

CANAWLERS AT REST

JOSEPH RIDGWAY JR.

b. April 8, 1800

d. August 23, 1850

FIND-A-GRAVE #19982769

Ridgway is one of the prominent ancient names of Quakers living in New York and Pennsylvania. Our subject Joseph Ridgway, Jr. was born into this sect at Staten Island, New York, on April 8, 1800 to Matthew and Mary (Depuy) Ridgway and was named for his uncle Joseph Ridgway, who was about seventeen years old at the time. After losing his father at a young age, he went to live with this uncle in Cayuga county New York. Although not a true Junior, our subject was given the title to distinguish him from his uncle. He received his education at one of the excellent academies for which New York was then famous.

At about age twenty and after acquiring a fair knowledge of engineering, Joseph Jr. moved to Ohio with his uncle Joseph. They settled in Columbus where Joseph Jr. became an engineer on the canals then in the process of construction under the supervision and management of the state.

Alfred E. Lee in his *History of the City of Columbus, Capital of Ohio* has a quote describing these early years of canal building as follows: "All the routes were along the valleys of streams, with only here and there a log cabin, whose inmates were shivering with malarial fever. These valleys were the most densely wooded parts, obstructed by swamps, bayous and flooded lands, which would now be regarded as impassable. Between 1822 and 1829 Isaac Jerome, Seymour Kiff, John Jones, John Brown, Peter Lutz, Robert Anderson, Dyer Minor and William Latimer, of the engineers, died from their exposures, and the diseases of the country. Chainmen, axemen, and rodmen suffered in fully as great proportion....Of twenty three engineers and assistants, eight died of local diseases within six years. Mr. Forrer was the only one able to keep the field permanently, and use the instruments in 1823."

"Among the engineers who survived, continues the writer just quoted, was David S. Bates (chief engineer after

Judge Geddes), Alexander Bourne, John Bates, William R. Hoplins, Joseph Ridgway, Junior, Thomas I. Matthews, Samuel Forrer, Francis S. Cleveland, James M. Bucklang, Isaac N. Hurd, Charles E. Lynch, Philip N. White, James H. Mitchell, and John S. Beardsley."

In this same book Lee notes that Joseph Ridgway, Junior, was the first collector of canal tolls at Columbus. His "office was at the Ridgway Warehouse, at the foot of West Broad Street, to which nearly all the boats ascended to discharge and receive freight." The Ridgway Warehouse was owned by his uncle, Joseph.

On November 28, 1828 Joseph Jr. was married to Jeannette Smith Tatem. She was the daughter of Charles Tatem of Cincinnati. Joseph was twenty-eight years old and Jeanette was twenty-two.

By 1828 Joseph Jr. had worked his way up to become the Resident Engineer on a portion of the Ohio [and Erie] Canal at the Licking Summit and Reservoir. In a report he ascertained the rains of the autumn of 1828 and the following winter and spring "filled that Reservoir from the surface inclined towards it, but with little aid of the Feeder, from the South Fork of Licking, to the depth of seven and a half feet. At a depth of ten feet, the area of the water surface in the Reservoir would have been equal to 2,424 acres; at a depth of seven and a half feet, it was probably not less than 2,100 acres; and at the bottom, 1,500 — giving a mean, for that portion filled, of 1,800 acres. This body of water contained 588,060,000 cubic feet."

The high water levels damaged land owned by individuals. "To assess the claims by individuals for damages sustained in consequence of the canal, reservoir and feeder on the Licking summit level, a board composed of John Leist, of Fairfield; Daniel Converse, of Muskingum; and Joseph Ridgway, of Franklin county; has been appointed by the acting commissioner for that part of the canal, who have assessed damages to the amount of \$1,223.00, chiefly on account of land occupied by the reservoir, timber taken for securing the bank and making waste and feeder gates..."

