facilitated Logan's growth and the transportation of goods (both incoming and outgoing), but the arrival of the railroad had an even larger impact on the population, commercial, and industrial growth of the village. Outside entrepreneurs and investors, as well as local businessmen, had been campaigning for a railroad line in the Hocking Valley since the completion of the Hocking Canal. Support for a railroad into the Hocking Valley was largely spurred by the desire for inexpensive, efficient shipping of coal from the region. In September 1852, a barbeque, for the purpose of gathering railroad supporters, was held in Logan. An estimated 5,000 people attended.

Passing through Logan, the Columbus & Hocking Valley Railroad (N.R., listed 1988), connecting Columbus to Athens, was finally completed in 1869. By 1881, it was merged with a second railroad line in Logan to form the important Columbus, Hocking Valley & Toledo Railroad. A large freight and passenger depot was constructed the following year. Branch lines were added, making Logan the junction of three railroad trunks. The town was then linked to other communities and, more importantly to shipping points on the Ohio River and Lake Erie.

Although Logan was situated within the western boundary of the Hocking Coal Mining District, coal mining played less of a role in its industrial development, than it did in neighboring Nelsonville and communities farther southeast. However, the transportation of coal from the Hocking Valley contributed to Logan's economy, due to its position as a regional railroad center. It was estimated in 1883, that an average of 7,500 tons of coal were shipped through Logan everyday. The Columbus, Hocking Valley & Toledo Railroad was also important to Logan's economy, as the company established a repair shop operation there, complete with roundhouse.

The presence of the railroad enhanced Logan's commercial and industrial development. "Since Logan occupied a central position on the main line, it became an important stopping point for passenger service, having been chosen as the only stop for dining." (McElhoe, p. 150) Expanding on the earlier established wood-related products, a furniture company was founded in 1879 and another in 1880. Both produced finished and unfinished furniture and building materials, all of which was easily shipped out of Logan via railroad. Another factory expanded into the construction of houses. "During the decade 1870-1880 the population of Logan increased 46 percent, part of which resulted from the growth of the furniture industry." (McElhoe, p. 154) For example, Henry Howe's updated writings in 1888 made note of the Frank Kessler door and sash company employing 6 people and the Logan Manufacturing Co., furniture makers, employing 54 people. Eventually, the local timber supply was depleted to a point that multiple lumber-related industries could no longer be sustained.

Motherwell Iron and Steel Works was established in the 1870s in Lancaster, and in 1882 the company was relocated to new facilities in Logan. Motherwell had a small complex of buildings to the southwest of town, near the railroad yards. Howe reported in 1883 that Motherwell Iron and Steel Co., manufacturers of bridges, employed 83 people. Although Motherwell was one of Logan's important industrial companies and larger employers through the mid 1890s, it ceased

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operations by 1900. The 1900 Sanborn Fire Insurance Map indicates the property as formerly Motherwell's and its buildings as being vacant.

By the 1883 publication of the *History of Hocking Valley*, it was noted that Logan's streets were well improved and that the east-west streets were already a mile long. Logan had grown to nearly 3,000 residents, and the variety of businesses contained in its downtown center reflected the population increases of the two previous decades. The number of groceries, shoe stores, hardware stores, and cigar stores had doubled. Additionally, specialized stores had been established that were not previously in Logan, such as jewelry stores, meat stores, musical instrument stores, and restaurants. The number of saloons had risen to ten. The number of medical and legal professionals increased, and insurance agents were added to the city's professional ranks. New technology in the city was reflected not only in the railroads, but with the establishment of the Western Union Telegraph office as well.

Overall, Logan's industry was fairly diverse in the latter decades of the 19<sup>th</sup> century. In addition, to the lumber businesses and iron works, the Logan Woolen Mill produced blankets, the Keynes & Wellman Company with nine employees milled flour, and the Columbus, Hocking Valley & Toledo railroad employed 45 in its repair shops. Other late 19<sup>th</sup> and early 20<sup>th</sup> century industries in Logan included a cigar factory, a large tannery, a stair company, shoe factory, a soap factory, pork packing plants, ice plants, and garment manufacturers. Some of these smaller industries survived into the late 20<sup>th</sup> century.

Perhaps the most important natural resource in the Hocking Valley, with respect to Logan's continued development, was clay. The surrounding soil was rich with clay deposits, and Logan, along with nearby Nelsonville, Haydenville, and Diamond, quickly became a manufacturing center for all manner of industrial and residential clay products. Collectively over the years, clay products produced in Logan's factories included glazed tile blocks, oven/furnace liners, jugs, flower pots, and dishware. Clay product manufacture came to prominence in Logan as the iron ore industry was winding down. Located south of the canal, the Hocking Valley Fire Brick Company was the first of Logan's clay plants, established in 1880. The company manufactured bricks that were shipped to cities throughout the Midwest, going as far as the Lake Michigan region. The company operated for a decade before closing. The Hocking Clay Manufacturing Company took over its property in 1891. The Hocking Clay Mfg. Co. produced fire brick and sewer pipes. Also, by 1893 the Logan Fire Clay Co. and the Logan Granite Clay Co. (fire brick manufacturers) were both in operation at facilities located a mile northeast of the courthouse on Zanesville Road.

