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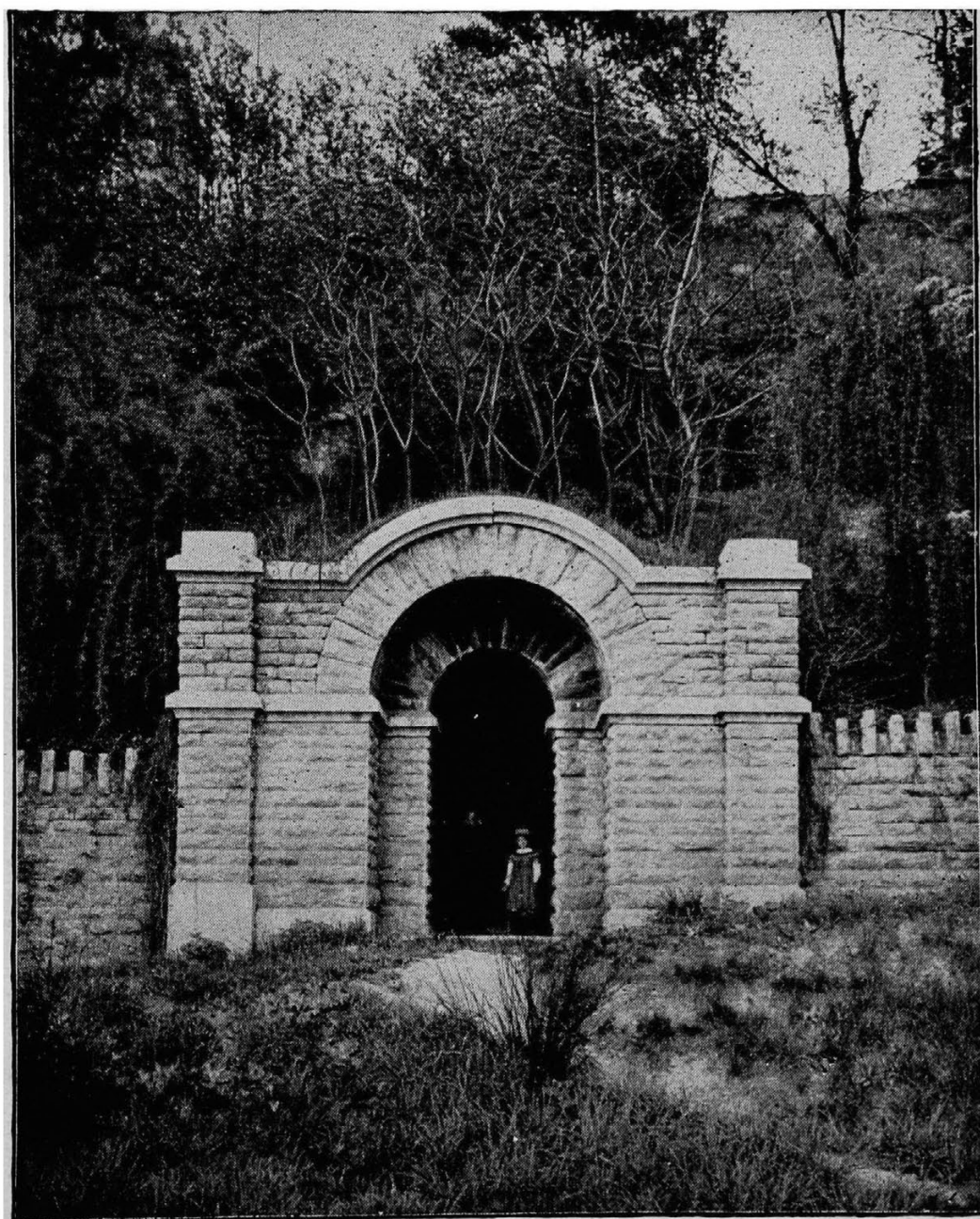
FAIRVIEW



HEIGHTS



SOUVENIR



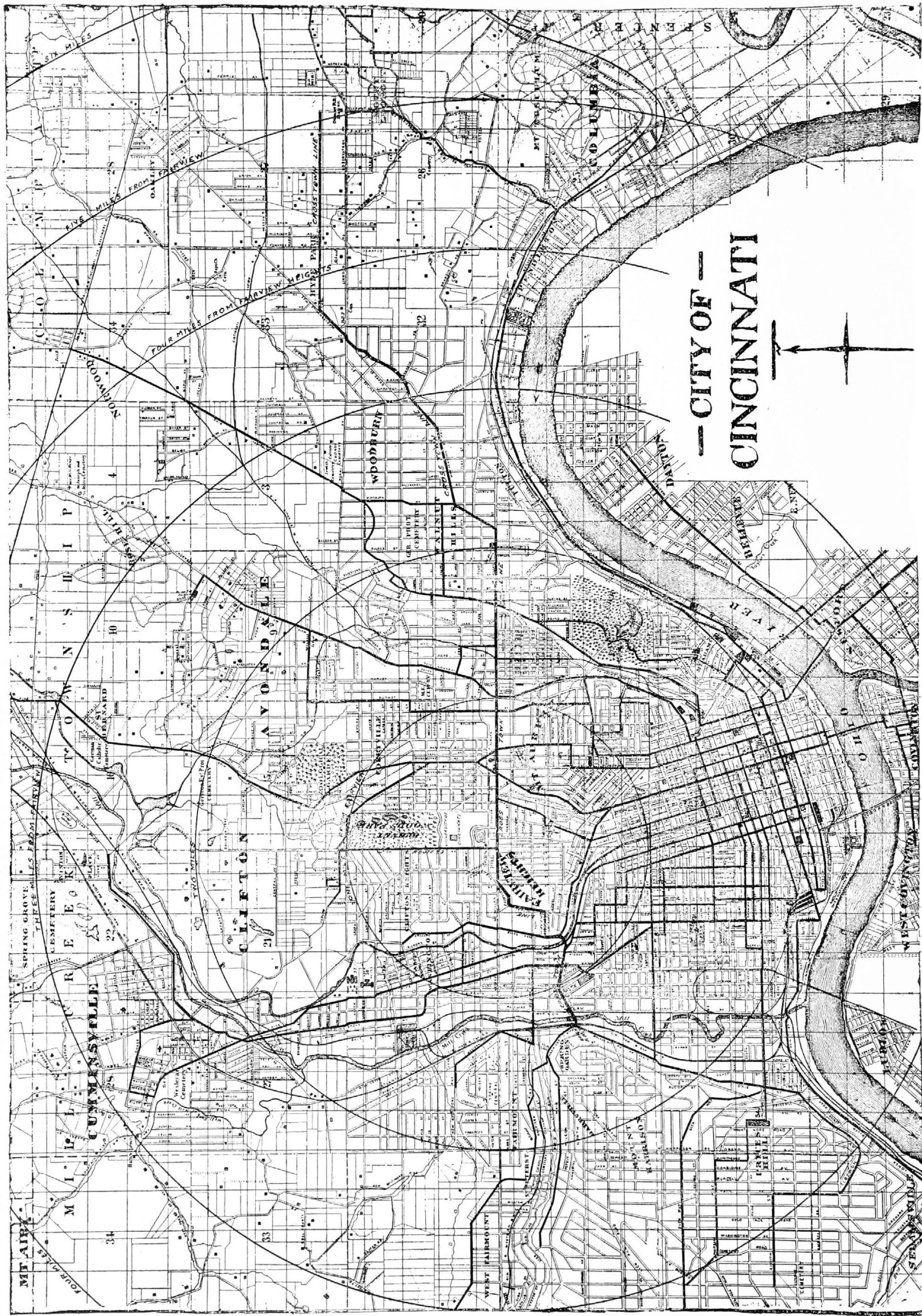
“Fairview” Spring House.

Complimentary · By the Citizens

✠ JUNE, 1895 ✠

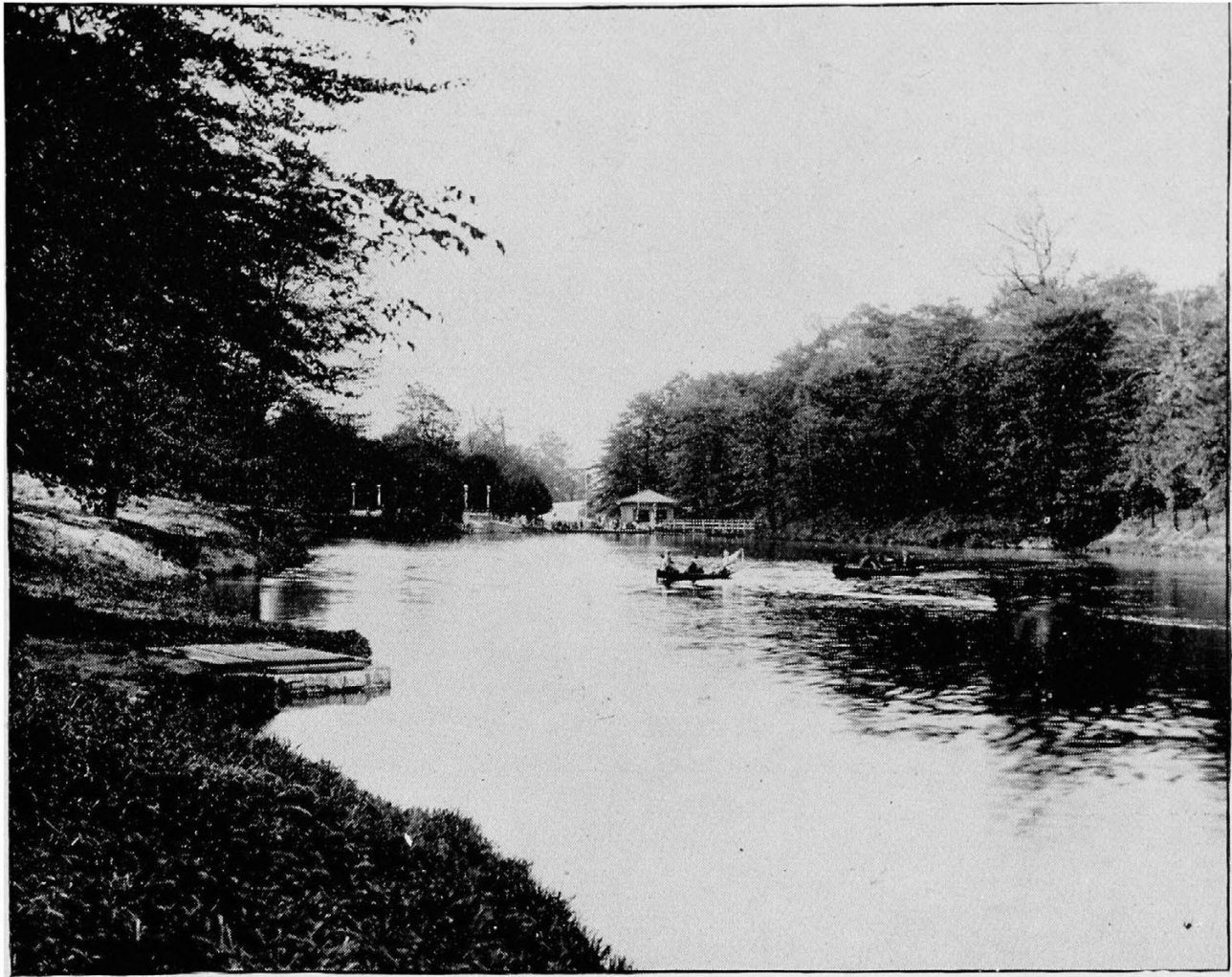
This Souvenir

Is intended to describe the natural advantages and improved conditions of Fairview Heights and vicinity for residence purposes, and the feasibility of constructing here certain contemplated useful public improvements, assuring the greatest immediate increase in population and all conveniences known to modern civilization, which will add to the comforts and luxuries of our people and the beautification and adornment of this neighborhood. - - -



CITY OF —
CINCINNATI





Lake Scene in Burnet Woods Park.

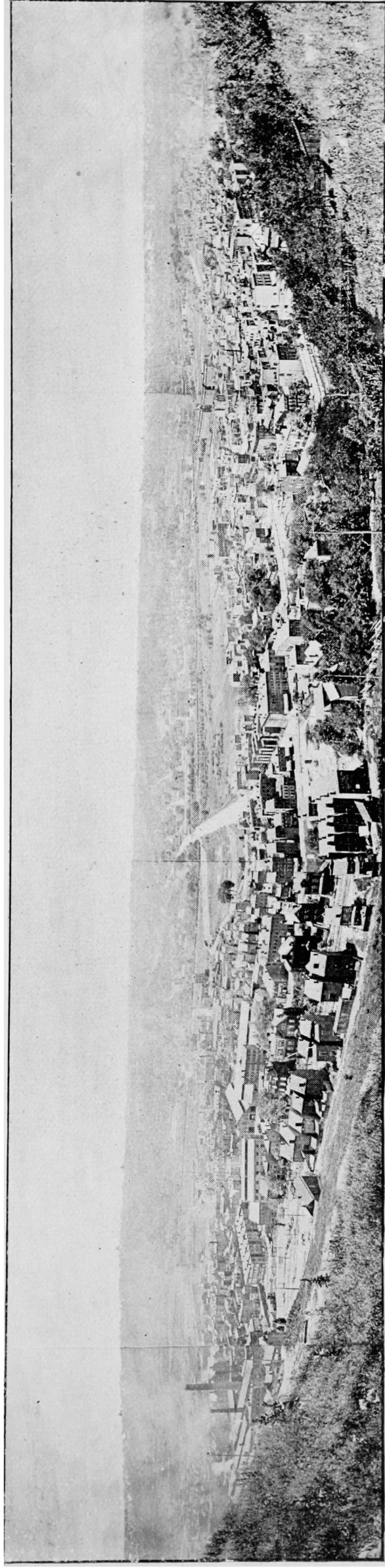
FAIRVIEW HEIGHTS.

FAIRVIEW HEIGHTS, appropriately named because of the magnificent views afforded by its elevation, is located within the corporate limits of the City of Cincinnati, about one mile south of Clifton, and west of the Bellevue Inclined Plane. The southern part of the most southern hill is three squares directly north of Freeman Avenue and Baymiller Street, at Central Avenue. These heights are nearer to the heart of the city than any other unoccupied residence property, being only two miles from Fountain Square (see map), or within a twenty-five to thirty minute walk, or a fifteen to eighteen minute ride on the electric cars.



No other location affords such a grand panorama. Looking to the south at the base of these hills lies the compact business portion of Cincinnati; over the river can be seen Ludlow, Covington, Newport, Dayton, and the Valley of the Licking River south for a distance of fifteen miles.

The Ohio River, from the mouth of Millcreek, extending down to Sedamsville, looks like a lake. The



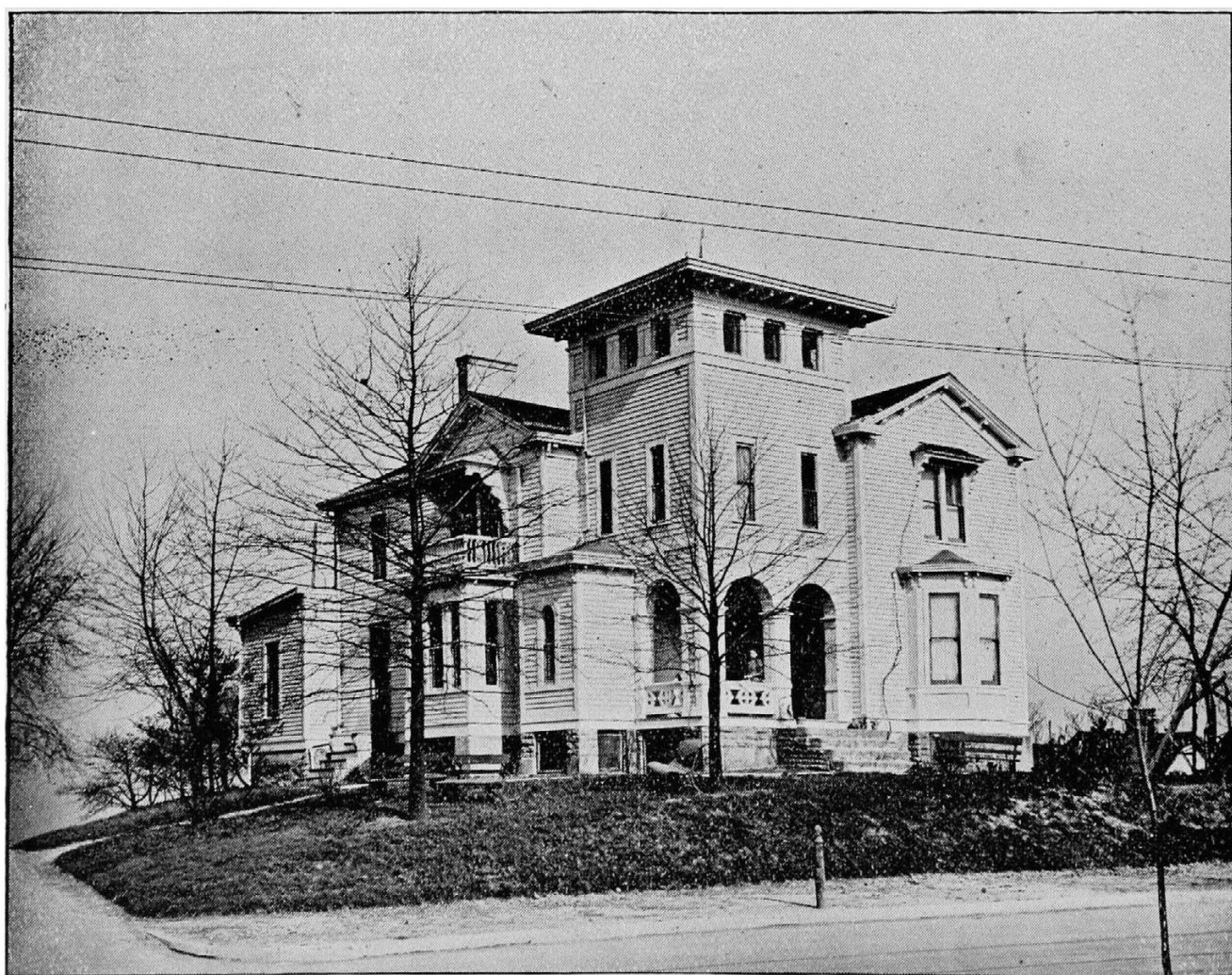
Bird's-eye View of the Valley of Millcreek,

As taken from the North Side of the Fairview Power House.

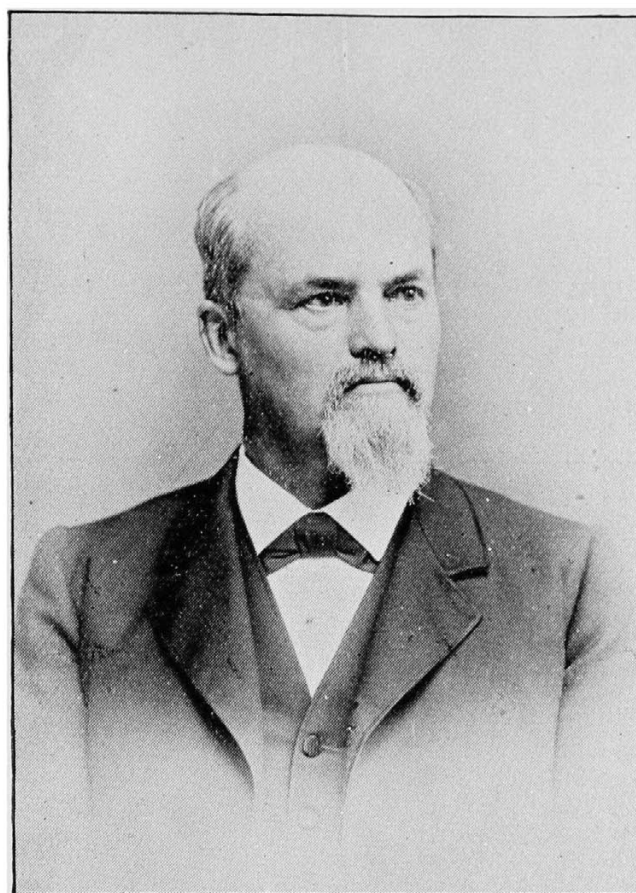
waters of Millcreek and the Miami and Erie Canal, furnish a water view. To the north can be seen Burnet Woods Park, and to the east, Mt. Auburn. The view to the west takes in the range of hills from Price Hill at the south, to Reading at the north; also Camp Washington, Cumminsville, Clifton, Mt. Airy, College Hill and Spring Grove Cemetery.

About the year 1853, North Elm Street (since named Clifton Avenue) was made from Buckeye Street (since named East Clifton Avenue) leading westerly and northerly to McMillan Street, and then continuing by a country road leading by the way of Calhoun Street west to Clifton Avenue proper, and north passing the Burnet Homestead (the very spot, upon which now is erected the University of Cincinnati,) to Clifton, leaving a scope of territory included within these boundaries and the canal of several hundred acres of land, which at that time had no roads and was practically inaccessible. About the year 1861, Browne Street (now called McMicken Avenue) lying north and east of the canal, was made, extending from near the Mohawk Bridge, westerly and northerly to McMillan Street, and later it was extended to Riddle Road, which was also cut through about the same time, leading from Camp Washington east to Clifton Avenue and the Burnet Homestead.

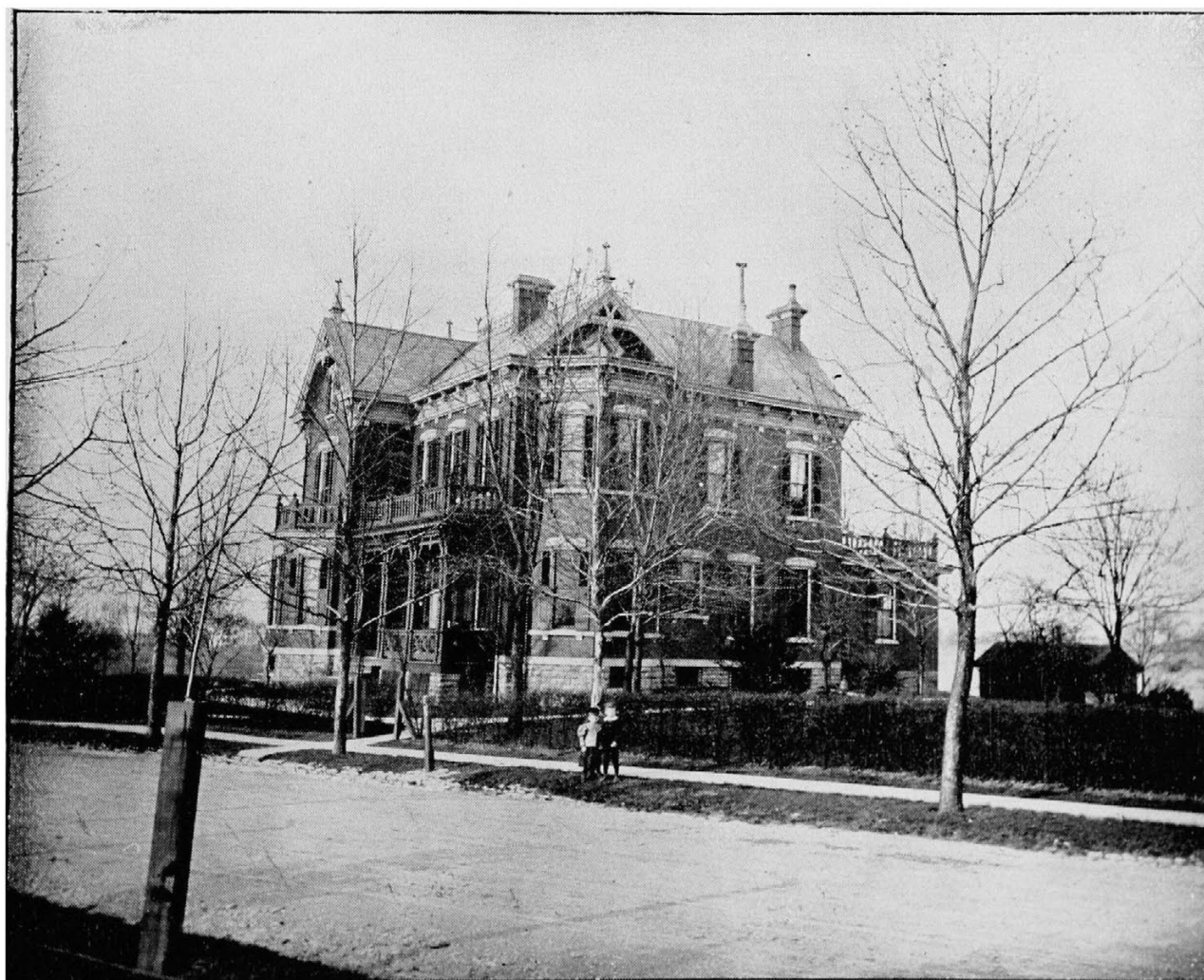
As late as the year 1866, there were no streets in all the territory bounded on the east by Clifton Avenue, on the south and west by Browne Street, and on the north by Riddle Road, excepting a few streets in Kirby's subdivision of Mohawk.



"Fairview," Home of Mr. I. J. Miller.



Col. Gustav Tafel.



The Terraces, Col. Tafel's Place.

In that year Mr. I. J. Miller settled here and soon after came Col. Gustav Tafel and Francis Lampe, who made purchases and erected beautiful residences, and subdivided much of their land into residence lots. Dr. M. Cassat, Wm. E. Guy, Dr. W. B. Davis, D. S. Oliver, Theodore Cook, W. S. Groesbeck, Judge M. L. Buchwalter, Christian Moerlein and others followed in grading their grounds on the hills in this vicinity, and large tracts of land owned by these gentlemen have been laid out in lots for



Residence of Mr. Francis Lampe.

sale. Streets have been made, and a complete transformation has been brought about, so that Fairview Heights now proudly boasts that it is the peer of any of Cincinnati's beautiful suburbs. Seekers for homes can not do better than to visit these heights and purchase from some of these owners. The maps and plats herein show their respective ownerships.

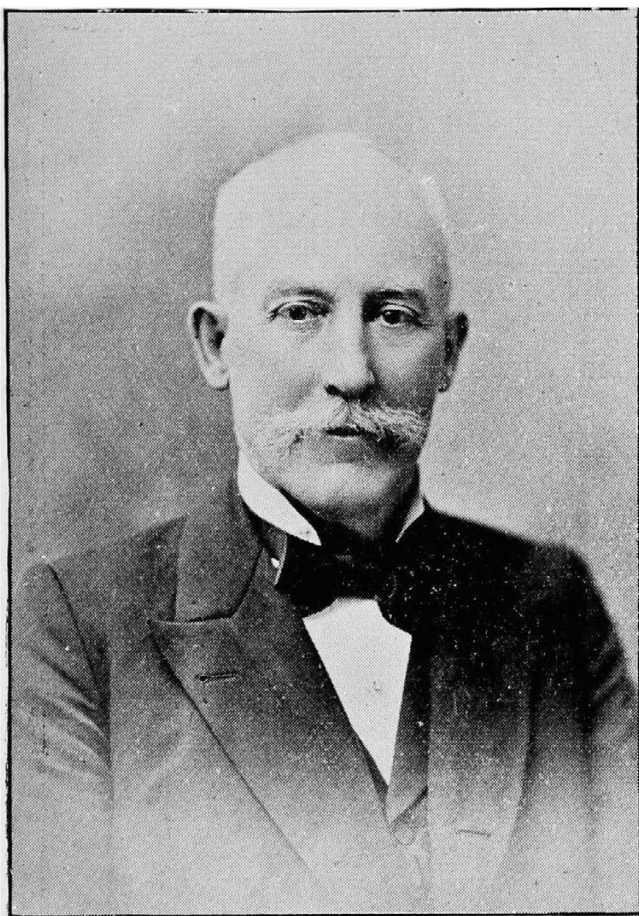
Mrs. Henriette Billing has purchased here, and constructed one of the finest residences on these heights, fronting on beautiful University Court.



Socorro, Home of Mrs. Billing.



University Court.



Dr. Massillon Cassat.



Mr. D. S. Oliver.



Residence belonging to Mr. C. C. Cook.

Mr. Christian Moerlein, one of the wealthiest and most highly respected citizens of Cincinnati, has honored us by coming to the hilltops, and building a beautiful home on Ohio Avenue in our vicinity.

Hon. John Goetz, Jr., lately President of the Board of Fire Trustees, has also constructed a very fine dwelling-house on McMillan Street, on part of the highest ground, from which can be seen some of the grandest views.

Mr. John B. Bobe, President of our Committee, lives on one of the

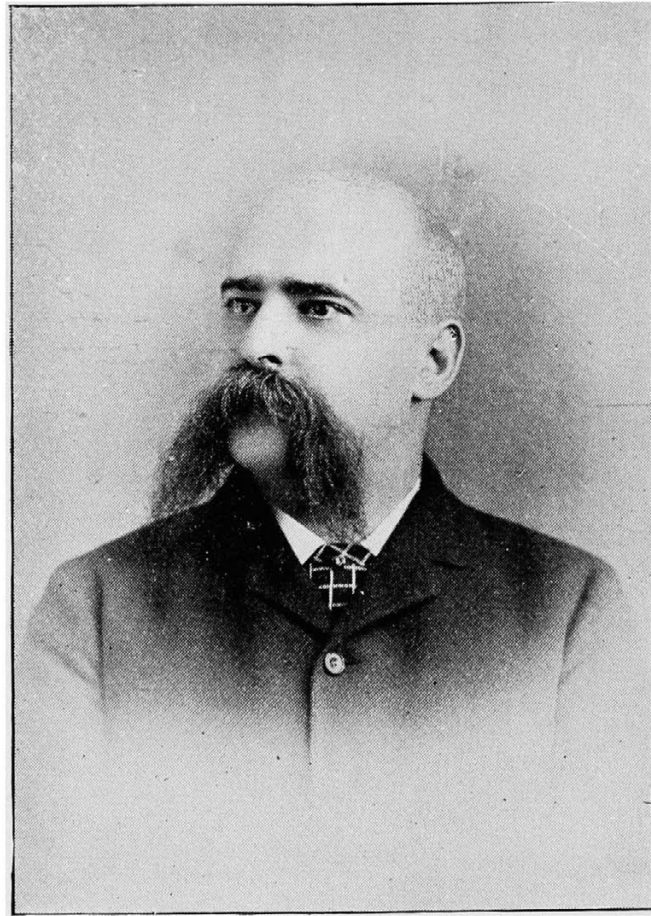


Mr. Christian Moerlein.

very highest sites, in an elegant and commodious mansion on Calhoun Street.

Mr. Wm. Scully, President of the Trinidad Asphalt Co., has nearly finished building his very fine residence on the west side of Clifton Avenue and the south side of Riddle Road, just opposite the entrance to the Burnet Woods Park.

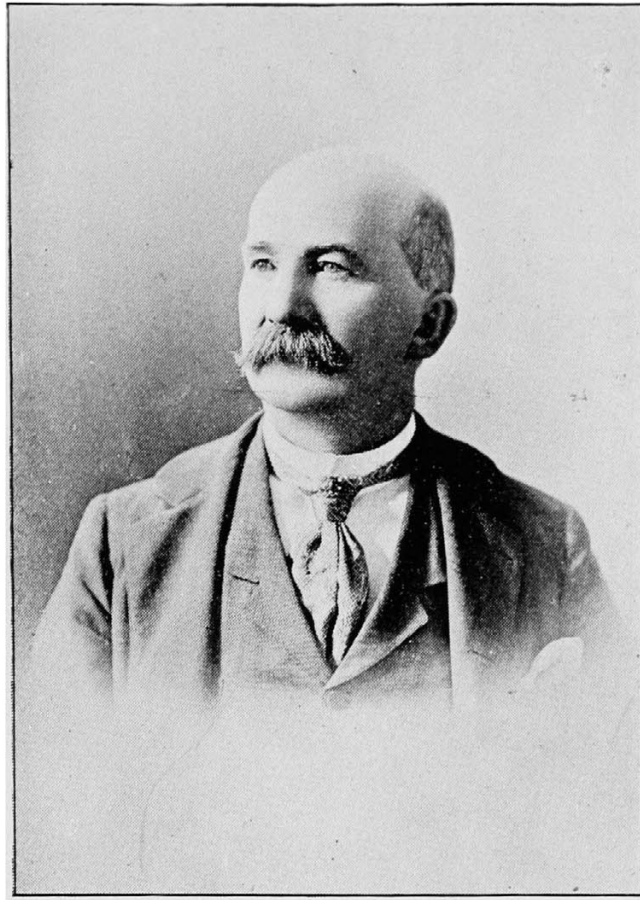
Mr. Charles Windisch, one of the wealthy brewers, of the Windisch, Muhlhauser Brewing Company, is about to move into his beautiful resi-



Hon. John Goetz, Jr.
Member of the Board of Fire Commissioners.



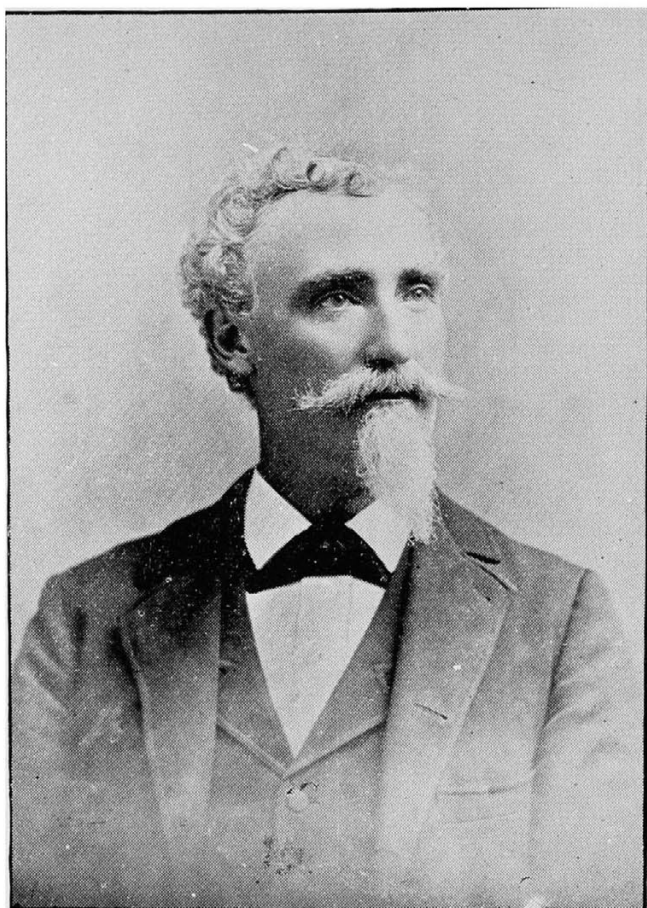
Residence of Hon. John Goetz, Jr.



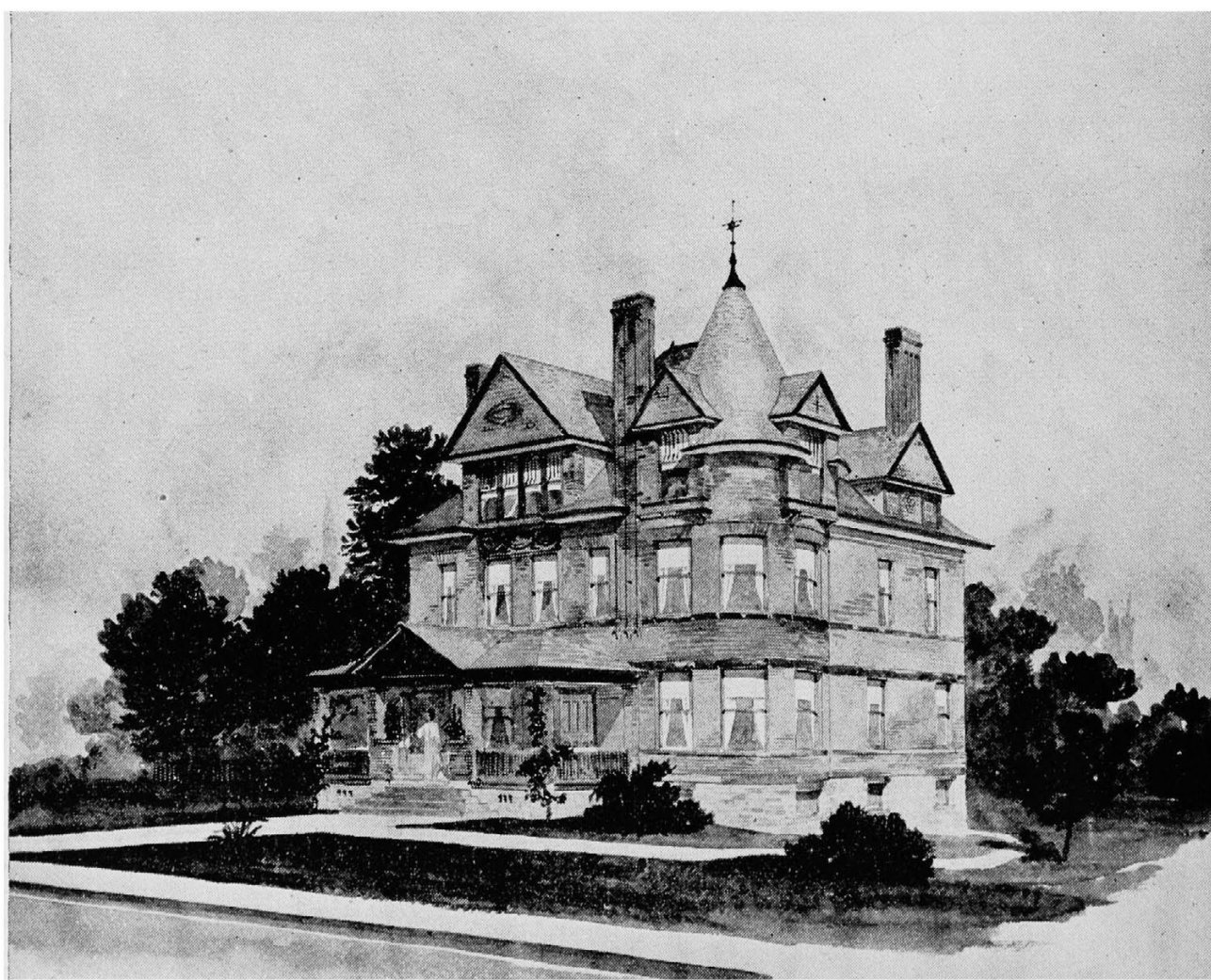
Mr. John B. Bobe,
President of our Committee.



Residence of Mr. John B. Bobe.



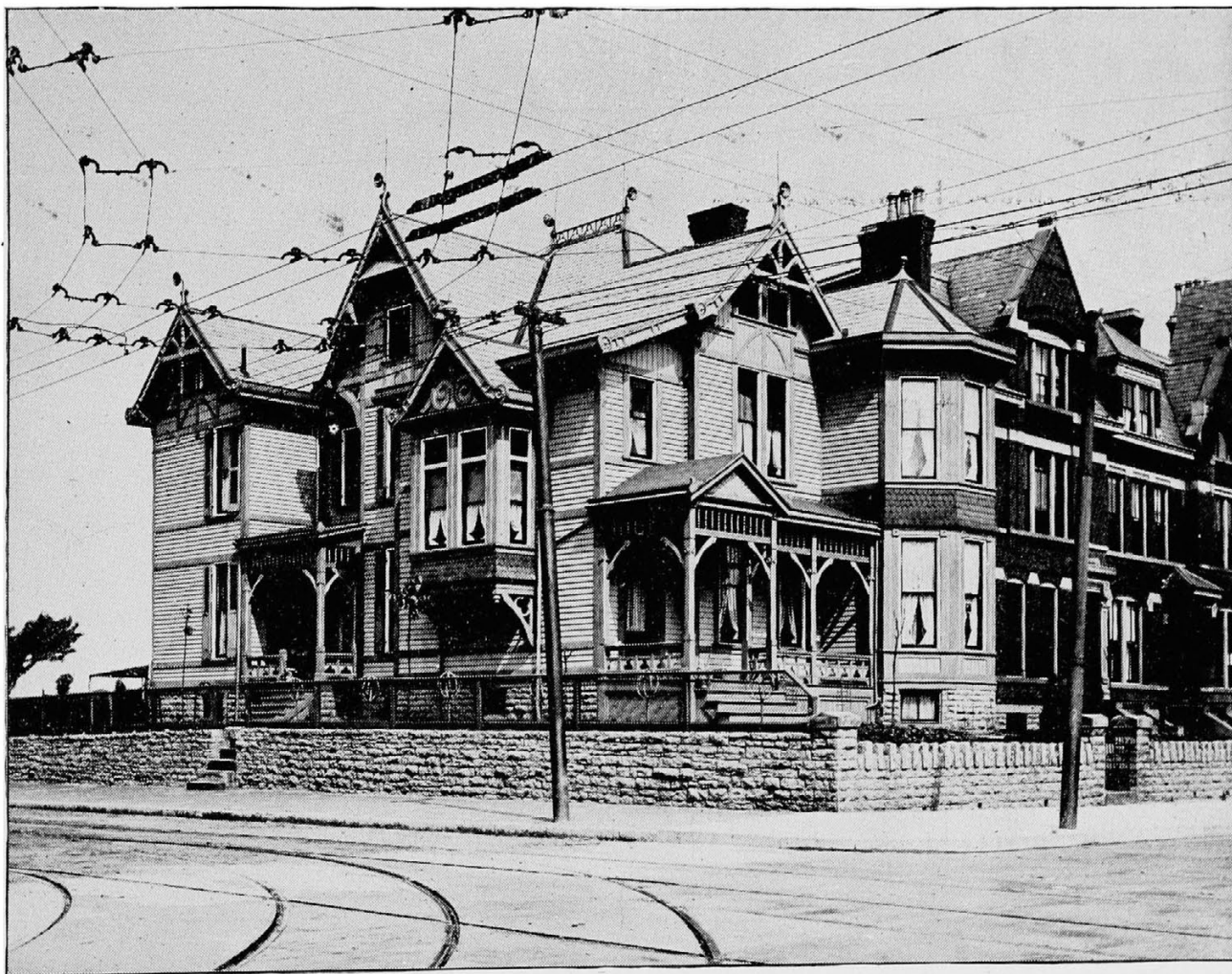
Mr. Wm. Scully.



Residence of Mr. Wm. Scully.

dence on Clifton Avenue in Clifton, about two squares north of the Burnet Woods Park.

Mr. Wm. F. Gray, the senior member of the well known firm of Gray & Tischbein, Attorneys-at-Law, found no suburb of Cincinnati that united so many advantages of city and country, and in 1880 erected his handsome homestead at the north-west corner of McMillan Street and Ohio Avenue.



Homestead of Mr. Wm. F. Gray.

Mr. Adolph Ludeke, the landscape photographer and half-tone worker, also resides here, and he has made all the landscape views and half-tone work used in this souvenir.

Here every thing is called Fairview: Fairview Heights, Fairview Avenue, Fairview Hall, Fairview Power House, and Fairview Inclined Plane. The elevation of Fairview Heights is about 400 feet above low-water mark of the Ohio River, or about 150 feet above the common level of the village of Clifton.

Many streets have been constructed, and now this territory has in it

more than nine miles of roadways, all in good repair, rendering all parts of it easily accessible.

The grades are the best that could be established upon engineering principles, and the grade lines are straight between intersecting streets.

Fairview Avenue, sixty feet in width, extending from the Inclined Plane to Clifton Avenue, is the best asphalt street in Cincinnati, and very much frequented by bicyclists.

Where double-track electric street railroads are to be laid, the roadway ought to be wider than required by the old ordinance, which provides



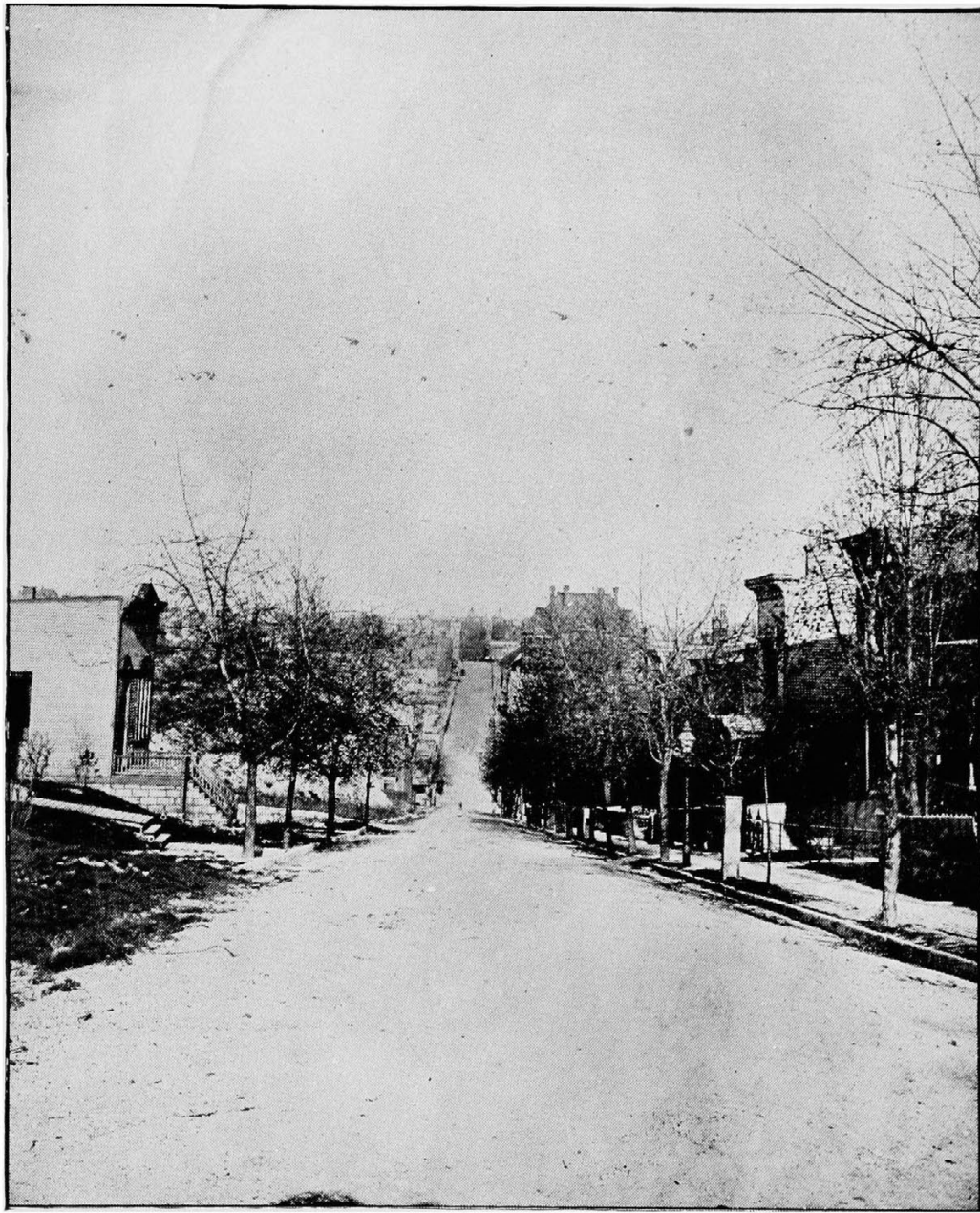
Mr. Adolph Ludeke.

for sidewalks on each side to be one-fifth of the width of the street, leaving only three-fifths for roadway.

Our citizens have been first to see that it is better to have the sidewalks on each side one-sixth of the width of the street, leaving two-thirds of the width of the street in the middle for roadway, and so this street has been constructed with a roadway forty feet in width (which is a little wider than that of Fourth Street between the curbs in its most important locality) and leaving the sidewalks ten feet in width.

Fairview Avenue has an improvement over all other streets hereto-

fore constructed, in the flatness of its crown, being only four inches higher in the center of the roadway than at the gutters. The best constructed streets should have a curb about eight inches above the gutter, with a crown about three inches above, with numerous inlets to take all the surface water quickly and readily into a sewer beneath, large enough to

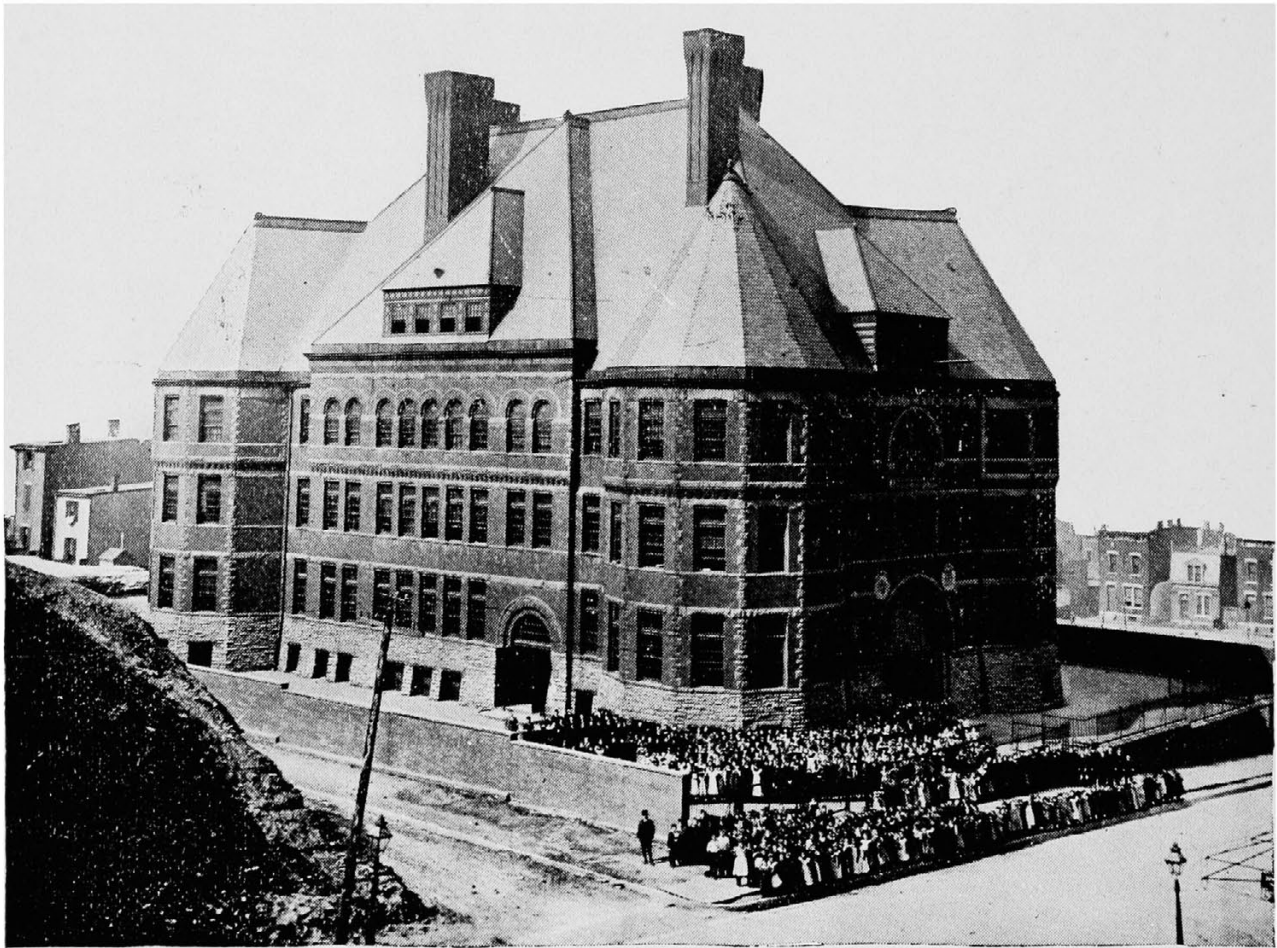


Warner Street, Looking East from Fairview Avenue.

take away all the rain water that may fall. The sewers for our streets are in many instances constructed under the sidewalks adjacent to the lot lines, thus enabling the owners to connect the drainage to them without breaking up the streets, and all of the lots have good drainage. If all pipe sewers were put in the sidewalks adjacent to the lot lines, in addition to the benefit derived from not breaking up the roadway of the streets, and the convenience of at all times being enabled to easily get to the sewer,

in fifty foot streets, the lots upon which are twenty-five feet front, only two-thirds of the lineal feet of pipe would be required, and consequently there would be but two-thirds of the expense, and in streets of that width, where the frontage of lots is fifty feet, the expense to the lots would be just the same as though it had been placed in the center of the street.

Our lots also have the water and gas mains, and considering their close proximity to the business center of our city, are the cheapest and best lots for residence purposes, and for large buildings, that can be found anywhere; they also have the purest air, coming as it does at a high ele-



Warner Street School House.

vation from the west and south-west, across the Ohio River and the valleys for a distance of several miles after leaving the highlands on the other side. Thus are combined the pleasures and comforts of hill-top and country life, with the conveniences of the city very close at hand.

Fairview Heights boasts of having one of the finest school-houses in the State of Ohio, the Warner Street School. For the past ten months it has had a daily attendance averaging about seven hundred and fifty pupils. It was constructed at an expense of about \$100,000.00, and is within easy reach of all the children of Fairview Heights and vicinity.

The fire engine house, located at Clifton Avenue and Calhoun Street, is a model engine house of modern construction, within easy access, and giving ample fire protection to the entire neighborhood.

Fairview Hall was built by the neighbors and is used for public meetings and literary and musical entertainments. On Sunday afternoons it is occupied for Sunday School purposes, having an attendance of over one hundred and twenty-five pupils; and on Sunday evenings it is devoted to religious services.



Fire Engine House.

South-west Corner of Calhoun Street and Clifton Avenue.

Many of the citizens have built comfortable homes in the vicinity. Mr. Herman Wessel resides here; Mr. Philip Renner, the attorney, has erected a fine residence at an outlay of several thousand dollars; Messrs. Gustav J. Brethauer, C. Helmers, Joseph Bernzott, Louis Arnold, John Schultz, Wm. Henry Rowland, Louis Christina, Wm. Mulholland, Ernst H. Brinkmann, Andrew Poth, Joseph Engel, Charles Jungbluth, W. F. Hartman, J. M. Schroer, Jacob Riehle, and many others have built their



Residence of Mr. Philip Renner.



Residence of Mr. Jacob Riehle.

residences here. Mr. Martin L. Alexander, the fire insurance agent, has recently purchased on Fairview and Southview Avenues a fine corner lot, and is having plans prepared for a handsome two and one-half stories brick residence. Messrs. A. Fortman, the merchant, Frank H. Kirchner, the contractor, and L. H. Pummill, the attorney, have purchased here.

Riehle Brothers, Carpenters and Builders, have recently built and sold six nice cottages, and have purchased additional lots upon which they are about to construct other dwellings.



Geo. Wielert.

Geo. Brofft. Philip Winkler. Riehle Bros. Walter Roll. August Baeuerlin.

Southview Avenue.

The houses which they have built in this locality are attractive, substantial, and convenient, and all who have purchased from them are well satisfied with their investments. These builders take great pleasure in referring to Squire Philip Winkler, Walter Roll, of the Stone Lake Ice Company, Patrolman August Baeuerlin, George Wielert and George Brofft, recent purchasers, and herewith is presented the cluster of cottages belonging to these gentlemen.

The famous double track Electric Street Railroad Route No. 23 is located here. It begins at the junction of Central and Colerain Avenues, at the street railroad center where the old Brighton House stood for so many years, thence northerly on Brighton Place by the bridge approaches and the bridge crossing over the Miami and Erie Canal to McMicken Avenue, thence east by Fairview Inclined Plane to Fairview Power House, thence to Fairview Avenue, thence northerly and easterly on Fairview Avenue to Clifton Avenue, and thence northerly on Clifton Avenue to



Clifton Avenue, Looking North into Clifton.

Ludlow Avenue in Clifton, a distance in all of about one and seven-eighths miles. The ticket fare upon this route is seven tickets for twenty-five cents, and fifteen tickets for fifty cents, making the cheapest ticket fare on any street railroad in the City of Cincinnati. The ticket is good only to ride on the route between the junction of Central and Colerain Avenues and Ludlow Avenue in Clifton; but instead of a ticket, a cash fare of five cents will secure a ride either way over the entire route, and

a transfer ticket which will secure a ride in any street car over any route connected therewith, belonging to the Cincinnati Street Railway Company, going in any direction to the end of the route, excepting only south on the Clifton Avenue line.

We have electric street cars on all sides to put us in quick and easy communication with all parts of the city, and Fairview Inclined Plane, run



Fairview Inclined Plane, Route No. 23.

by steam, to elevate us from the valley to the heights in as short time as the people of any other locality on the hills can be transported. We are thus connected with the heart of the city without crossing any steam railroad track or coming near any low or miasmatic lands. These street railroads open up all this beautiful territory for homes for the people, who

will be held in our city, county, and state, instead of being induced to cross the river to reside in and benefit another commonwealth. If a city is to be made populous and mighty, the homes for the people must be pleasant and healthful, and in our day and age these homes must be of easy access to the heart of the city. Fairview Heights and vicinity supply this demand.

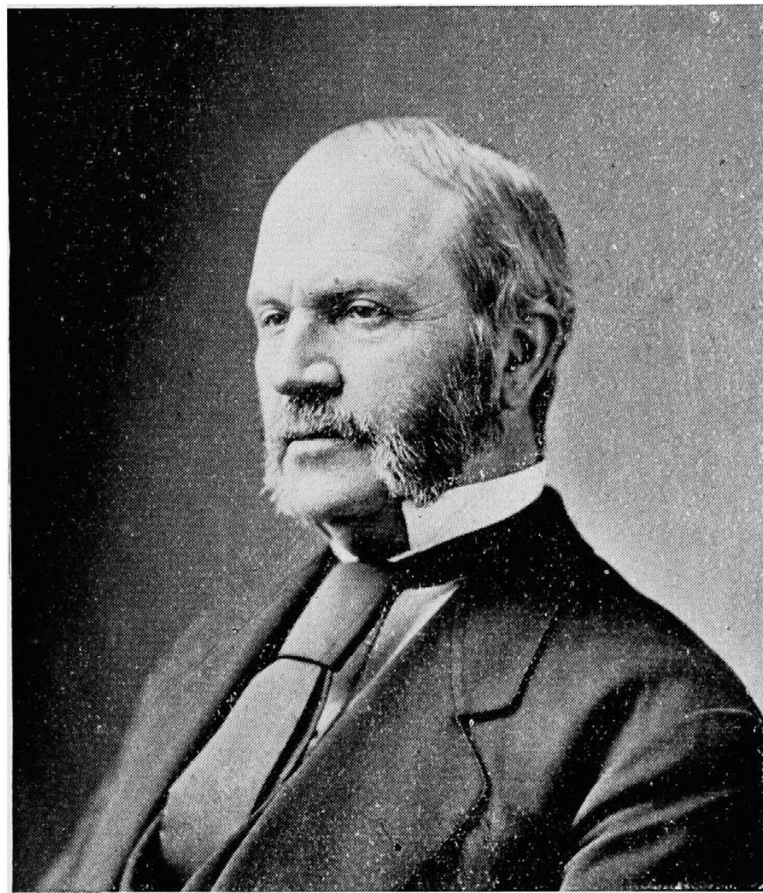
As a connecting thoroughfare for car passengers and vehicles of all kinds, this street railroad and asphalt streets are of especial benefit to all the people in the south-western and north-eastern sections of the city desiring to communicate with each other, including the people of Price Hill, Fairmount, Camp Washington, Cumminsville, Clifton, Corryville, Mt. Auburn, and Walnut Hills, and in reaching the Burnet Woods Park and the Zoological Garden.



Music Stand in Burnet Woods Park.

The University of Cincinnati.

Fairview Heights is particularly fortunate in its educational advantages. In 1890, the City of Cincinnati, recognizing the beauty and convenience of the location, set apart as a permanent home for the University of Cincinnati, a tract of forty-three acres at the southern end of Burnet Woods Park.

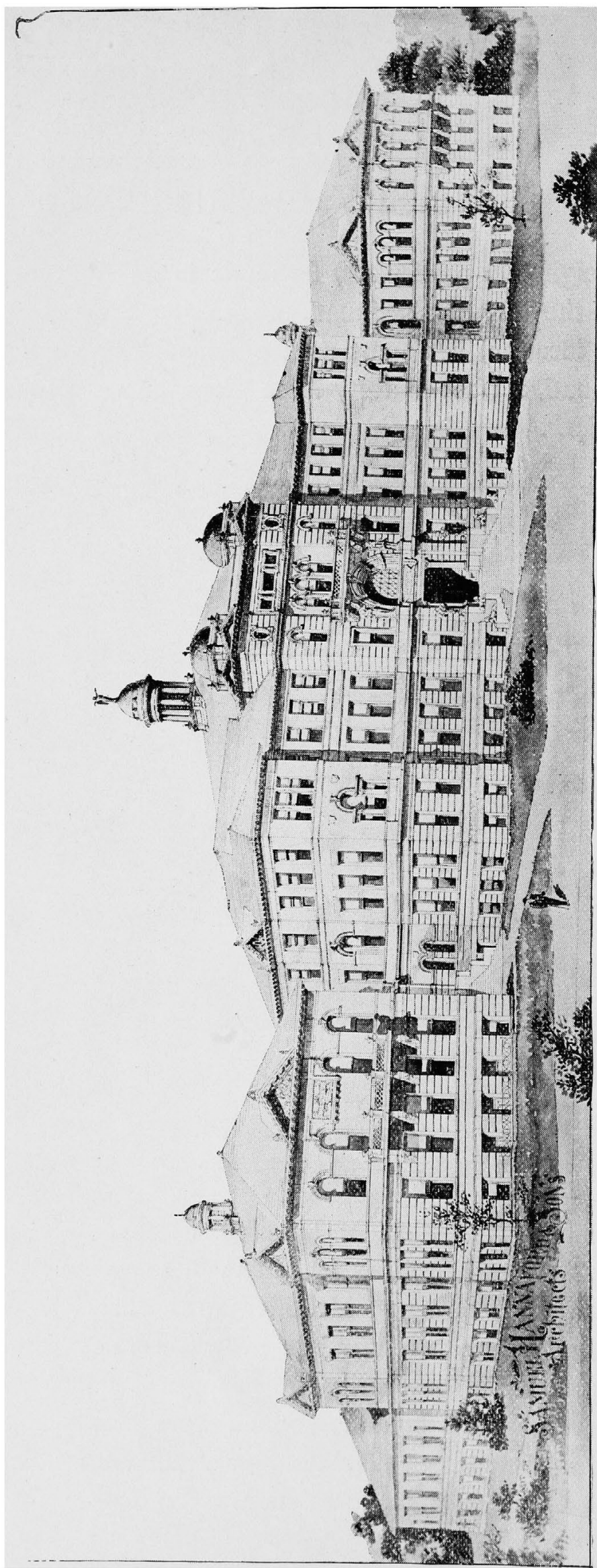


C. G. COMEGYS, M.D.

Chairman of the Board of Directors of the University of Cincinnati.

This magnificent institution of learning, founded by Charles McMicken, and built up and fostered by others of our public spirited citizens, has become so thoroughly identified with our city, and so well known to our people, that to rehearse its growth from its humble beginning to its present state of prosperity and strength is unnecessary.

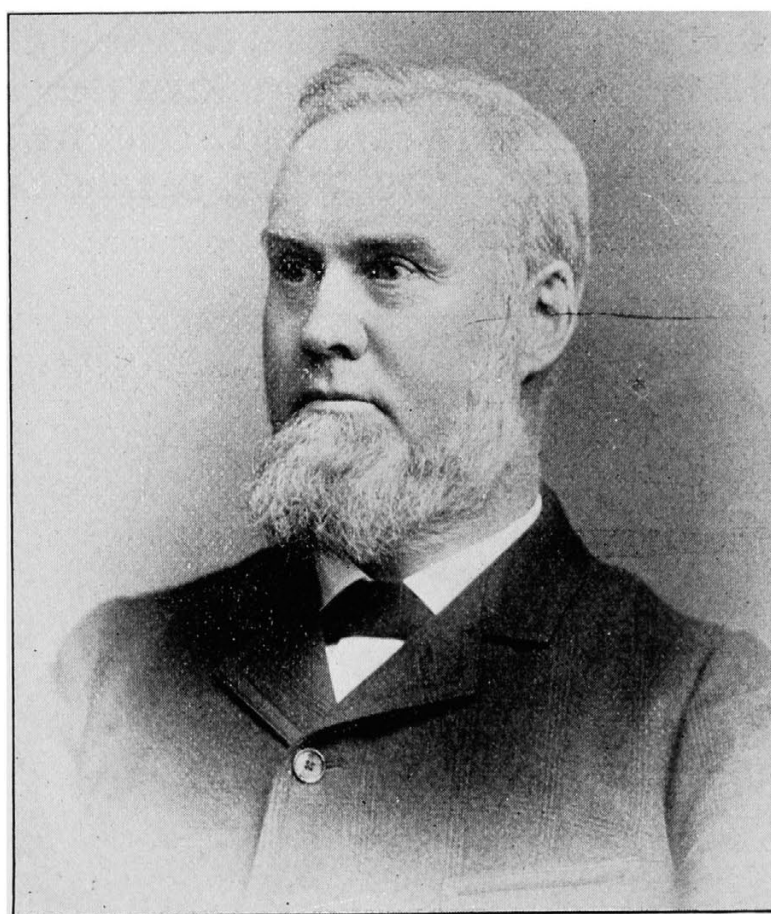
It has outgrown its old buildings, which were first occupied in the year 1875-6, and at the present time the new structures forming the main buildings are rapidly approaching completion.



The University of Cincinnati.

The new buildings occupy a beautiful ridge in the southern end of Burnet Woods Park, facing on Clifton Avenue. When completed they will have a frontage of more than four hundred feet, and will contain all the class, recitation, and lecture rooms necessary for the prosecution of the nine groups of studies included in its curriculum.

The buildings are designed in a dignified and classical style, and are executed in buff pressed brick with gray freestone trimmings, presenting a harmonious blending of colors, with great beauty of detail and proportion.



Mr. Samuel Hannaford.

Architect of University Building.

The University forms the culmination of the School System of Cincinnati, and here on beautiful Fairview Heights, for all time to come will be located this grand seat of learning, which, no doubt, many famous men and women will, in after years, lovingly recall as their Alma Mater.

The following well known gentlemen constitute the BOARD OF DIRECTORS, all being appointed by the Superior Court of Cincinnati:

William M. Ramsey, William Strunk, Thad. A. Reamy, M. B. Hagans, C. G. Comegys, Oscar W. Kuhn, J. M. Robinson, Erent Arnold, A. B. Benedict, John W. Luhn, Frank J.

Jones, Edmund K. Stallo, William McAlpin, William H. Morgan, Isaac M. Wise, John B. Peaslee, James Brown, C. A. L. Reed, Ex-officio John A. Caldwell, Mayor of Cincinnati.

We now present in solid array the Faculty and Instructors in whose charge is placed the Academic Department of the University :

Wayland R. Benedict, A.M., Professor of Philosophy ; William O. Sproull, Ph.D., Professor of Latin ; Edward W. Hyde, C.E., Professor of Mathematics ; Thomas French, Jr., Ph.D., Professor of Physics ; Thomas H. Norton, Ph.D., Professor of Chemistry ; Jermain G. Porter, Ph.D., Professor of Astronomy ; Edward M. Brown, Ph.D., Professor of English ; P. Van Ness Myers, L.H.D., Professor of History ; Ward Baldwin, M.S., Professor of Civil Engineering ; Chas. F. Seybold, A.B., Professor of French and German ; Fred'k L. Schoeule, Ph.D., Professor of Greek ; Chas. L. Edwards, Ph.D., Professor of Biology.

Instructors—Paul F. Walker, LL.B. ; Louis E. Bogen, C.E. ; Herman E. Newman, Ph.D. ; Philo A. Orton, C.E. ; Ellis G. Kinkead, A.M. ; Harry W. Curth, B.L. ; William O. Mussey, A.M. ; Clara Langenbeck ; Phillips Isham, B.S. ; Mary L. De Luce, B.L.



Entrance to Burnet Woods Park,
Immediately North of the University.

Proposed Reservoir and Water Tower in Burnet Woods Park.

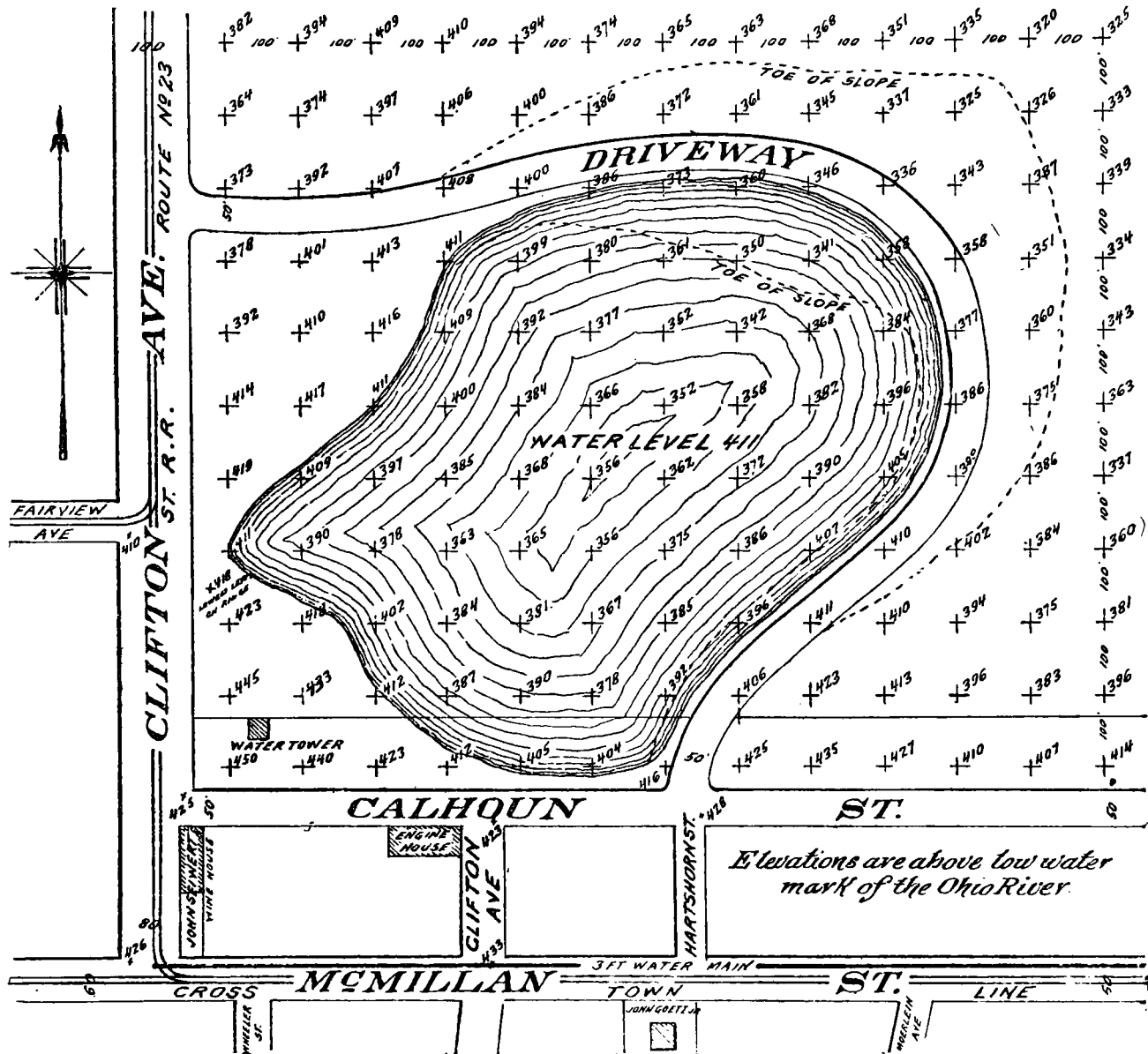
Steps are now being taken to secure the construction of a series of reservoirs and a water-tower in the south end of Burnet Woods Park, as a part of the water system of the City of Cincinnati, for the purpose of holding and distributing an abundant supply of water to the highest levels and to all parts of the city. The large ravines in this locality are sufficiently wide, deep, and long, by nature, to hold an adequate reserve supply of water for the city, until it has doubled its present population, and they can be fitted for that purpose at comparatively small expense. These ravines are higher in elevation than any others of so large size in the city. This location, besides being the highest suitable one, will always be more central than any other high elevation. These considerations over-ride all others in determining the proper location for storage and distributing reservoirs for a water supply for the City of Cincinnati.

At present, water-mains of three feet in diameter are laid from the river at the east end of the City to McMillan Street, and in McMillan Street west to Clifton Avenue, being only 364 feet from the south end of Burnet Woods Park.

McMillan Street, in which these three foot water-mains are laid, has the highest altitude of any street of so great a length in the city, its highest curb grade elevation being at Ohio Avenue, which point is 435 feet above low water mark of the Ohio River. At Clifton Avenue, formerly North Elm Street, it is 433 feet above, and at the junction of West Clifton Avenue with McMillan Street it is 426 feet above low water mark.

The greatest economy will consist in taking and holding the water in the reservoir at the highest elevation possible, to which it is necessary to be pumped, and from these reservoirs it can be distributed in water-mains by its own gravity to the business portions of the city. High water mark in Eden Park Reservoir is 239 feet above low water mark of the Ohio River. The reservoir is 25 feet deep, and holds one hun-

dred and ten million gallons of water. Third Street reservoir's high water is 174 feet above low water mark, its depth is 20 feet, and it holds six million gallons. The Price Hill tanks hold one million gallons, and the Mt. Auburn tanks hold about a half million gallons. We believe that high water mark in a reservoir in Burnet Woods Park at the location here named, constructed as we suggest, and as here shown by our topo-



Topographical Map of the Proposed Reservoir in Burnet Woods Park,
Showing the Surface Levels Above Low Water Mark of the Ohio River 100 feet apart.

$7\frac{48}{100}$ gallons make one cubic foot.

graphical map, will stand 411 feet above low water mark of the Ohio River. Its depth will be between 50 and 60 feet. It will hold more than one hundred and fifty million gallons of water, or one-third more water than all the reservoirs now owned by the city. It will require about two hundred and fifty thousand cubic yards of filling to make the drive-way as shown, with slopes of a little more than two to one, at a cost of about

\$125,000, if the filling is taken from the reservoir in sloping its sides and bottom, to which must be added the cost of concreting, pumping-house, pipes, and machinery, which will probably be as much more, and the works will be complete. Another economy to be considered is that the city already owns this park, and the reservoirs will add beauty and interest to the park as well as utility.

The condemnation for park purposes of the tier of lots on the north side of Calhoun Street, now abutting the south end of Burnet Woods Park for 1,500 feet in length, is inevitable in the near future. These are thirty-foot lots. Several of them are now vacant, but unless condemned and purchased by the city, in a few years they will have fifty out-houses studded up along the south end of the park as so many nuisances, destroying the value of the park grounds for the purposes for which they were purchased.

As a general principle, a public park should front upon a public street, and certainly should never abut against the rear of residence lots.

Low water mark of the Ohio River, at Cincinnati, is 432 feet above sea level. The ground floor of Eden Park Water-tower is 404 feet above low water mark of the Ohio River. Its observatory floor is 523 feet above. It cost \$135,000.00, and was paid for out of water rents.

The various views to be seen from its observatory are extensive and beautiful beyond description; no citizen of Cincinnati should feel satisfied with himself until he has taken a ride up the elevator of that tower and beheld the views. The charge is ten cents for each adult person. In design and construction it is one of the most beautiful works of tower architecture to be seen anywhere.

The proposed Burnet Woods Park Water-tower will be both ornamental and useful. Its ground floor will be about 444 feet above low water mark of the Ohio River.

Its observatory floor will be about 623 feet above. Fountain Square is 120 feet above. It will furnish a pressure for the Fire Department sufficient to put out the fires in most cases, and thus lessen the expense of the Fire Department of the city. Its estimated cost will be \$150,000.00 at present prices, to be paid in water rents.

The grandeur of the views to be seen from its observatory floor will surpass those seen from Eden Park Tower in proportion as it will be 100 feet higher, and for the reason that a view of the valley of Millcreek,

reaching away up into Butler County, will be far more beautiful than the Kentucky Hills seen from Eden Park Tower. The same architect has striven in his design for this proposed tower to excel his former efforts, as appears by the view here shown.

The pumping machinery can be so located and arranged as to take the water from nearly the highest elevation gained in McMillan Street, without much loss of height, and send it to the top of the tower.

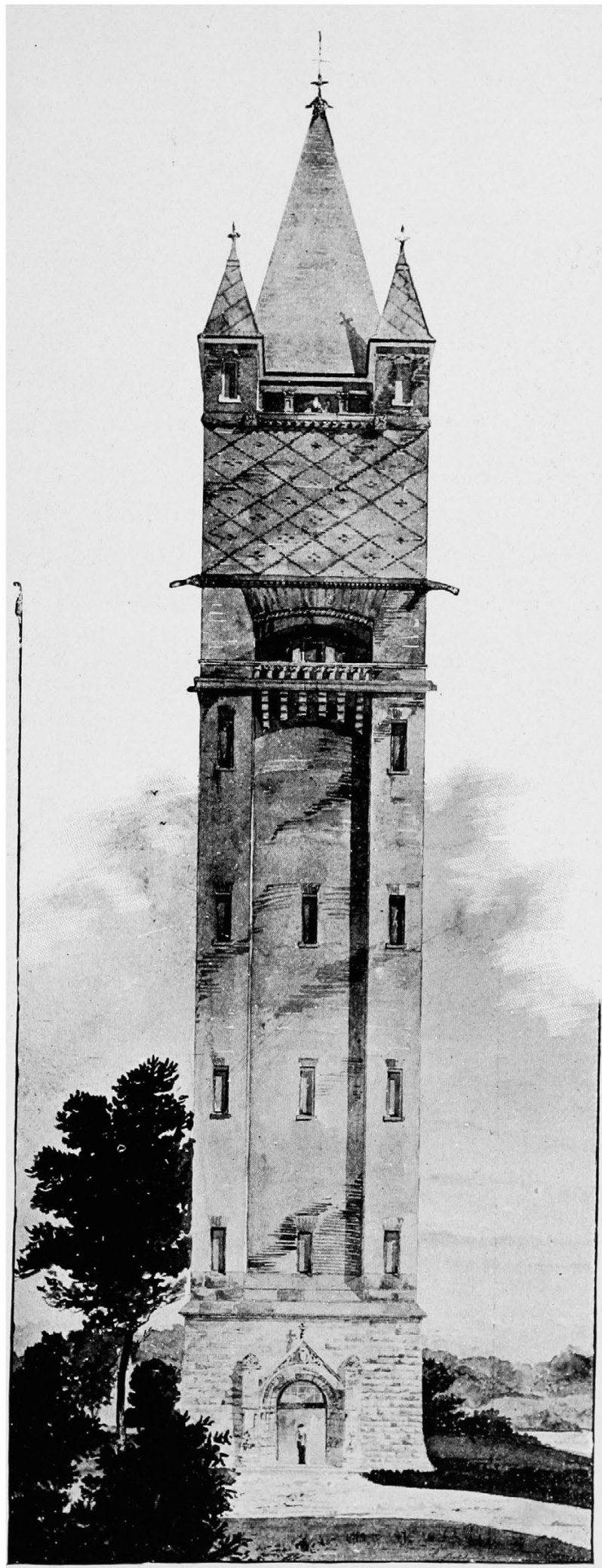
In the matter of music Fairview Heights is singularly fortunate. About twenty concerts, paid for by the Groesbeck fund, are given every year in Burnet Woods Park, one each Saturday from 4:00 P. M. to 6:00 P. M., beginning on the last Saturday in May. For the season of 1895 the first ten will be conducted by John C. Weber and the last ten by Michael Brand; and the Cincinnati Street Railway Company has entered into a contract with The Cincinnati Orchestral Association for a series of concerts to be given in the Burnet Woods Park on every Sunday afternoon during the summer of 1895, commencing on June 16th and ending on September 15th.

These concerts will be very attractive, and the high character of this musical association is a guarantee of the excellence of the music which will be rendered on these occasions. Michael Brand is the leader, and his band is composed of the best musical talent in our city.

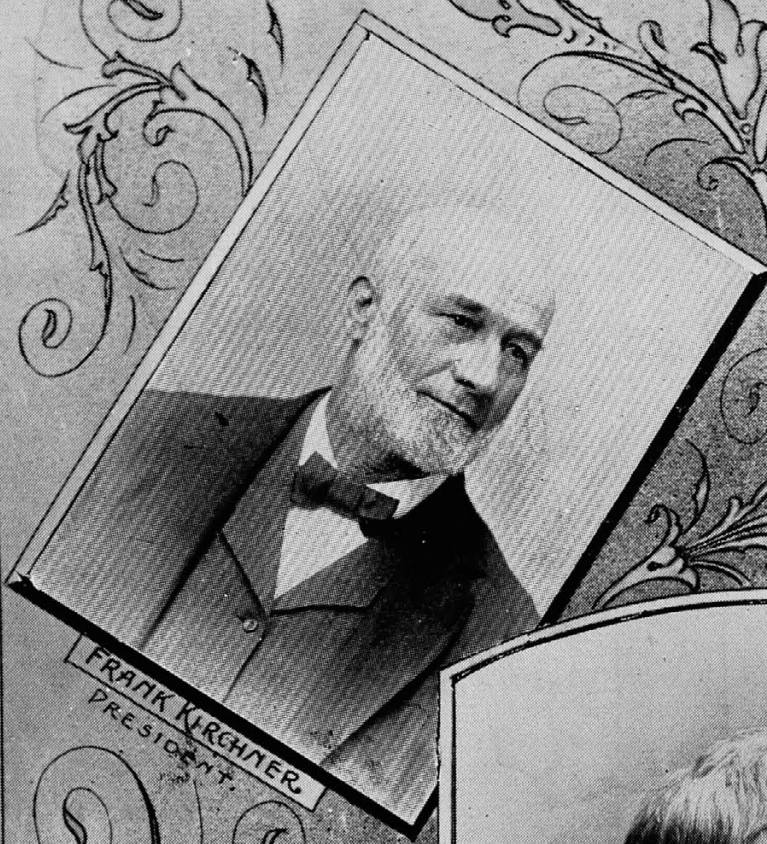
The concerts are given with the expressed approval of the Board of Administration of our city, who also have promised to assist in every possible way to make them well appreciated by the music-loving public.

The Burnet Woods Park is a most beautiful tract of land, and our people will especially enjoy passing a few hours during the hot days of summer in this cool and restful place while they listen to the delightful musical entertainment prepared for their pleasure and benefit.





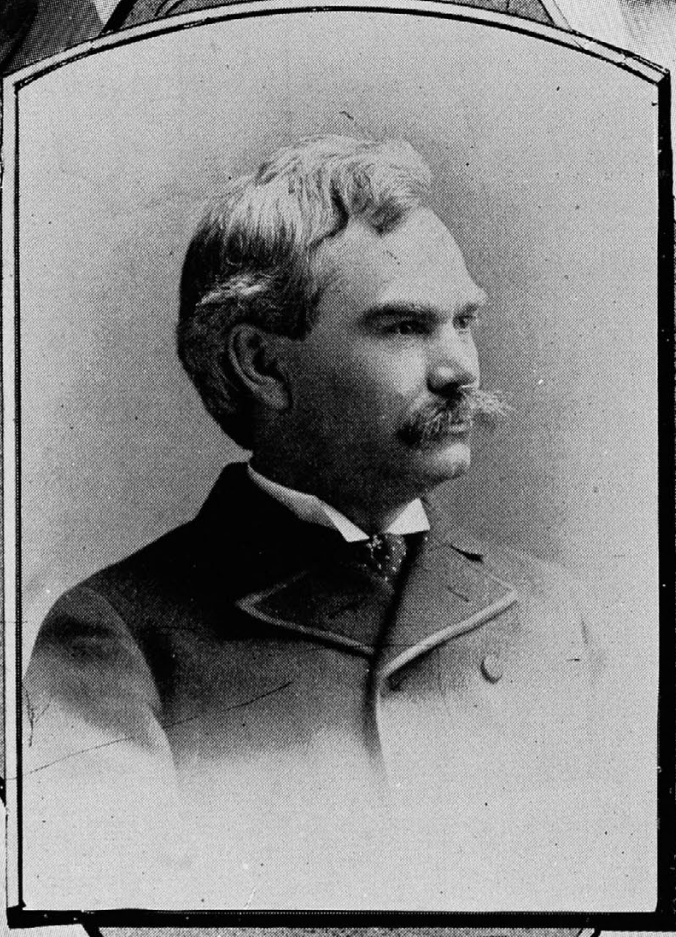
Proposed Water Tower in Burnet Woods Park.



FRANK KIRCHNER.
PRESIDENT.



GEO. HENSHAW.
VICE PRESIDENT.



JOHN A. CALDWELL
MAYOR
OF
CINCINNATI.



ROBERT J. MORGAN



L. J. MILLER.

Police Commissioners of the City of Cincinnati.

THE EIGHTH POLICE DISTRICT PATROL HOUSE.

At the present time the City of Cincinnati has ten police districts, numbered from one to ten. Each one has a station house and a patrol house, excepting our district (the eighth), which has only a station house.

The eighth district extends from the Narrow Gauge Railroad west to the Miami and Erie Canal at Camp Washington, and from the present south boundaries of Clifton and Avondale south nearly to McMicken Avenue.

In territorial limits it is one of the largest police districts in the city. It is quite populous, and probably growing faster than any other portion of the city.

It has for several years been an admitted fact in police circles that the police system would be strengthened by having a patrol house in the eighth district.

The good people of this district have often petitioned for a patrol house, but it was left to the final judgment of His Honor, Mayor John A. Caldwell, Police Commissioners Kirchner, Henshaw, Morgan and Miller, and the present Board of Legislation to grant their request.

The station house for this district is on Vine Street, between Daniels and Corry Streets, in Corryville, in the north-eastern part of the district. It was thought that to place the patrol house in the south-western part would more effectually cover the district, and in fact better subserve the whole police system by supplying a want in that locality.

After full consideration of the subject, a lot fronting thirty feet on the south side of McMillan Street, by eighty-five feet in depth on the east side of Ravine Street, was selected. This has been purchased at a cost of \$1,500.00.

This lot is centrally located on Fairview Heights, and it has a commanding view of the city, both north and south. It is one of the six corner lots where three streets cross each other, and is considered to be the best and most appropriate lot that could be found for the purpose, being located on the main thoroughfares of the district, from which all parts of the territory can be easily reached.



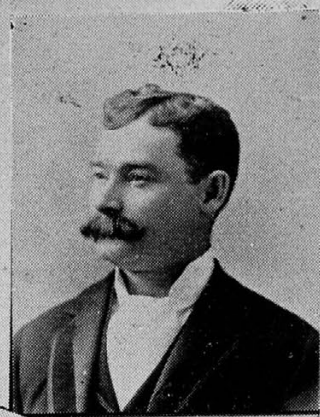
HENRY J. APPLING



J.A. SWEENEY



FRANK H. APPEL



J.J. REGAN



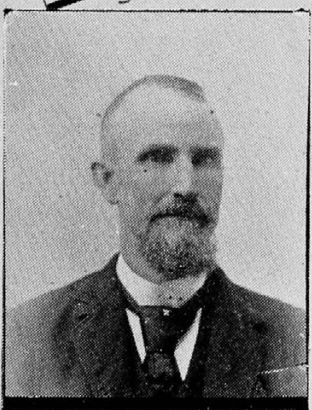
SCOTT BONHAM



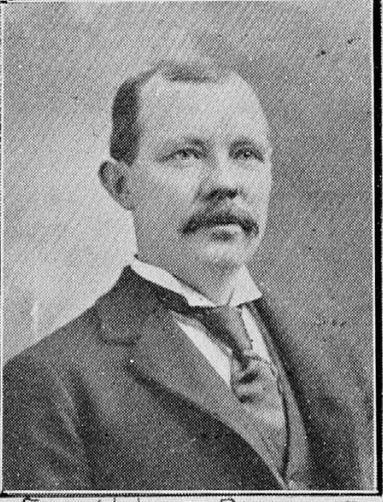
WM. SCHNEIDER



EDW. W. KISTNER



JOSEPH UNDERWOOD



FRANK L. LOVE, PRESIDENT



ARCHIBALD COLTER



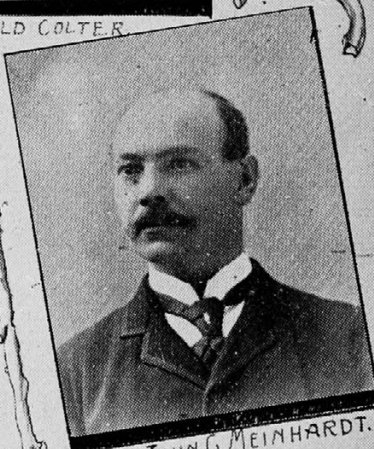
CASPER LISCHER



J.A. OBERHELMAN



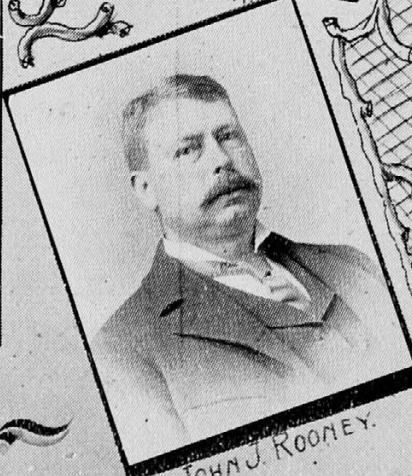
GUSTAV A. JURGENS



JOHN G. MEINHARDT



JOHN H. MEYER



JOHN J. ROONEY



JOHN C. KLEEMEIER



GEO. SCHAT

Board of ~

Legislation.



ROBT. R. MCROBERTS.



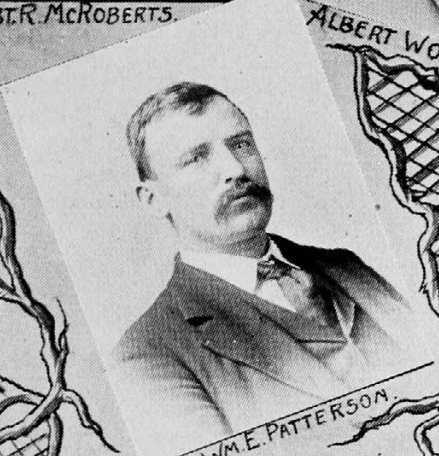
ALBERT WOLFF.



DANIEL BAVER.



CHAS. W. WEST.



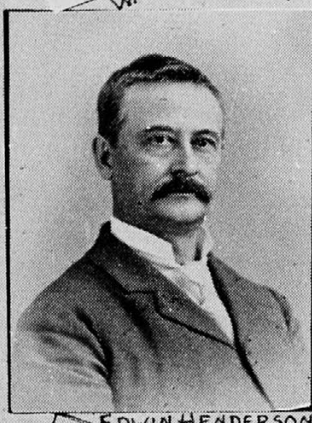
WM. E. PATTERSON.



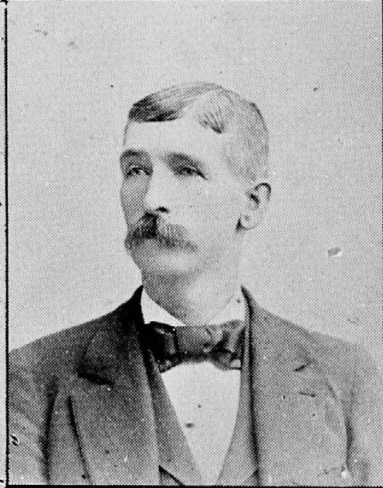
ANDREW SCHRAUDER.



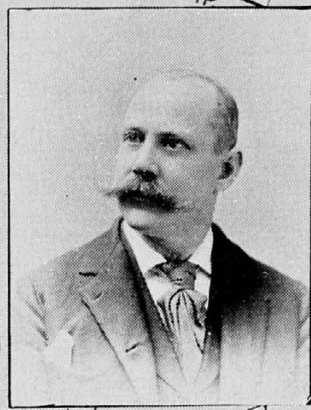
FRANK H. WESTERKAMP.



EDWIN HENDERSON.
CITY CLERK.



CHAS. D. MCCARTHY. VICE-P.



GEO. W. WILLIAMS.
SGT. AT ARMS.



PHILIP RIEHBORTH.
ASST. CITY CLERK.



MICHAEL MULLEN.



ROBT. SCHWENINGER.
ASST. SGT. AT ARMS.



WILLIAM RIPPY.



EDWARD BETTY.
ENGROSSING CLERK.



JOE SCHWENINGER.



EDWIN O. BATHGATE.

Board of

Legislation.

The plans and specifications of the patrol house have been made by Samuel Hannaford and Sons, Architects, and approved by the Mayor and the Board of Police Commissioners.

It is to be built of brick, with red pressed brick fronts on McMillan and Ravine Streets.

It is to front 30 feet on McMillan by 70 feet in depth on Ravine Street, and is to be two stories in height. The first story will contain an office 18 by 18 feet, with wash and bath rooms, in connection with the office. Back of the office and opening upon Ravine Street, will be the wagon room and in the rear of this the stable, containing ten stalls for horses (six of which are to be for the mounted service in that locality), and feed and saw-dust bins, with all the conveniences in modern use. The second story will be used for storage of hay and grain. The whole building will be constructed of the best material, in the most approved style and workmanship. It will present an attractive appearance and be the best equipped and most convenient patrol house in the City of Cincinnati. Its entire cost of construction is estimated at \$6,000.00.



The Eighth District Patrol House.

The Proposed Cross-Town Road.

There ought to be a cross-town street railroad extending from Hyde Park on the east, via McMillan Street, Fairview Avenue and Fairview Inclined Plane, and Harrison Avenue to the C. H. & D. R. R. station west of Millcreek. The fare ought not to exceed five cents for a single passenger, with the privilege of transfer from either end of the line, and a transfer north and south at the crossing or junction of each and every street railroad along the entire route.

The tracks are at present laid throughout the entire route, excepting a few feet of curves and switches to connect them in two places, to-wit, on Clifton Avenue curving west into the Straight Street, now Fairview Avenue tracks, and to connect the tracks at the south end of Brighton Place with those leading into Harrison Avenue. If this were done the cars could be run without delay.

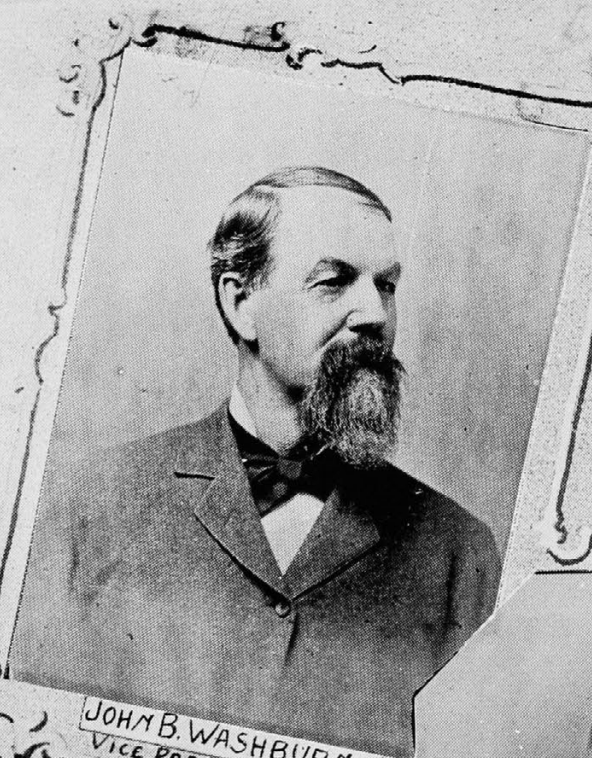
The right to run and operate this route will first have to be obtained from the Board of Administration of the City of Cincinnati, which no doubt can be had by petitioning therefor.

We have been informed that at the present time all the passenger trains on the C. H. & D., the Big Four, and the B. & O. railroads, passing that way stop at the Brighton Railroad station, excepting one express train each way on each road per day.

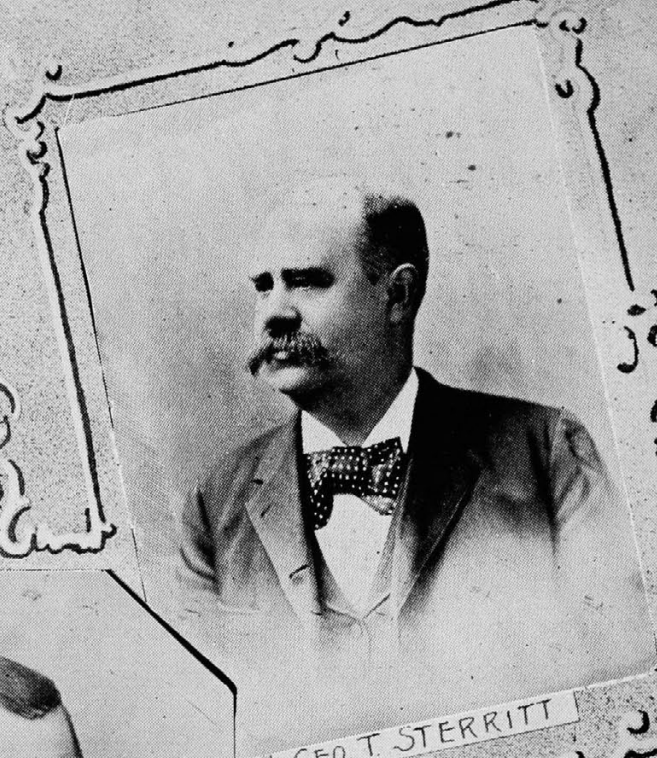
If this cross-town road were run as here proposed, it would be a great time-saver and of the very greatest convenience to all the Walnut Hills people desiring to go either to the Brighton Railroad station or the western hills, or intermediate points, or in returning home from a trip on any of those railroads, and it would be equally convenient for the people of the western hills desiring to go to Walnut Hills or intermediate points.

The probability is that if the cross-town road were operated as proposed, the Railroad Companies would stop all their fast trains at the Brighton Station to better accommodate the traveling public.

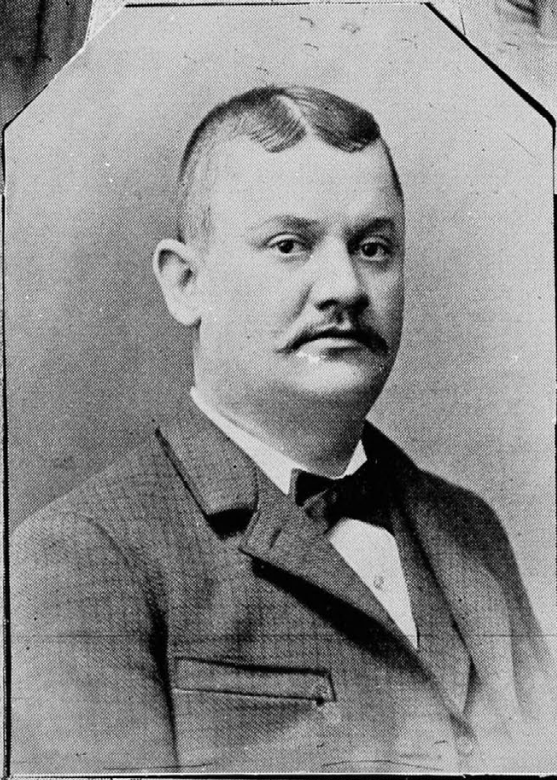
The street leading from McMicken Avenue, crossing the Miami and



JOHN B. WASHBURN
VICE PRESIDENT



GEO. T. STERRITT



AUGUST HERRMANN
PRESIDENT



JOHN FREY

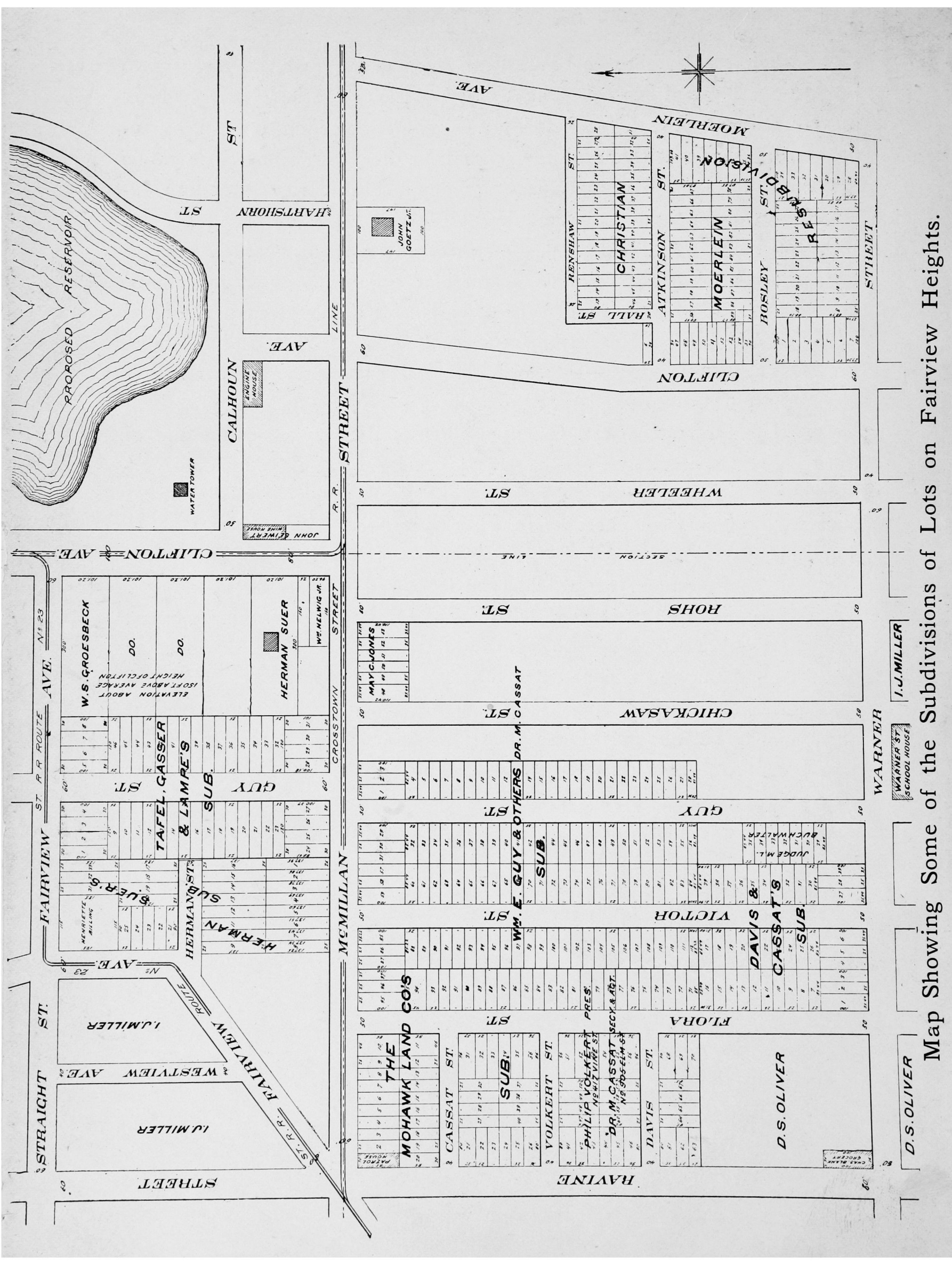
Board of
Administration of

the City of
Cincinnati

Erie Canal over the bridge to Central Avenue, being the approaches to the bridge, is called Brighton Place. The grades of these approaches can be reduced so that there will not be the slightest objection to them, by appropriating land at either end to be used for their extension. The public necessity therefor will be manifest to the public authorities, upon an examination of the subject. We may add here that when the grades of Brighton Place are so improved, the streets and avenues marked out for the cross-town road will become thoroughfares of the greatest importance for communication between all Walnut Hills and the western part of the city, because this will be the shortest and most direct route, and will have the most agreeable grades, with well improved roadways. The people are already inquiring into this street car facility, and it can not long be held back. The interests of the Cincinnati Street Railway Company and of the people are correlative, and as soon as this subject is considered and understood the demand of the people will be unanimous, and the Street Railway Company will cheerfully comply with their request.

The owners are now asking that McMillan Street, from Clifton Avenue west to Fairview Avenue, shall be improved during the year 1895. This will open up the large tracts of Tafel, Lampe, Guy, Suer, Cassat, Davis, Oliver, and Miller for building purposes, and invite more vehicular travel to the Fairview Inclined Plane, and as business revives, for the reasons heretofore given, Fairview Heights and vicinity will be the center of attraction by seekers for homes from all sides, and because the owners have been most enterprising and liberal, in making and getting public improvements, besides offering for sale the best and nearest property to the heart of the city, upon the most reasonable terms, to get desirable neighbors.





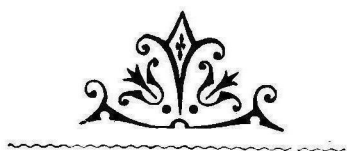
Map Showing Some of the Subdivisions of Lots on Fairview Heights.

CONCLUSION.

Why should you buy a home on Fairview Heights?

Because :

1. It is the nearest suburb to the heart of the city not fully built up.
2. It has the cheapest street railroad fare in the city.
3. It has the lowest priced land around the city.
4. It has the best streets in the city.
5. It is provided with water, gas and sewers.
6. It has the University of Cincinnati within its borders.
7. It has the great Warner Street school house.
8. It adjoins Burnet Woods Park, where we have musical entertainments and boat riding in the summer, and skating in the winter.
9. It has direct street car communication with all other suburbs, without going to Fountain Square.
10. It has the highest elevations, the purest air, and the most beautiful views around the city.
11. It combines the advantages of both city and country life.
12. It has a most desirable class of citizens, insuring a good neighborhood.
13. It is within easy walking distance of the heart of the city.
14. It has the best fire protection.
15. It has telephones, fire alarm boxes, fire cisterns, and letter boxes.
16. It has the best police protection.
17. Its streets will soon be lit up with electricity.



Cottage in "Fairview."