In a special report of the Ohio Canal Commissioners in 1828, respecting surveys of the Muskingum river; and the Pennsylvania and Ohio Canal it says "Mr. Joseph Ridgway, Jr. was accordingly directed to proceed to the performance of this service [surveying the Muskingum river], as soon as he could be spared for that purpose, without detriment to the work in which he had been previously engaged. In the skill and intelligence of this gentleman, the Board feel great confidence, and no doubt is entertained that his levelings and surveys are substantially correct."

"The estimates of the proposed improvements, which are based on the survey and examinations of Mr. Ridgway, have been made under the immediate

superintendence of the principal Engineer, David S. Bates, Esq. and are herewith presented to the General Assembly. These estimates are very liberal as to the prices affixed to the work, and no doubt is entertained that with economical management, the actual expense of the proposed work may be brought within the estimated cost."

In the meantime Indiana was becoming populated, and it was seen at an early date that there was no natural outlet for the produce of the territory except to the southern markets. A canal connecting Lake Erie with the Wabash river was needed.

In Comstock's "History of Canals in Indiana," he notes that "It began as a Federal enterprise, and, after much talk and spirited debate in both national legislatures, a bill was finally passed by the national Congress in [May 6] 1824, providing for a survey of the proposed canal with a grant of land ninety feet on either side of the right-of-way. The surveying was left to the State and was required to be finished within three years. Prior to this time Congress had "granted to Indiana 3 per cent on the sales of all public lands, 'to be reserved for making public roads and canals.' This was expected to form a nucleus for beginning the work." This grant was not accepted.

A second land grant was given on March 2, 1827. "Government surveyors soon made their reports. Part of the territory through which the canal was to run belonged to Ohio, instead of all being within the limits of Indiana, as had been supposed. Therefore, the territory granted to Indiana by Congress and which lay in Ohio was authorized to be conveyed to Ohio. The Indiana Legislature passed an act 'providing means to construct the portion of the Wabash

and Erie Canal within the State of Indiana.' This act provided for a board of commissioners elected by the House and Senate, on joint ballot, all vacancies to be filled by the Governor. The powers and duties of the commissioners were fully set forth...."

For the proposed canal, Indiana selected Joseph Jr. to be the Chief Engineer, overseeing the initial survey of the project. He was reluctant at first to accept due to all his responsibilities in Ohio but agreed to serve for a limited period. D.L. Bates, of Ohio, replaced Ridgeway with Jesse Lynch Williams to finalize the Ohio & Erie canal from the Licking Summit to Chillicothe and the Columbus side-cut.

In the December 6, 1830 *Journal of The Senate of the State of Indiana* the canal commissioners of the Wabash and Erie Canal reported, "That in May last they were organized as a board, under the provisions of the canal law of the last session of the Legislature, and immediately made arrangements to procure an Engineer to superintend the construction of the canal in Indiana. Convinced that a sound regard to economy required the work to be entrusted to competent hands, they omitted no labor which was supposed necessary to accomplish that object. From an extensive correspondence in relation to canals in various places, an opinion was clearly formed that for prudence in the management, economy in the construction of canals, and satisfaction with the persons employed, the school of Engineers in Ohio had been particularly fortunate; which with their acquaintance with the prices of labor, cost of materials in the western country, and persons qualified to construct the various works of canals, as well as from the fact, that the particular work which each Engineer had performed, was well known to the board, it determined

Joseph Ridgway Jr's. Family						
Name	Birth	Place	Death	Place	Marriage	Place
Joseph Ridgway	11-20-1721		1771			
m. Mary Rogers Smith Ridgway	6-3-1717		2-22-1771		7-9-1746	Huntington, NY
<u>Children (?)</u>						
Thomas Ridgway	7-27-1747		1789			
m. Elizabeth Jones Ridgway	1750		8-3-1830			
<u>Children (5)</u>						
Elizabeth Ridgway						
Margaret Ridgway						
Mary Ridgway						
Matthew Ridgway	Bef. 1780		Possibly 1804		9-19-1799	Boston, MA
m. Mary Depuy Ridgway			9-28-1848		9-19-1799	Boston, MA
<u>Children (?)</u>						
Joseph Ridgway, Jr.	4-08-1800*	Staten Island, NY	8-23-1850	Mt. Vernon, OH	11-28-1828	
m. Jeanette Smith Tatem	1-26-1806	Brandywine Hundred, DE	1-25-1881	Columbus, OH	11-28-1828	
<u>Children (10) 5 living in 1876</u>						
Charles M. Ridgway	11-11-1829	Cincinnati, OH	11-26-1885			*Biographical sketches give Joseph Jrs.' date of birth as 4-23-1800, but his tombstone says 4-8-1800. Perhaps they have incorrectly put in the day of his death, the 23rd.
Mary Elizabeth Ridgway	1830	Ohio	?			
Jeanette Ridgway	1839	Ohio	?			
Nellie Esther M. Ridgway	3-15-1841	Ohio	2-1-1882	Hillsdale, MI		
William S. Ridgway Pvt.	5-23-1846	Ohio	4-12-1889	Columbus, OH		
Joseph Ridgway (uncle named for)	5-6-1783	Ohio	1-31-1861	Columbus, OH		

then, if possible, to procure an Engineer from that quarter. With some difficulty they engaged Joseph Ridgway, Jr. Esq., who had superintended extensive and difficult portions of the Ohio canals from their first location to their final completion. Scientific acquirements of the first order, joined with much practical knowledge and experience in canalling, render him entirely competent for the various duties of Chief Engineer. He entered on the discharge of this trust early in August last (1829), and has completed the examinations of the summit section as was contemplated by the canal law of the last session. To his report for estimates in detail, plans, &c. you are respectfully referred."

At the same session of the Indiana Senate, Joseph Jr. presented his report, seen below, Note that he numbers the locks going west from Fort Wayne. They were later re-numbered starting at the Indiana/Ohio state line on the east side of Fort Wayne to the west. His report also shows there was never a lock needed at the Vermilyea house, as some canawlers in the past have wondered.

Comstock goes on to say, "...A supplemental act, January 9, 1832, accepted Joseph Ridgway, Jr.'s location and estimate of the middle section of the canal, 'to connect the waters of the Wabash river and Lake Erie, embracing the St. Joseph feeder, and the canal line thence to the Little river. The estimate of the entire cost was \$1,081,970. ...' It was to be funded by selling the land donated to Indiana by the Federal Government.

After his report, Joseph Jr. resigned as Chief

Engineer and returned to Ohio. Subsequently, in June 1832 Indiana selected Jesse Lynch Williams to become the Chief Engineer. His salary was \$1,800 per annum. He and his wife Susan Creighton Williams moved from Chillicothe, Ohio to Fort Wayne, Indiana.

The 32-mile-long middle division of the Wabash and Erie Canal was completed and the first boat passed from Fort Wayne to Huntington, Indiana on July 4, 1835. It cost \$7,177 per mile to build through the wilderness and included dams, locks, aqueducts, waste weirs and culverts.

ENGINEER'S REPORT TO THE GENERAL ASSEMBLY OF THE STATE OF INDIANA BY JOSEPH RIDGWAY JR.

*Journal of the Senate of the State of Indiana
During the Fifteenth Session of the General Assembly
Commenced at Indianapolis,
on Monday the Sixth of December, 1830.*

Indianapolis, IN: A. F. Morrison, Printer to the Senate, 1830.

In conformity to "an act to provide means for constructing that portion of the Wabash and Erie Canal, within the state of Indiana," passed January 28th, 1830, the following report of the estimated expense of constructing the summit or middle division of said canal is respectfully submitted.

Early in July last, the Board of Canal Commissioners of the State of Indiana, in conformity to their instructions, employed the subscriber to make such examinations as would be necessary to determine the final location of the middle division of the Wabash and Erie canal, and to make such estimates of the cost of its construction as, in his opinion, would satisfactorily effect the object contemplated. The examinations were commenced early in August, and were prosecuted until the latter part of September; during which time, so much of the main line as extends from the

termination of the St. Joseph's Feeder to the mouth of Little River, together with the Feeder from the St. Joseph's river, was satisfactorily located, embracing together, a distance of 31 miles and 46 chains.

The examinations which have theretofore been made across the same summit, by the United State's Engineers, and also by your board of canal commissioners, have been found of very great advantage in determining the permanent location of the line. The elevation of the base line of the canal, crossing the summit, seemed to be determined by the height to which the water rises in St. Mary's river, at the contemplated crossing of the canal, as it had been ascertained, by previous examination, that a line crossing the St. Mary's river, sufficiently elevated to be above the range of its highest floods, would cross the summit, without encountering any extraordinary depth of excavation. This preparatory step being determined, it became necessary to ascertain at what point on the St. Joseph's river, a feeder could be taken out to the best advantage, for supply the summit level with water. After a close examination of the river, for several miles above its confluence with the St. Mary's a point about six miles above Fort Wayne was selected, as being most suitable for its commencement.

The immediate valley of the St. Joseph, particular-

ly near its lower termination, is narrow, and high bluff banks alternately project into the river from either side. One of these bluffs it will be necessary to encounter in the construction of the feeder, and will add very considerably to its cost. The feeder commences immediately at the lower termination of the second bluff, and at this place it will be necessary to construct a dam across the St. Joseph's river, fourteen feet in height, and two hundred and forty feet long, which together with a guard lock for the passage of boats from the river into the canal, and also to guard the feeder against the operation of high water, will constitute considerable items of expense. The further extension of the feeder up the St. Joseph, would greatly add to its cost without materially diminishing the height of the dam which it would be necessary to build, as the river above this place, has but little fall for many miles. With the exception of the first bluff, which is about three-fourths of a mile in extent, there are no obstacles presented in the construction of the feeder of more than ordinary occurrence: several culverts and a small aqueduct across Spy run, are the only remaining mechanical structures upon the feeder line.

The main line of canal, from the termination of the St. Joseph's Feeder to the mouth of Little river, passes over ground more than usually favorable for its construction. The first five miles is located along the north-western side of Mill Creek prairie, and immediately at the base of high open oak land, which rises to the right. This distance includes the cross of Marais Du Perches [Sea of Fish, Ft. Wayne], which is a low flat arm of Portage Prairie; but not sufficiently depressed to have its waters passed under the canal by means of culverts, or to permit the canal to be passed over it by an aqueduct; but as it is necessary to provide a passage for a large quantity of water, which it is said to afford during the winter and spring floods, an extensive waste weir with guard gates at either end is contemplated as the best means for securing the safety of the work. The next five miles of the line, extending to the cross of Rivierre a Boit [Aboite Creek], passes mostly along the western side of Portage Prairie, and is similar in its character to the preceding part of the line. It may here be remarked, that wherever the line of canal is located along the edge of the different prairies, it frequently crosses wet and swampy ground, the towing path, through which, must necessarily be made of firm earth brought from the adjoining high land. Such additional expense is included in the estimates. Rivierre a Boit is by far the largest stream to be encountered on the middle division of the canal, and will require an aqueduct, having a clear space of 90 [9] feet beneath it for the passage of its water; this lateral space is considerably larger than the ordinary channel of the stream, but is rendered necessary, owing to the slight elevation of the base line of canal, above the ordinary surface of low water in the river, and is intended to compensate for the consequent depression of the waterway. From this point to section No. 25, embracing about two miles, the line lies along the west side of Raccoon prairie, and in its course passes through Raccoon village. At section No. 25, the prairies terminate, and the line between this place and Lock No. 1

[Dickey Lock #4, Roanoke, This was before the locks were numbered from the Indiana/Ohio state line.], passes through heavily timbered land, embracing in its course the crossing of several small streams and one stream which will require a small aqueduct.

It may be observed, that the canal throughout its whole location, is at or near the base of high land, rising immediately to the right, and that its general course is so well defined as not to admit any material change in its position. Lock No. 1 is located on section No. 31, about sixteen miles from the commencement of the canal and at a point where Little river approaches very nearly to the line; from this place to section No. 40, at the crossing of the Fort Wayne and Logansport road, the land is heavily timbered, and the canal in traversing this distance, crosses several inconsiderable streams, which are passed by means of culverts and small aqueducts in the usual manner. From this point a range of narrow prairies skirt the southern side of the canal for about one and a half miles, when the heavily timbered land again commences, and continues to the end of the line, throughout the whole length of which, no obstruction of importance occurs. Locks No. 2 and 3 are located on section No. 49, and Lock No. 4 on section No. 50, which section [Huntington, Indiana] terminates the location of the middle division, and is a half mile above Sharlow's Town, at the mouth of Little river. It is to be regretted that stone of suitable quality for the construction of a dam and aqueduct abutments and for culverts, has not been found contiguous to the north end of the line, and the rebuilding of any of these structures must necessarily be attended with much extra expense and a considerable interruption in the use of the canal; the great distance which it would be necessary to transport stone, however, for all works between the head of St. Joseph's Feeder and section No. 26 of the canal line, entirely precludes the idea, of using that material, and a resort to wood as a substitute, is the necessary consequence; accordingly all structures upon the feeder, and upon that part of the main line included in the first 25 sections are estimated to be built of timber, and all culverts and aqueduct abutments between sections 25 and 50 inclusive, are estimated to be constructed of stone. The cost of these will, in the first instance, be considerably more than the cost of wooden structures of the same kind, but it is believed that when the difference of expense is not too great it had better be encountered at the first construction of the work. The locks are not included in the preceding remarks and are estimated to be built of wood.

Timber of an excellent quality abounds in the vicinity of the Lock sites; and as the first cost of a Lock constructed of timber, will not exceed one third of the expense incident to a stone Lock, it may be estimated that the interest upon the difference of their cost, would be much more than sufficient to renew the timber Lock every eight years; particularly when I recollected that the necessary repairs of such Lock, will not involve more than one half the expense of its original construction, as the foundation, and all the lower part of the Lock, embracing 4 feet in height, which is

constantly submerged in water will scarcely every require any repairs.

With regard to a supply of water for the summit division of the Wabash and Erie Canal, it may be remarked, there is no other permanent source to depend upon than the St. Joseph's river, but this with proper care in the construction of the work, is deemed sufficient for all necessary purposes. From several careful examinations it is satisfactorily ascertained that the St. Joseph's river at its lowest stage gauges more than 5000 cubic feet of water per minute, of which quantity it is fair to estimate that 4600 cubic feet may be introduced into the canal. Experiments have been extensively made upon newly constructed canals in different countries, and composed of different materials for the purpose of ascertaining the average quantity of water expended by lockage and evaporation; the average thus obtained is about 100 cubic feet per minute for each mile of canal; experience, however, shows that the loss of water by leakage continually decreases, and that the use of a canal one season only, will very materially lessen the expenditure. This diminution is owing to the continual deposit of fine earth which is carried from the stream supplying the Canal, particularly during the continuance of winter and spring floods; and the same cause continuing to operate, will in time render the bottom of a canal almost impervious to water, even where it is composed of the most porous materials. The middle section for the Wabash and Erie canal for more than half its length, passes along the edge of a series of small prairies, which are kept wet on their margin throughout the year, by water issuing from springs along the banks of the high land adjoining. — When it is considered that this location occupies nearly the lowest ground in the vicinity, for at least 15 miles, and that all the water collected from the numerous springs, will be taken into the canal, it is not unreasonable to suppose, that the water necessary to be drawn from the Feeder, for supplying this part of the line, will not exceed the one fourth part of that quantity usually required for the same distance.

It has been already remarked, that a minimum of 4600 cubic feet per minute may be introduced upon the summit level, and this, it is believed, will be sufficient to supply a line of 67 miles in extent, commencing at a point

on the Maumee, below the state line, and extending across the summit to a point on the Wabash, some distance below its confluence with Little river; 52 miles of this line, it is believed, may be supplied by the introduction of 75 cubic feet of water per minute; and 15 miles on the summit will not probably expend more than 50 cubic feet per minute for each mile of canal; there can be no doubt but that at the northern and southern terminations of this line, the Wabash and Maumee rivers will respectively furnish a sufficient quantity for the continuation of the canal, particularly when it is considered that a great proportion of water which escapes by leakage from the upper level of the canal, will find its way into either the one or the other of these streams.

Particular estimates in detail of the expense of constructing the middle division of the canal, have been made and are presented accompanying this report, together with such plans, maps, and profiles as have been perfected, all of which it is hoped will be satisfactory to your honorable body. The annexed schedule [not shown in this article] shows the estimated expense of contracting each separate section of the feeder and canal line.

All of which is respectfully submitted,
J. RIDGWAY, Jr. *Engineer in Chief.*
Indianapolis, Dec. 18, 1830

While Joseph Jr. was pursuing his work on canals, his uncle Joseph established an iron foundry known as the Ridgway Foundry in Columbus, Franklin County, Ohio in 1822. He initially used horses to provide power for the foundry. He owned the patent for and began producing Jethro Wood's Patent Plow, which was considered the best plow in use at the time. Prior to this Joseph had manufactured plows in Cayuga County, New York. He sold a great number of these plows because Ohio was basically agricultural.

In 1830 Joseph Jr. joined with his uncle to finance the conversion of the factory to steam power. They then

began manufacturing machinery, steam engines, cast iron stoves, etc. This foundry was the oldest successful manufacturing company in Columbus.

On February 8, 1832 an act was passed to erect a new penitentiary, appoint a superintendent over the work, and appoint three directors. The directors chose a site on the east bank of the Scioto river north of Columbus. When they had difficulty obtaining title to the site, they made an agreement with Joseph Ridgway, Joseph Ridgway Jr., Otis Crosby, Samuel Crosby, and D. W. Deshler "who undertook, in consideration of \$750 cash, and a transfer to them of the subscriptions for procuring a site, amounting to \$1,170, to

procure and guarantee to the State a perfect title.” They were able to obtain a conveyance to them from all of the proprietors of the fifteen acres of land for about \$2,000 and secure a perfect title. On October 17, 1832, they executed a warranty deed for the land to the State. The penitentiary was built by convict labor. By October 27, 1834 the building was so advanced that the directors appointed Nathaniel Medberry its first warden. On the following two days the prisoners were moved from the old to the new penitentiary.

When Joseph Jr. saw the success the steam railroads were achieving in Europe and the Eastern states, he was immediately interested in building them in Ohio. He

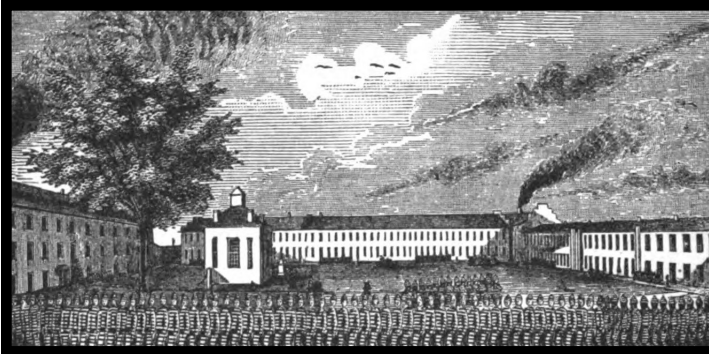
Urbana, Bellefontaine, Upper Sandusky, to or near Tiffin to Lower Sandusky, or making such other points en route as may be deemed most eligible.”

Even though Uncle Joseph was interested in railroads, he had not given up on canals. In April 1837, he and James Kilbourn, also of Franklin county, and Hosea Williams, Ezra Griswold, Charles Sweetser and Thomas U. Powell, of Delaware county, etc got the General Assembly of Ohio to pass an act incorporating the Franklin and Delaware Canal Company. It was to start at the head of the Columbus feeder at Columbus and run up the Whetstone to the town of Delaware in Delaware county. This canal was never built.

On March 16, 1838 the General Assembly of Ohio appointed by joint resolution the first board of commissioners to build a new capitol under the provision of an act entitled “An Act to provide for the erection of a New State House at the seat of Government”. The act had been passed

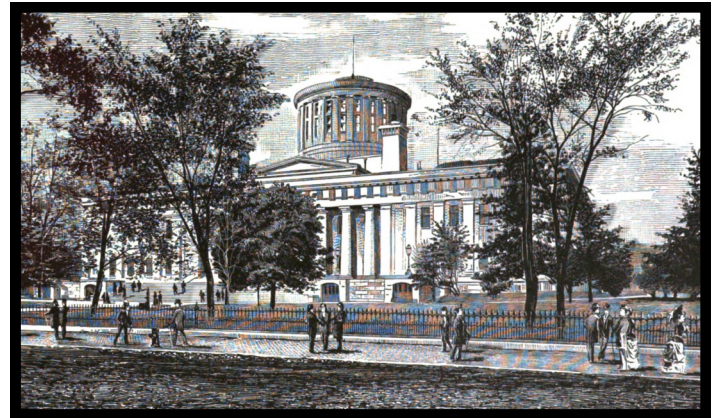


Top: The Ohio Penitentiary as drawn by Henry Howe in 1846 for his book *Historical Collections of Ohio in Two Volumes*.
Bottom: Prisoners marching in the Ohio Penitentiary by Howe



knew that Ohio’s terrain was relatively flat compared to elsewhere and railroads would be easier and cheaper to build there.

Uncle Joseph also promoted the railroads and on February 8, 1832, the Columbus, Marion & Sandusky railway was incorporated by Lincoln Goodale, Gustavus Swan, Joseph Ridgway, Daniel Upson and Aurora Buttles of Franklin county and others from Delaware, Marion Crawford and Huron counties. This was the first railroad to touch Columbus. Then on January 5, 1832 Uncle Joseph was one of the incorporators of the “Mad River and Lake Erie Railroad Company, which proposed to construct a railroad from some point in the town of Dayton, thence to Springfield,



The new Ohio Capitol at Columbus as drawn by Henry Howe in 1846.

earlier on January 26, 1838. Those appointed were William A. Adams, of Muskingum County, Joseph Ridgway Jr. of Franklin County, and W. B. Van Hook, of Butler County. Joseph Jr. served as its secretary until his death in 1850. The cornerstone of the new building was laid in 1839.

Little did Joseph Jr. know what a struggle there would be over building the new State House. Some irate citizens wanted the capital of Ohio moved elsewhere after the building was completed.

The Columbus and Xenia Railroad was chartered on March 12, 1844. A big show was made of surveying the 54-mile-long route. Joseph Ridgway Jr. was one of the Columbus and Xenia Railroads’ principle stock holders and a director.

Also in 1844 Joseph Jr. served in the Ohio Senate. Then in 1846 he served in the Ohio House of Representatives. This was following in his uncle’s footsteps who had been a member of the Ohio House of Representatives in 1828-1832. Uncle Joseph also was elected to and served in

the U. S. Congress in 1837-1843 as a Whig.

The Ohio legislature then passed on act on March 12, 1845 making it the duty of the directors and warden of the penitentiary to procure a limestone-quarry for stone for public buildings and to construct a railroad from the penitentiary to the quarry. On April 11, 1845 fifty acres of land, two and a half miles west of the penitentiary on the right bank of the Scioto river, was purchased. It included two stone quarries and the land between them. Shortly thereafter, the directors and warden contracted with the Columbus and Xenia Railroad, which passed over the southern portion of the stone-quarry tract, to "construct a bridge across the Scioto river of sufficient width to admit of two railroad tracks, one of which should belong to the State, and the other to the company, each party paying one-half the expenses. The three miles of track and bridge to the penitentiary were completed on September 1, 1847.

The quarry was operated by the warden and two of the penitentiary's directors. The convicts "dressed" the stone for "buildings" in Columbus. Shipping the dressed stone to Columbus became very profitable. The commission from the State House took the directorship away from the penitentiary. Oddly enough, at that time Joseph Jr. was on both the penitentiary and the State House commissions.

The actual construction of the Columbus and Xenia Railroad did not begin until 1848 and the first passenger train to cover the entire distance didn't run until February 20, 1850, which was a few months before Joseph Jr. died. This was the first railroad to operate through Columbus. It later merged with the Little Miami Railroad for the first route from Columbus to Cincinnati, Ohio.

In order to furnish rolling stock for the Columbus and Xenia Railroad Joseph Jr. and Uncle Joseph joined with Pearl Kimball in 1849 to build railroad cars. This factory eventually became one of the most successful enterprises in the state. Joseph Jr. served as its secretary until his death.

In 1850 Columbus had a cholera epidemic. It struck the penitentiary. It was at its height on July 30th. Within 30 days it killed 116 prisoners.

Joseph Ridgway Jr. died at Mt. Vernon, Ohio on August 23, 1850. We do not know for sure, but it is likely that he succumbed to Cholera since he was only 50 years old. He had established one of the "finest homes in Columbus" and was identified "in an important degree with every public movement designed to further the improvement of the city." He was laid to rest in Greenlawn Cemetery in Columbus, Franklin County, Ohio. He shares the tombstone with his wife, Jeanette Smith Tatem Ridgway, who died on January 25, 1881.

Uncle Joseph Ridgway outlived Joseph Jr. He died in Columbus on January 31, 1861 at the age of 78. Besides

**JOSEPH RIDGWAY JR.'S
MONUMENT IN
GREENLAWN CEMETERY,
COLUMBUS,
FRANKLIN COUNTY, OHIO**

Joseph Ridgway Jr.
Born on Staten Island
State of New York
April 8, 1800
Died at Mt. Vernon, O
August 23, 1850

Jeanette S. Ridgway
Born
In Brandywine Hundred
State of Delaware
Jan. 26, 1806
Died in Columbus, O
Jan. 25, 1881



his earlier mentioned business and political pursuits, he was a member of the State board of equalization, a director of the Clinton Bank for twenty years, and a member of the Columbus city council. He also was buried in Greenlawn Cemetery.

SOURCES

Ancestry.com

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<http://www.thisweeknews.com/content/stories/bexley/news/2011/020230industry-made-slow-but->

Acts of a General Nature, Passed at the First Session of the Thirty-fifth

UNCLE JOSEPH RIDGWAY'S MONUMENT IN
GREENLAWN CEMETERY, COLUMBUS,
FRANKLIN COUNTY, OHIO

Hon. Joseph
Ridgway
Died
Jan. 31. 1861
In the 78th
year of his age.



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MISSISSIPPI RIVER SUFFERS FROM DROUGHT / LOCK DAMAGE

During the nineteenth century a zero mark was established on a Mississippi River gauge—a level below which experts thought the river would never dip. However, the lowest record to date was set on January 16, 1940 at a minus 6.2 feet below this mark. Due to this year's drought the river level at St. Louis was forecast to reach or surpass the old record on February 18, 2013. However, Coast Guard officials said that barge traffic could continue to flow even at a minus 7 feet dip below the zero mark due to months of recent work by the U. S. Army Corps of Engineers. It had dredged and removed rock to create a 9-foot-deep channel and made other navigational improvements,

Another problem unrelated to the drought developed on the river on Tuesday, January 12, 2013, which did lead to shutting down river traffic. An auxiliary lock at

Lock and Dam 27 near Granite City, Illinois was damaged when a barge hit its gate. Traffic on the river was stopped for 17 hours while the lock gate was repaired. This caused a huge traffic jam of 142 barges and 19 vessels. Luckily the repair was made in much less time than the "days" first projected and by mid-morning on Wednesday 57 barges and 4 vessels had cleared the locks while 85 barges and 15 vessels still awaited passage.

It is possible to keep river traffic flowing during a drought by reducing cargo weight so barges ride higher on the water. This raises shipping costs. More barges are needed to transport smaller cargoes and more fuel is required by towboats making more trips. The coast guard makes the final decision to alter weight/size restrictions or to close the river to traffic.

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