Logan entered the 20<sup>th</sup> century in much the same way that the previous century had ended. Manufacturing and commercial endeavors were healthy. The downtown was thriving, dozens of new houses were constructed, and new governmental buildings were being built. The first three decades continued to be prosperous years for the community. When one company ended another began, for example the former Motherwell Iron & Steel complex was taken over by the Snider Manufacturing Co., makers of furniture, who greatly expanded the number and size of buildings on the site. Two different greenhouse complexes were started, by 1900, on S. Mulberry Street, south of the canal.

Clay products were the last of Logan's larger industries to be established in the late 1800s, but the industry flourished in the early 20<sup>th</sup> century. "Since clay products remained the major industry and no additional important industries were established, the population showed little increase after 1910. Between 1900 and 1910 when the three clay products went

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into production, the population increased 40 percent.” (McElhoe, p.168) In 1907, Ohio was the leading producer of paver bricks and Logan was identified as having one of the sizeable plants in the state producing such bricks. “The most important pressed-brick region of Ohio at the present day is in the Hocking Valley.” (Ries, p. 166)

Both the Hocking Clay Manufacturing Co. and the Logan Fire Clay Co. were still operating in 1900, but the Logan Granite Clay Co. had closed. By 1907, the Logan Fire Clay Co. had changed its name to the Logan Brick Manufacturing Co. and greatly expanded its facilities. Six more kilns were added to the extant twelve, which became plant #1 and the building and kilns of the former Logan Granite Clay Co. were acquired, which became plant #2. The building was expanded and additional kilns added, bringing the total to thirty for plant #2. The Straitsville branch of the Hocking Valley Railroad separated the two plants. Just to the south was the Logan Pottery Company, established in 1904, a smaller concern with a central building and two attached kilns. Between 1900 and 1910, the Hocking Clay Manufacturing Co. also changed its name, becoming the Logan Clay Product Company.

By 1914, the Logan Brick Manufacturing Co. had consolidated its brick-pavers production to just plant #2, leaving plant #1 vacant. Conversely, the Logan Pottery Co. expanded its operations, adding a large warehouse and three kilns, as well as platting adjacent land for residential development. The Logan Clay Product Co. added building tile to its product line.

The 1924 Sanborn map shows little change at the Logan Pottery Co., except for the substantial enlargement of the crockery warehouse. The Logan Brick Manufacturing Co. had become the Hocking Valley Brick Co. and the previously vacated c.1893 factory building was demolished. The Logan Clay Product Co. returned to manufacturing just sewer pipe, reconfigured its buildings, and added several kilns.

The Columbus, Hocking Valley & Toledo Railroad also contributed to a wave of growth after 1907, when the company expanded its car repair shops to include assembly of new railroad cars. An extensive complex with roundhouse, switching yards, and repair shops, the presence of the railroad shops continued Logan’s reputation as a regional transportation hub. It became one of the town’s largest employers, employing nearly 450 people to repair railroad cars. “This industry was reflected in a 40 percent increase in population from 1900 to 1910.” (McElhoe, p. 150)

The 1920 census enumerated a population of 5,493. Population for Hocking County reached 23,291. The third, and present, courthouse was constructed in 1923-25. Designed by prominent Columbus architect, Frank Packard, it reflects the growth and stature of both the city and county during the era. In his *History of Ohio* book, Galbreath illustrates the continued diversity of Logan’s industrial base in 1923. “The city manufacturing establishments produce furniture, fire-brick, fire proofing, sewer pipe, paving and builders’ brick, shoes, flour, earthenware, oil well tools and washing machines. It has foundry and machine shops and railroad shops.” (p.366)

Housing and commercial development kept pace with the brisk tempo of industrial growth, particularly that of the clay and railroad industries in the first decades of the 1900s. Scores of houses were constructed, along with new churches, banks, fraternal buildings, and commercial structures. Auto related businesses were also seen in downtown Logan by 1920.

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### **Depression and the post WWII Era 1930-Present**

Clay product manufacture continued throughout the 20<sup>th</sup> century, although at a smaller scale. According to the 1949 Sanborn map, the Logan Pottery Co., the Hocking Valley Brick Co., and the Logan Clay Product Co. were all still in operation. In 1950, it was estimated that 400 people were employed in the clay industry in Logan, but three times that many were unemployed from the same occupations. (McElhoe) Regionally, clay products companies were still operating in the mid 1900s in other communities such as Haydenville, Greendale, and Union Furnace. According to the Lions Club *Parade of the Hills* booklet, of the dozen or more clay industries operating during the peak years, only three remained in 1968. Two of them were in Logan (the Logan Clay Product Co. and the General Hocking Brick Company, likely the former Hocking Valley Brick Co.), and the third was in Diamond. Today, clay-related industry is still active, through the Logan Clay Products Company. It is interesting to note that the last remaining clay factory in Logan is the oldest one, on the site of the first clay product company in the core of the historic industrial downtown.

The Columbus, Hocking Valley & Toledo railroad shops was one of Logan's largest employers in the early decades of the 1900s, but by mid century those operations had been scaled back. Having been folded into the larger Chesapeake & Ohio Railroad, the C, H.V. & T line had become less of a regional hub. The round house was still in place by 1949, but the former car assembly buildings were then occupied by the National Supply Corporation.

The 1949 Sanborn map indicates that the Keynes Bros. Milling Co. was still producing flour at its 1800s milling site, the King Lumber Co. occupied the site of the former woolen mill, and the Logan Foundry & Machine Co. was still operating in its long standing location. The milling company is still present today, although it largely functions a feed store and the lumber yard is also still present. The Logan Foundry & Machine Co. continues to operate as well.

Although it was well past their peak, a few late 19<sup>th</sup> century industries continued to maintain a presence in Logan well into the 20<sup>th</sup> century. Sunglow Industries Inc. was making furniture and operating out of the former Snider furniture complex in 1949. Shoes were still being made at the H.C. Godman Company Shoe Factory in the mid 1900s. Later 20<sup>th</sup> century industries included Smead Manufacturing Company, General Electric, Goodyear Tire and Rubber, and the Carborundum Company. The Columbus Washboard Company, the last company in the United States to manufacture washboards, relocated to Logan in 1999 and began production in the former Godman Shoe Factory building on Gallagher Street.

With a population of 6,704 in 2000, Logan still remains the only sizeable village in Hocking County. Although there were several crossroads settlements and township commercial centers listed in the 1876 atlas, only Logan developed beyond its late 1800s size. Despite its growth, Logan is still primarily a small village serving a surrounding rural landscape. Its current population is only slightly higher than it was in 1930, when it reached 6,080, and remained at approximately that level throughout the 20<sup>th</sup> century. The city's last sizeable burst of population occurred in the decade of 1900-1910 when the railroad shops and the clay industry both expanded.

In addition to its extant businesses and industry, the community has begun to shift to a tourism based economy. The largest village closest to the Hocking Hills State Park, Logan is a gateway to an area that has become one of Ohio's most popular outdoor recreational destinations. Since the early 1970s, efforts to promote tourism to the area have been

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studied. The Hocking Valley has historically been considered one of Ohio's most beautiful areas. In 1923, it was written that, "This county has long been famous for its natural scenery, some of which is surpassingly beautiful" (Galbreath, p.366)

### Historic Context

#### Criterion A

While there are no transportation related resources within the nominated district boundary, the role of transportation with respect to Logan's settlement, industrial, and commercial growth cannot be overstated. The 1883 Hocking Valley history cited Logan as, "one of the most important stations on the C., H.V. & T.R.R." (p.895)

*Commerce* – The downtown portion of the district represents Logan's late 1800s and early 1900s commercial growth. Numerous buildings (and some businesses) remain that illustrate business life in a county seat village from its peak development c.1870-1950. Additionally some of the larger houses from the late 1800s built by the leading manufacturers reflect Logan's industrial heritage.

Examples of key buildings include:

*Settlement* – Logan's intact commercial core including governmental and institutional buildings and the adjacent residential blocks illustrate the settlement pattern of an early 19<sup>th</sup> century village. The street grid remains unchanged and several houses close to the downtown date from the early 1800s.

Churches, schools, and other social institutions paralleled the residential growth of the city. Several denominations were established within Logan during the 1800s, including the First Presbyterian, Methodist Episcopal, St. John the Evangelist's Catholic Church, German Evangelical Lutheran, and Evangelical Lutheran Trinity. Some of them had their own associated schools, although a public school was available by the mid 1800s.

Examples of key buildings include:

#### Criterion C

Architecture - Logan retains a late 19<sup>th</sup> – early 20<sup>th</sup> century appearance. Many architectural styles of the era are represented in the village including commercial, institutional, and residential styles and building types.

Architectural materials reflect the local clay industry. There is a liberal use of locally made construction materials (glazed tile blocks, differing brick types, rusticated concrete block, paver bricks) throughout the downtown: brick and tile buildings, porch supports, foundations, sidewalks, brick alleys. The variety of clay products gives the district a sense of local character/identity that isn't found in every community.

Examples of key buildings include: