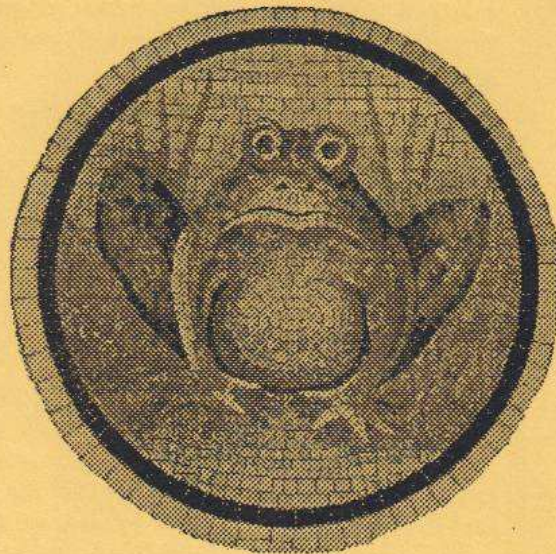
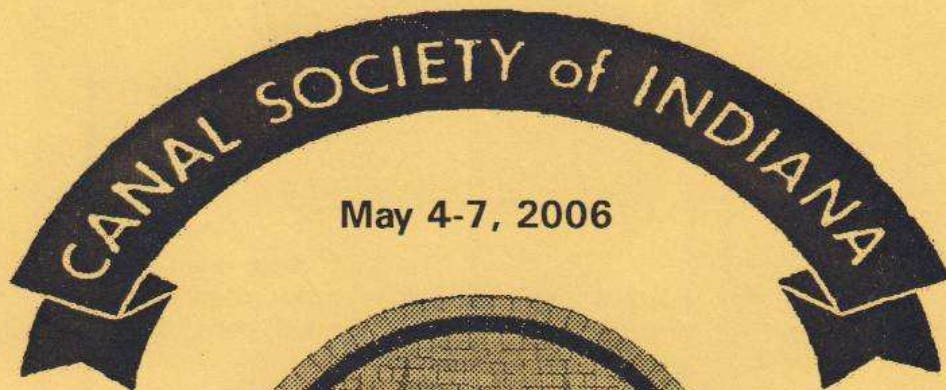
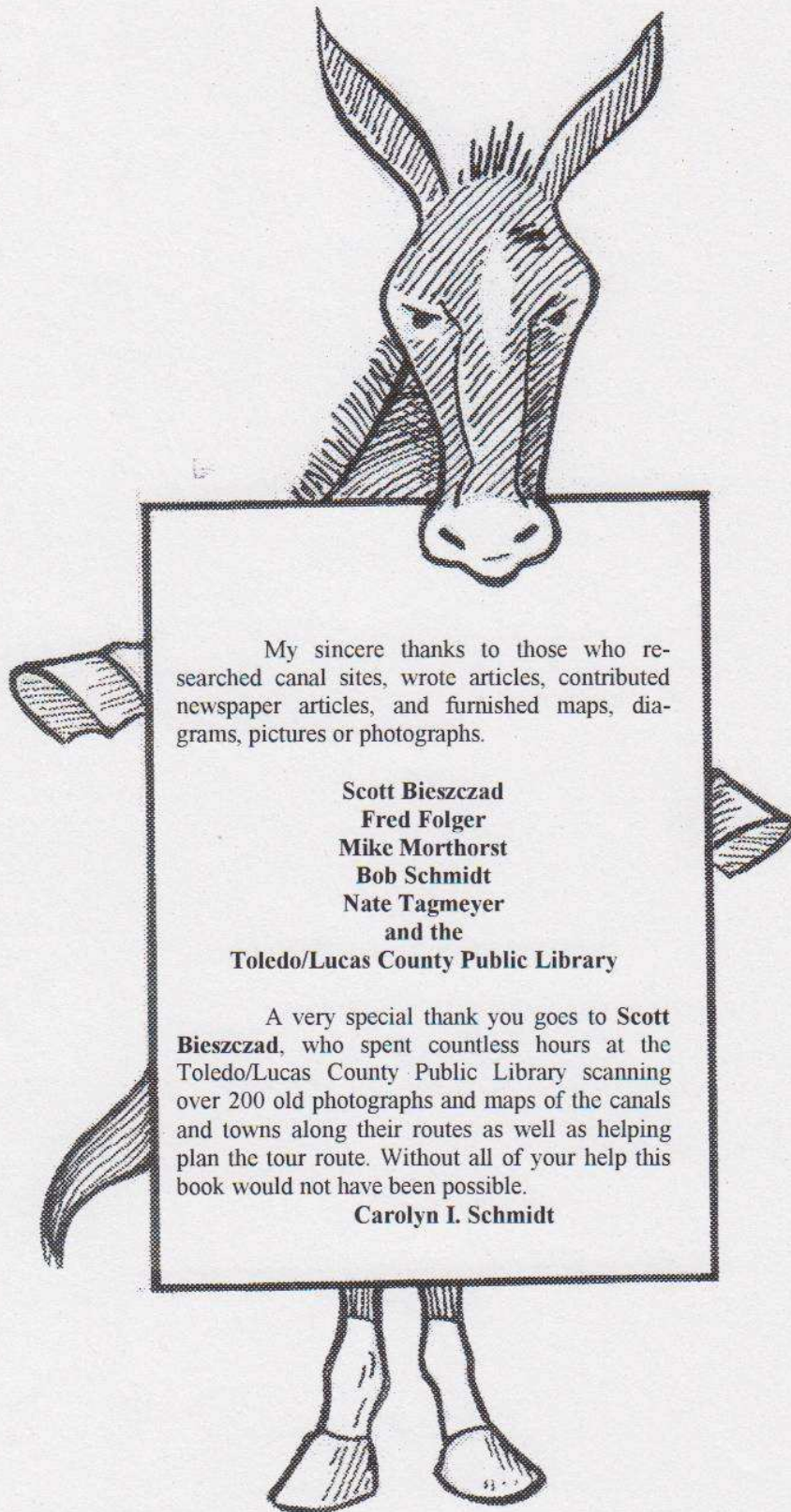


**(MIAMI) WABASH & ERIE CANAL
MAUMEE SIDE CUT
TOLEDO SIDE CUT
MANHATTAN EXTENSION
PERRYSBURG HYDRAULIC**



**Maumee, Ohio
"GATEWAY TO THE EAST"**

CANAL SOCIETY OF INDIANA PO BOX 40087 FT WAYNE, IN 46804



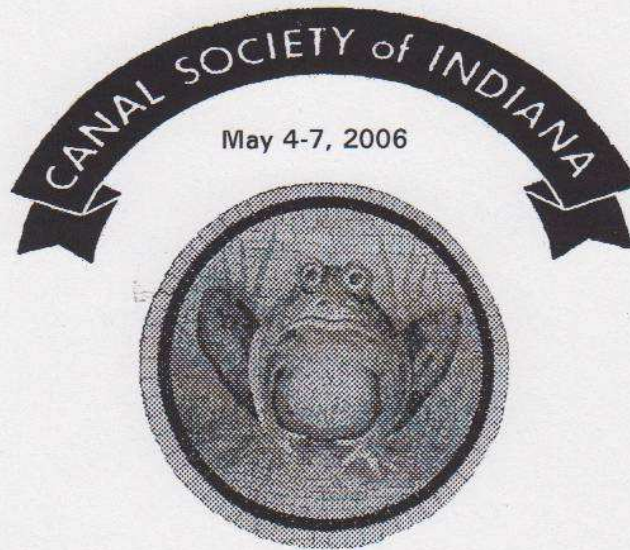
My sincere thanks to those who researched canal sites, wrote articles, contributed newspaper articles, and furnished maps, diagrams, pictures or photographs.

**Scott Bieszczad
Fred Folger
Mike Morthorst
Bob Schmidt
Nate Tagmeyer
and the
Toledo/Lucas County Public Library**

A very special thank you goes to **Scott Bieszczad**, who spent countless hours at the Toledo/Lucas County Public Library scanning over 200 old photographs and maps of the canals and towns along their routes as well as helping plan the tour route. Without all of your help this book would not have been possible.

Carolyn I. Schmidt

(MIAMI) WABASH & ERIE CANAL
MAUMEE SIDE CUT TOLEDO SIDE CUT
MANHATTAN EXTENSION PERRYSBURG HYDRAULIC



Maumee, Ohio
"GATEWAY TO THE EAST"

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FOREWORD

THE (MIAMI) WABASH & ERIE CANAL IN THE MAUMEE VALLEY

At the conclusion of the War of 1812, our young nation was ready to expand across the Allegheny mountains, but transportation was a major roadblock. Trade, other than local, was largely limited to annual one-way trips down the rivers to New Orleans to sell agricultural products. In 1825 the Erie Canal changed this trading pattern by opening a route to the East. To expand the commercial value of this waterway, additional canals were needed that would reach deep into the rich farmlands of the West. Eastern speculators flooded the area with plans for canals and ports of trade. As early as July 1825 New York's Governor Dewitt Clinton came to Ohio for the groundbreaking of the Ohio & Erie and the Miami canals.

Canal plans were also being made in the Maumee Valley. Eastern speculators were involved in establishing Manhattan and Vistula (Toledo). In 1827 Indiana had been granted federal lands to construct a canal across the Fort Wayne portage that would connect the Wabash River in Indiana with the Maumee and extend to Lake Erie in Ohio. Before the Wabash & Erie Canal could be built to the lake, the territorial struggle between Michigan and Ohio for the terminus at Lake Erie had to be settled. Resolved in 1836 in Ohio's favor, there was still turmoil at the mouth of the Maumee as several cities competed for

the terminus. The canal commissioners finally decided to have exits to three river cities —Maumee, Toledo, and Manhattan.

Canal building got underway in the Maumee Valley in 1837 and was completed from Manhattan to Defiance, OH, by 1842. Expecting increased traffic the Wabash & Erie was built 60 feet wide versus the Erie Canal's 40 feet width. The final construction through the Black Swamp southwest of Defiance wasn't completed until 1843. The "Albert S. White" arrived in Toledo from Lafayette, IN, in May 1843 thus opening a gateway to the East through the Maumee Valley. Then, with the completion of the Miami Extension between the Miami Canal and the Wabash & Erie in 1845 (Miami, Wabash & Erie Canal,) canal boats could travel from Cincinnati to Toledo. By 1853 the Wabash & Erie in Indiana was completed to Evansville, a distance of 468 miles from Manhattan, OH. This canal became the longest in the nation and only second in the world to the Grand Canal of China. The Erie trade route from New York to New Orleans via these canals and the Ohio/Mississippi river system was opened.

Although canals were followed by railroads in our westward expansion, the canal era was instrumental in opening the Maumee Valley to trade and settlers. It was a success for commercial development but a failure for canal investors.

Bob and Carolyn Schmidt

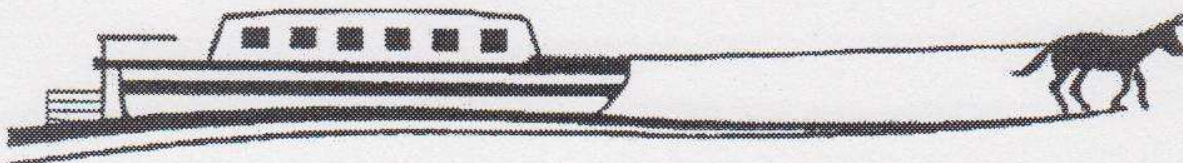


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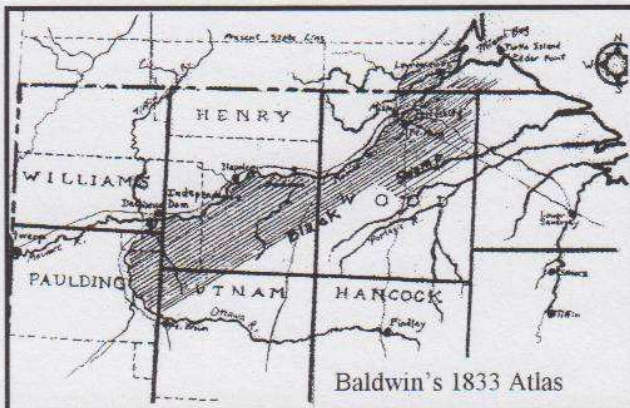
GATEWAY TO THE EAST

SETTING THE STAGE

By Bob Schmidt

The Glacial Past

The Wisconsin was the last of the great glaciers that covered northern Ohio and Indiana. As this sheet of ice melted it poured its mighty torrent of water through the Fort Wayne/Wabash trough southwest of Fort Wayne, IN. This "Glacial Lake Maumee" filled a much larger basin than present Lake Erie. It encompassed north-west Ohio and was about 200 feet higher than Lake Erie is today. As the glacier retreated it left a marshy area, which we call the Great Black Swamp, east of Fort Wayne.



THE GREAT BLACK SWAMP

Lake Erie

Lake Erie, which is the second smallest and shallowest of the five great lakes, is about the size of Vermont. It covers 9,940 square miles, is from 28-58 miles wide and about 240 miles long from Buffalo to Toledo. A shallow lake with an average depth of 90 feet and the deepest spot only 210 feet, it is subject to quick and violent storms.

The largest river flowing into Lake

Erie is the Maumee River, which flows from Fort Wayne, IN to Toledo, OH. It is the largest river flowing into any of the Great Lakes.

Lake Erie is emptied by the Niagara River over the falls into Lake Ontario near Buffalo, NY. Half of Lake Erie is in Canada and the rest is shared by Michigan, Ohio, Pennsylvania & New York.

The lake gets its name from the Erie Indians, who were annihilated by the Iroquois Confederacy about 300 years ago. The Erie lived on the southern shore of this beautiful but treacherous lake.

Its strategic location between East and West and between the United States and Canada made the lake a major part of the struggle for lands that were to become the Northwest Territory. First it was the French who explored its boundaries and whose voyagers traversed its rivers in search of beaver and other pelts. Later it was the British who struggled to gain control in the French and Indian Wars.

Struggles with Natives, French & British

The first white men who came up Maumee and crossed the Wabash Portage were the French voyagers. This was their "Glorious Gateway" to the Ohio-Mississippi river route to New Orleans. They established fortifications along the way at Vincennes, Ouiatennon (Lafayette), and Fort Miami (Ft. Wayne). The struggles for the control of this region was part of the French and Indian War 1763-74. The Native Americans sided with either side from time to time as the situation required.

GATEWAY TO THE EAST

Under the encouragement of the British, the Native Americans were supplied and encouraged to raid settlements north of the Ohio River. By late 1783 the British colonies had gained their independence and formed the United States of America under the Articles of Confederation. One of the few accomplishments of the national government before the formation of the Constitution was the passing of the Land Ordinance of 1787 which established the Northwest Territory. This was possible by having Virginia and other states that claimed the region to surrender their claim in 1784 to the national government.

The Ordinance required that no less than three or more than five states be created from this territory when the population reached 60,000 inhabitants. The land was divided into sections of 1 mile squares and townships of 36 mile squares. Important to future events the base line for these anticipated states was described as a line running from the bottom of Lake Michigan. As events will show Lake Michigan was assumed to be further north than it was in reality and this would lead to problems between the territories.

Part of the terms of the Treaty of Paris of 1783 that ended the American Revolution, was that Great Britain was to vacate all forts on American soil. The British not only didn't leave, they continued to encourage settlement in the Northwest Territory. They maintained a presence in Detroit and at Mackinac and considered Lake Erie under their maritime control.

In the seven years before 1790 over 1,500 settlers in the Ohio Valley



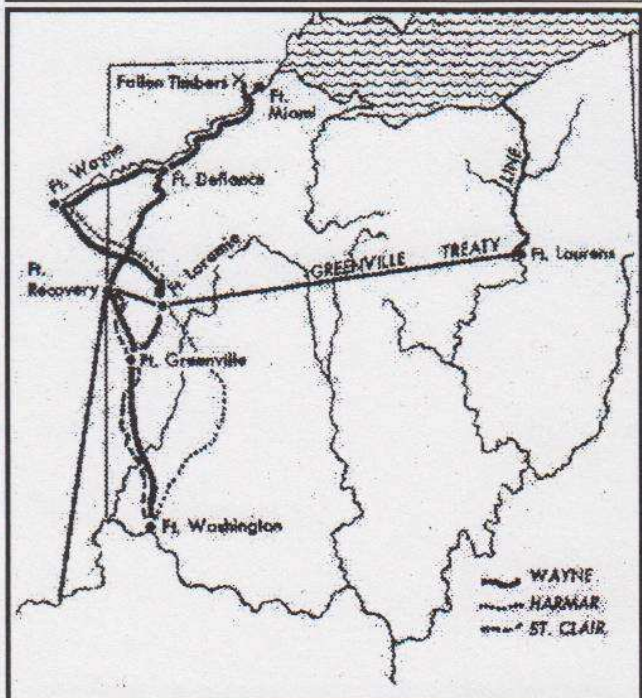
Major-General Arthur St. Clair
Governor Northwest Territory
1787-1800

were killed by the Native Americans. President George Washington ordered the Governor of the Northwest Territory, Arthur St. Clair, to organize a military force and strike the Native American headquarters at Kekionga, located

where the St Joseph and the St Marys Rivers meet in Fort Wayne. The river from that junction to Lake Erie was called the Maumee, which is derived from the Native American tribe the "Me-au-mee" or Miami, who were led by Little Turtle, a great warrior and very smart leader.

The first expedition in 1790 was led by General Josiah Harmar, a veteran

STRUGGLES WITH NATIVE AMERICANS



GATEWAY TO THE EAST

of the Revolution, but his forces were the right moment quickly and with crush-composed of 320 regulars and about 1,100 frontiersmen. They arrived at the village and found that the Native Americans had fled. They burned the crops and village. In a series of events 200 of the raw troops were wounded and killed at Hamar's ford in the Maumee River. The military force worked its way back to Ft. Washington (Cincinnati, OH).

In 1791 Governor St. Clair led another large force that was reduced by illness and desertion to about 1,400 men. On the banks of the Wabash on November 4, Little Turtle led a savage surprise attack on the motley army. There were 632 killed and 264 wounded including soldiers and camp followers. This was the worst military defeat of the U.S. Army on American soil, even greater than Custer's at the Little Big Horn.

President Washington sent out "Mad" Anthony Wayne to resolve the Native American problem once and for all. Wayne had a few simple military principles: prepare every detail in advance, never sleep in Indian country and strike at

Washington drilling his professional troops. He added additional troops of Kentucky volunteers. Wayne tried negotiating with the tribes at the foot of the Maumee Rapids (Maumee), but the parley failed. The Native Americans wanted all whites out of the entire Northwest Territory, their hunting grounds and homeland. Little Turtle urged appeasement saying "the Americans are now led by a chief who never sleeps. There is something whispers to me that it would be prudent to listen to his offers of peace."

Gen. Wayne moved out to Greenville, OH, in the fall of 1793 to winter quarter there. He built a fortification protected by a ditch. A second fortification was made at the site of St Clair's defeat, which he named Ft. Recovery, OH. Reinforced by Gen. Charles Scott in the Spring he proceeded north and established Ft. Defiance, OH, at the confluence of the Auglaize and Maumee rivers.

As Wayne proceeded north, the British were concerned that he was pre-

**GENERAL
JOSIAH HARMAR**



**LITTLE
TURTLE**



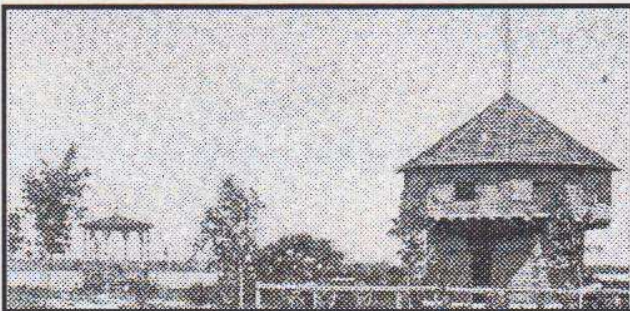
**GENERAL "MAD"
ANTHONY WAYNE**



GATEWAY TO THE EAST

paring an invasion of Detroit. The Governor at Detroit sent a force down the Maumee in the summer of 1794 to the rapids and established Ft. Miamis on the north bank of the Maumee near Maumee, OH. From there the British encouraged the Native Americans now led by Blue Jacket to battle the American force. On August 20, 1794, near the rapids where a tornado had blown down the forest, Wayne in less than an hour decisively defeated them. This was the Battle of Fallen Timbers. The Native Americans rushed back to Ft. Miamis, but the British shut the doors and offered no support, not wanting to take on the Americans at this point. General Wayne proceeded south to the Native American headquarters at Kekionga and established a fort, Fort Wayne. The name stuck and despite other later suggestions still is Fort Wayne, today.

The Native Americans were forced to negotiate at the Treaty of Greenville in August 1795, which opened the Ohio country to settlement. The British left Ft Miamis and Detroit on July 11, 1796, to return later to fight another day. Late in 1796 General Wayne sailed back across Lake Erie to Erie, PA, where he died en route and was buried at the blockhouse there, which was later moved by his son



This blockhouse was erected July 4, 1809, over the grave of Gen. Anthony Wayne, who died Dec 15, 1796, and where part of his remains now lay. Soldiers and Sailors Home, Erie, PA.

to Chester, PA.

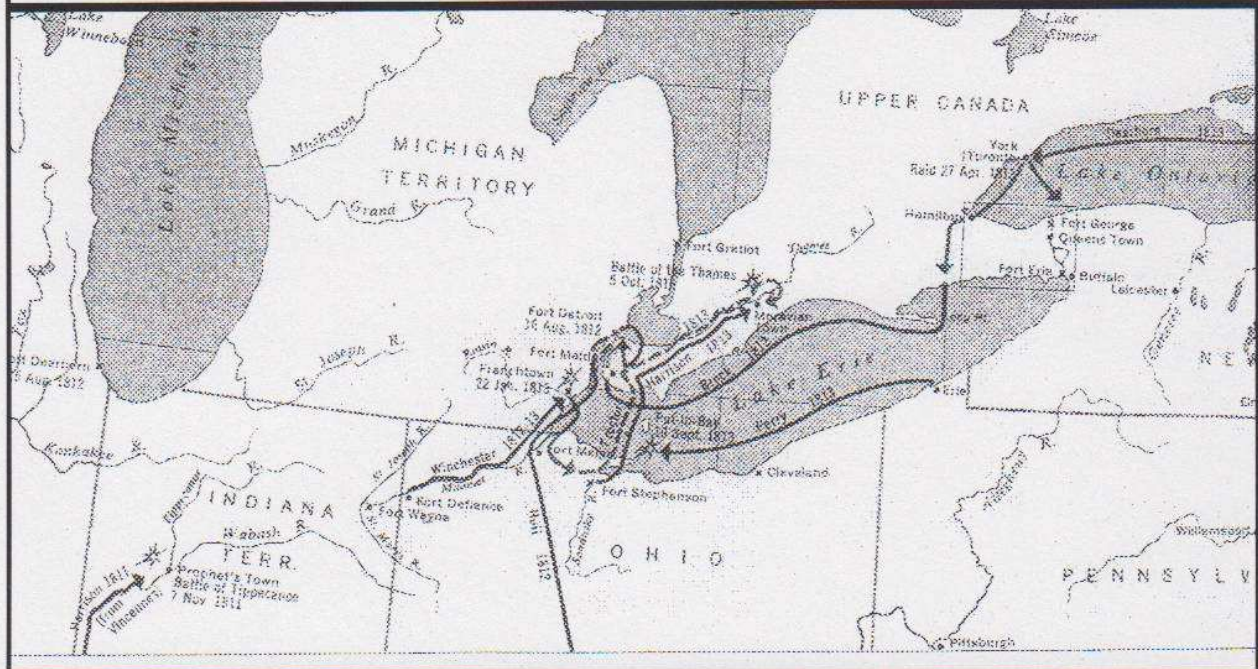
On May 7, 1800, the Northwest Territory was divided creating the Indiana Territory with its capitol at Vincennes. Indiana Territory was governed by William Henry Harrison. Ohio became the 17th state on March 1, 1803, from what remained of the Northwest Territory.

War of 1812

The British maintained a position in Canada at Ft. Malden, 15 miles south of Detroit. From there and in the East at Ft. Erie on the Niagara River they were able to maintain complete control of Lake Erie. They had six vessels vs. one for the U.S. This left an uneasy truce on the lake. The British were at war with France and this conflict spilled over into America. Although the War of 1812 was not popular in the northeast, the western settlers had their eyes on capturing Canada. Henry Clay once said that the Kentucky militia could take Canada. He was probably right as there were only about 5,000 British regular troops in all of Canada. The British had imposed an embargo on American shipping and were taking American seaman off American merchant ships.

In the west, the Native Americans were a continuing threat to the peace. A large settlement on the Tippecanoe River was begun in 1808 and Tecumseh was seeking additional support for his confederation from the Native Americans in Kentucky. The Governor of Indiana Territory, William Henry Harrison, saw the absence of Tecumseh in the fall of 1811 as an opportunity to take decisive action against the Native American threat. He gathered a force of 1,100 militia and moved north

GATEWAY TO THE EAST

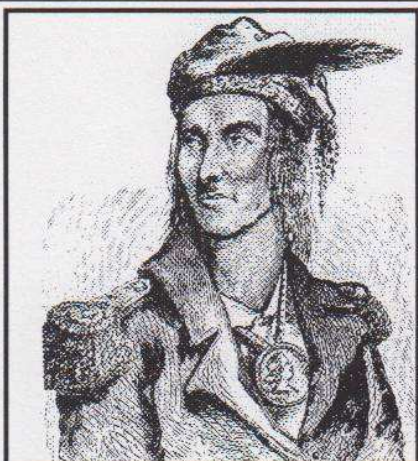


WAR OF 1812 IN THE WEST

American Heritage Pictorial Atlas of the United States History. New York: American Heritage Publishing Co., Inc. 1966.

stopping at Armiesburg, IN, on his way to War was declared against the Brit-
 Lafayette. There on November 7, 1811, ish by Congress on June 18, 1812. Presi-
 the Prophet, brother of Tecumseh, per- dent Madison earlier had authorized a land
 suaded the Native Americans to attack force of 2,000 under General Hull, the 59
 Harrison in the early morning hours. The year old Governor of Michigan Territory,
 Indians were decisively defeated and this to proceed from Dayton through the Black
 event later would propel "Old Tippecanoe" Swamp to Detroit. Lewis Cass and James
 to the White House in 1840. Findley were officers under Hull's com-

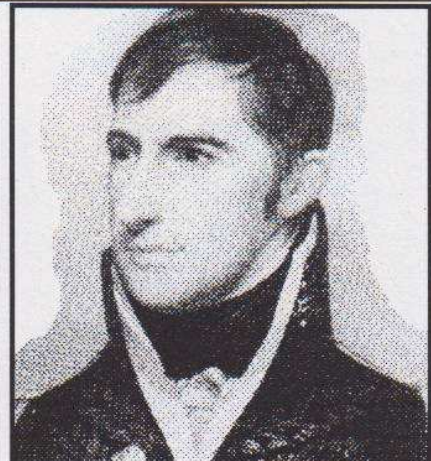
TECUMSEH



THE PROPHET



GENERAL WILLIAM HENRY HARRISON



GATEWAY TO THE EAST

WAR
OF
1812



**GENERAL
ISAAC BROCK**



**GENERAL
ISAAC HULL**



**WILLIAM
WELLS**

mand. It took them a month to reach the foot of the Maumee rapids. Here Hull sent a supply schooner, "The Cuyahoga," toward Detroit with his baggage, papers and supplies. As the ship came close to Ft. Malden on the Detroit River, it was quickly captured by the British navy. Hull's ground troops reached Detroit on July 5, thirty-five days after they left Dayton. He crossed the Detroit River to attack Ft. Malden but hesitated being concerned about Native Americans, locals supporting the British and the capture of Ft. Mackinac on July 17th in the straits of Mackinac by the British from Ft. Joseph in Canada. Hull fell back to Detroit.

Fearful that Ft. Dearborn (Chicago) was equally vulnerable, Hull sent a request via Ft. Wayne that Ft. Dearborn be abandoned. William Wells, a white man who had been raised by the Miamis and whose first wife was Little Turtle's sister Sweet Breeze, was to proceed to Ft. Dearborn and return with the commander Captain Nathan Heald. When Captain Heald was the commander of Ft. Wayne he had married Rebecca Wells, William's niece. Wells proceeded to the fort but on August 15th, 1812, as the group from Ft.

Dearborn of about 100 was being led out of the area by 500 Potawatomi warriors, the troops and civilians were turned upon by the Indians. Most were killed and tomahawked. Captain and Rebecca Heald were captured and later returned via Lake Michigan to Detroit. The Indian scout, William Wells, was killed, his head cutoff and put on a pike and his heart eaten by the warriors. Wells County in Indiana is named for him as is Wells St in Ft. Wayne. Chief Little Turtle died of natural old age in 1812 just two weeks before Wells left for Ft. Dearborn.

At Detroit, faced with a British force of 1,600 under General Brock, General Hull became frightened. Brock threatened to unleash the Native Americans on the troops and civilians. On Aug. 16, 1812, without any discussion with his officers and commanding a superior American force in numbers, General Hull surrendered Ft. Detroit without a shot. This was a disgrace for which he was later court-martialed, declared a coward in neglect of duty, and sentenced to death. The court finally recommended mercy for him due to his age and prior service in the Revolutionary War. Col. Lewis Cass himself pre-

GATEWAY TO THE EAST



**GOVERNOR
LEWIS CASS**



**COLONEL
JOHN ALLEN**

ferred charges against the General. For now the British again held Detroit. Then the British proceeded to the River Raisin and built a fort to protect Detroit from a land attack that they felt was eminent.

The Northwest Territory was now completely exposed to British attack. Promised British troops and artillery support from Ft. Malden and Ft. Detroit, Tecumseh planned to lay siege to Ft. Wayne, Ft. Harrison (Terre Haute), and Ft. Knox (Vincennes). William Henry Harrison had moved from Cincinnati on Aug 20, 1812, to Piqua, OH, with about 2000 Kentuckians. Learning of the siege of Ft. Wayne by the Indians he proceeded to Ft. Wayne and arrived on Sept 12th. One of the colonels in the 1st Regiment was John Allen, a hero who would be later honored by having Allen counties in Indiana, Ohio & Kentucky named for him.

On Sept 2nd the Indian attack on Ft. Harrison was thwarted by Captain Zachary Taylor, who was promoted to major. The siege of Ft. Wayne had been lifted by Harrison. Now was time for the Americans to move on Detroit. President Madison sent General James Winchester to Ft. Wayne on Sept 19, 1812, to take com-

mand from General William Henry Harrison and to lead a land assault on Detroit. Harrison's forces were unhappy since they had just previously defeated the Native American conspiracy at the Battle of Tippecanoe on Nov. 7, 1811, and had just raised the siege of Ft. Wayne. Harrison was the favorite of the troops. The Kentucky troops were assigned to Winchester, who proceeded on the north side of the Maumee toward Detroit. Harrison was made a Brigadier General and sent to command the Indiana and Illinois volunteers forming in Piqua, OH. He was to meet with Winchester at the foot of the Maumee rapids. Shortly thereafter he was given responsibility for the entire northwestern campaign.

One of the actions taken in the fall of 1812 was in November when Harrison sent troops into the Native American villages on the Mississinewa river near Ft. Marion, IN, to reduce the threat of hostilities as Tecumseh was nearby. January 10th found General Winchester moving from the foot of the rapids on the Maumee toward Detroit. Troops under Colonel Allen and Lewis reached Frenchtown (Monroe, MI) on the river Raisin. They drove back enemy forces there and General Winchester brought more troops forward. In early morning hours of the 22st, the British and their Native American allies dealt a surprise attack on the American forces. In the chaos groups were separated and surrounded by the Native Americans. Many were tomahawked and slaughtered. Colonel Allen, wounded in the leg, fought valiantly but was brought down when surrounded by Native Americans.

General Harrison, hearing that Gen-

GATEWAY TO THE EAST

can forces of about 1200 led by General Green Clay approached Ft. Meigs. Harrison had him send about 800 men on the west bank to spike and silence the British cannons on Battery Hill, the rest were to fight their way through Tecumseh's forces around the fort on the east bank.

Colonel Dudley was given responsibility to attack the British forces who were attacking the fort with cannons. The Americans were successful and soon the British were in retreat. Attracted by some Native Americans firing on them, the new Kentucky recruits rushed forward in pursuit, exposing their position. British reinforcements were approaching on the river level not visible to Col. Dudley. Harrison, viewing the situation on the opposite bank, was unsuccessful in alerting the Americans and all but 200 were soon captured or killed by the British and their Native American allies. Prisoners were taken to Ft. Miamis, but the Native Americans were allowed to shoot and tomahawk for about two hours before Tecumseh arrived and ordered that the carnage stop. Dudley Street in Maumee, OH, is named in honor of Col. Dudley, who died with his troops in "Dudley's Defeat." A historical marker is located in front of the Maumee Library.

Despite this victory General Proctor was not successful in besieging Ft. Meigs and, when he learned that additional American forces were on the way, he abandoned the area and returned to Ft. Malden in Canada on the Detroit river. This attack was over. A second attempt by General Proctor in July also was unsuccessful. Had England succeeded in the battle of Ft. Meigs, Perrysburg, OH, could very well be part of Canada today. The



COMMODORE
OLIVER H. PERRY

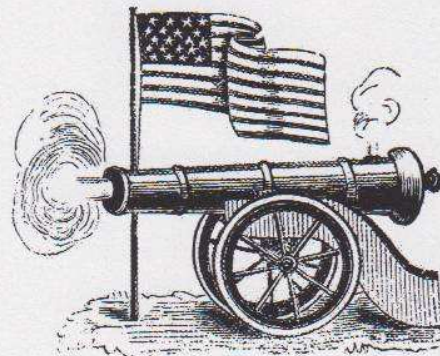


MAJOR
GEORGE CROGHAN

battle of Ft. Meigs is considered one of the most important in our country's history.

General Proctor with 2,000 troops attacked again on Aug 2, 1813, at Fort Stevenson (Fremont, OH) on the Lower Sandusky river. Here Major George Croghan, age 21 and nephew of George Rogers Clark defended the fort with a 160 man force.

One of the cannon called "Old Betsy" was used to fire grape shot at the attacking British in a key moment of the battle, that turned the tide and Ft. Stevenson was saved. The cannon is still preserved today in the Birchard Public Library in Fremont.



GATEWAY TO THE EAST

In the East, Oliver Hazard Perry had been building a fleet of lake ships to challenge the six British ships that controlled Lake Erie. On Sept. 10, 1813, Perry sailed out of Put-In-Bay, OH, to fight the British fleet of the lake. His flagship, "The Lawrence," was reduced to ruin and Perry, disguised as a seaman, was rowed to "The Niagara." British Captain Barclay was on "The Detroit," but it had been reduced to a complete wreck. Since "The Niagara" had been held back from the battle and was fresh Perry completed his attack and took the day. Arriving back at Put-In-Bay he quickly penned these words to General Harrison, "We have met the enemy and they are ours"

General Harrison immediately set out for Detroit now that the British forces' supply line had been severed. General Proctor ordered Ft. Malden abandoned and prepared to march back east. Tecumseh was furious and wanted to make a stand against the Americans.

Harrison was on the move. He sent ships to Ft. Meigs and loaded troops and supplies. He ordered Colonel Richard M.

RICHARD M. JOHNSON
"KILLED TECUMSEH"
U.S. VICE-PRES. 1837-41



Johnson to march on to Detroit by land. Commodore Perry helped with the transportation of troops and supplies. Harrison with the cry of Indiana's "Gateway to the East." How "Remember the River Raisin" caught up with Proctor on the Thames in mid Ontario.

The decisive battle occurred on Oct. 5, 1813. A cavalry charge of the British lines by Colonel Richard Johnson swept the field and left the British confused and demoralized. Shortly it was over and the British troops surrendered. At the point where Colonel Johnson had charged, Tecumseh was found dead. Johnson was called "the Tecumseh killer," a slogan that eventually propelled him into the Vice-Presidency of the United States under Martin Van Buren.

The War of 1812 came to an end in the west. American forces saved the Northwest Territory and Ohio from British control. Later the U.S. Capitol was burned in the eastern campaign, but the west was saved. The Treaty of Ghent on Dec. 24, 1814, formally ended the war. However, word arrived too late and the Battle of New Orleans fought by General Jackson on Jan. 8, 1815, gave the Americans a final victory after the peace treaty had already been signed. General Jackson of course went on to become the President of the U.S.

Without the U.S. securing the control of the mouth of the Maumee from the Native Americans and the British, a canal probably would never have been built. Many brave Americans gave their lives for an area we take for granted today. The Wabash and Erie Canal was to reach the mouth of the Maumee River and become this unfolded is a story in itself.



GATEWAY TO THE EAST

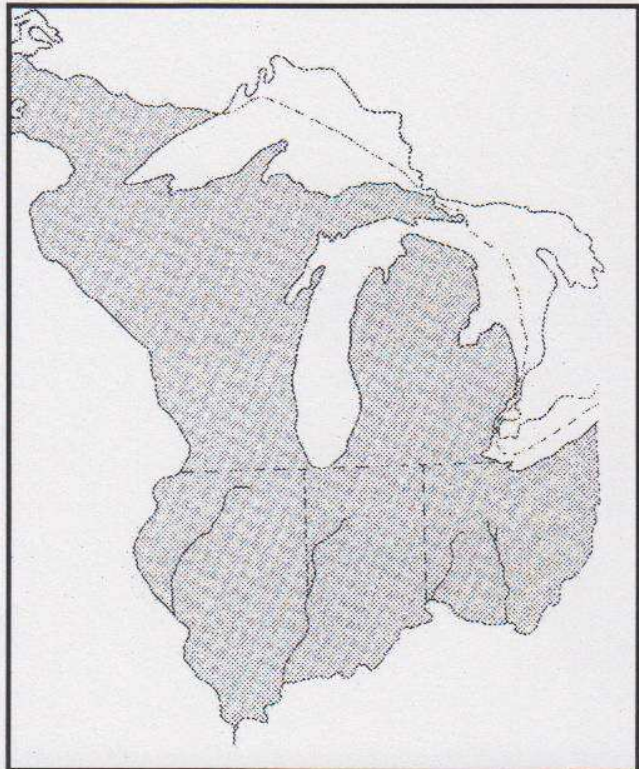
OH/MI BOUNDARY WAR

By Robert F. Schmidt

The Wabash & Erie Canal was planned with the purpose of reaching eastern markets via the Maumee Valley, Lake Erie and the Erie Canal. To accomplish this goal, Indiana needed the support of territory outside its borders. Today we think of Ohio and Toledo as the gateway, but, in the early years of the 19th century, it was unclear where the gate was located or even who owned the gateway. Michigan could have been the terminus of the canal instead of Ohio.

This saga begins with the creation of the Northwest Territory in 1787. Carved from this territory there was to be no less than three states or more than five. Per Section 4th-5th Article: "it is further understood and declared, that the boundaries of these three States, shall be subject so far to be altered, that if Congress shall hereafter find it expedient, they shall have authority to form one or two States (*Wisconsin & Michigan*) in that part of the said territory which lies north of an east and west line drawn through the southerly bend or extreme of lake Michigan." At that time, maps of this region were not too accurate, but, as stated, this was to be the northern division line for Illinois, Indiana & Ohio, if the two additional states were created. If there were three states each would have good access to lake and river routes, but, as we will see, as five states were laid out, so some adjustment was required to give all five states lake access.

Ohio was admitted to the Union on March 1, 1803, with the assumption that its northern boundary line ran from the tip



NORTHWEST ORDINANCE OF 1787

This was the original division authorized by Congress if more than three states were to be created. Illinois had no lake access and Indiana had extremely little.

of Lake Michigan to the Maumee Bay based on the "intentions" of the Northwest Ordinance. Michigan Territory was carved from Indiana Territory in 1805 using the original terminology of the Ordinance.

To clarify the border between Michigan and Ohio, the federal government ordered a survey on May 20, 1812, but the intervening war with the British delayed the survey. In 1816 the ex-Governor of Ohio, Edward Tiffin, who



GOV. EDWARD TIFFIN

GATEWAY TO THE EAST

was by then Surveyor General of the US, about 468 square miles producing a somewhat diagonal border here since Lake Michigan was further north. Michigan's claim to this strip was based on legislation, popular support and the fact that the "Black Swamp" isolated the area north of the swamp from the rest of Ohio forming a "natural" border for the state.

ordered William Harris to survey the line using the intentions of the Northwest Ordinance and Harris adjusted accordingly to give Ohio access to the Maumee Bay through what is today's Toledo area.



GOV. LEWIS CASS
 1813-1831 Michigan Territory
 1848 Democratic
 Presidential Candidate

Lewis Cass, Governor of the Michigan Territory (1813-1831), hearing of this action, sent out John A. Fulton in 1818. When the "Fulton" line was actually surveyed, it put the border at today's Wood/Lucas Co. boundary line just above Ross-

ford on the south side of the Maumee thus placing today's Toledo area in Michigan.

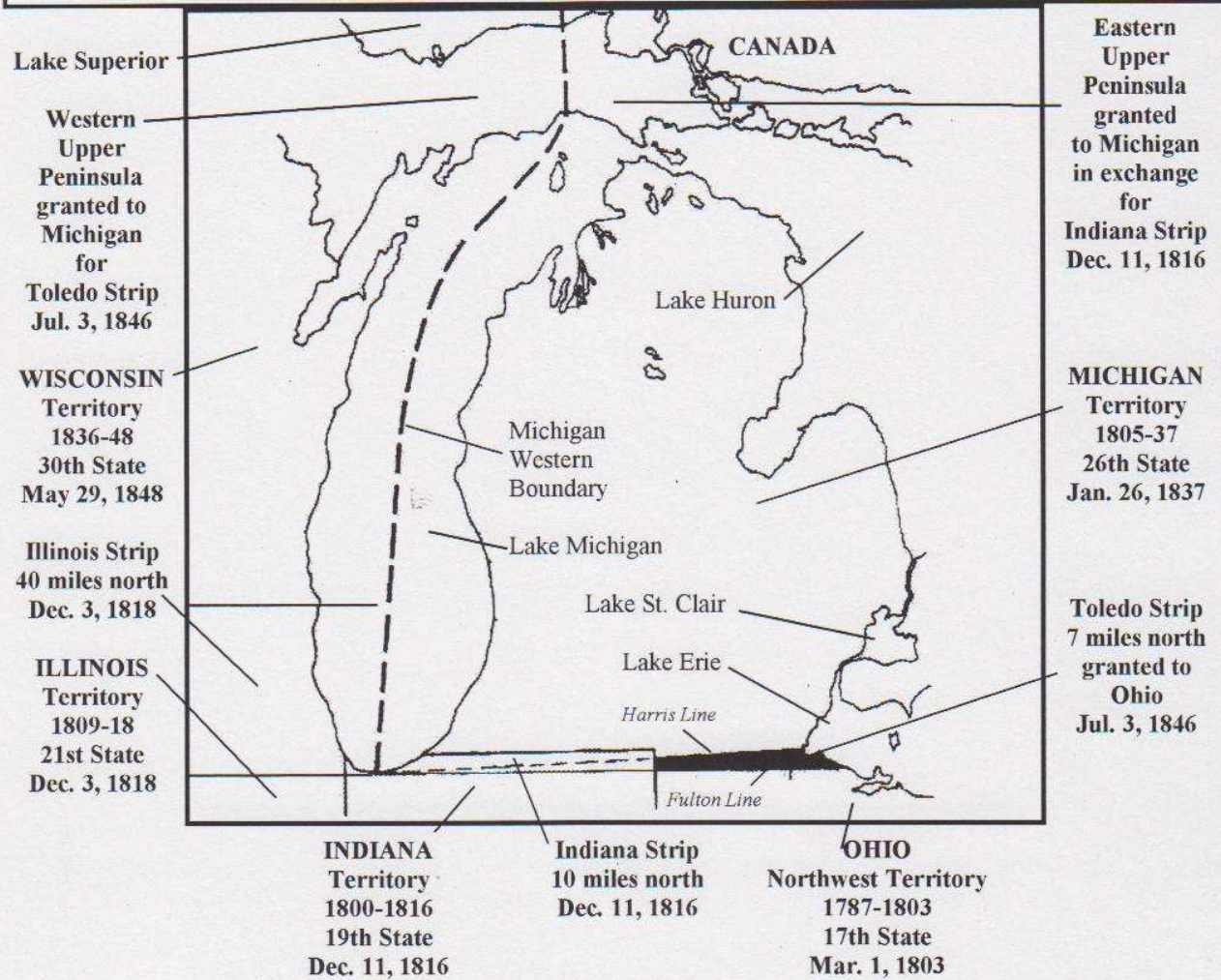
The Northwest Ordinance had authorized the adjustment of proposed boundaries of states within the territories. When Indiana was admitted as a state in December 11, 1816, a ten-mile straight-line northern strip of the Michigan Territory was given to Indiana in exchange for the eastern portion of the Upper Peninsula of Michigan Territory to provide Indiana with access to Lake Michigan. When Illinois was created in December 3, 1818, a forty-mile straight-line strip northward was added to the original boundary line so that the Chicago portage and any economic development on the banks of the Chicago River would all be in one state and to have access to Lake Michigan. So the precedent to make changes for transportation corridors had been earlier established. It is interesting to see that the line created for Indiana does not directly intersect the final Ohio line. There is about a 4½ mile offset so that you can drive from Indiana to Michigan by going due east at this point on SR 120 at Clear Lake.

Ohio responded in 1820 by creating Wood County, which then stretched to the current Michigan border. Michigan appointed Benjamin Stickney as the Justice of the Peace to keep Wood County trespassers out. Stickney, the largest property owner in Port Lawrence, favored Michigan, which was just a territory, vs. Ohio, which was a state with higher taxes. The issue was left unresolved by Congress, but, in 1835, when Ohio was ready to build the Wabash & Erie Canal, the situation became critical.

This "Toledo strip" in dispute was about eight miles wide on the east, five miles wide on the west and contained

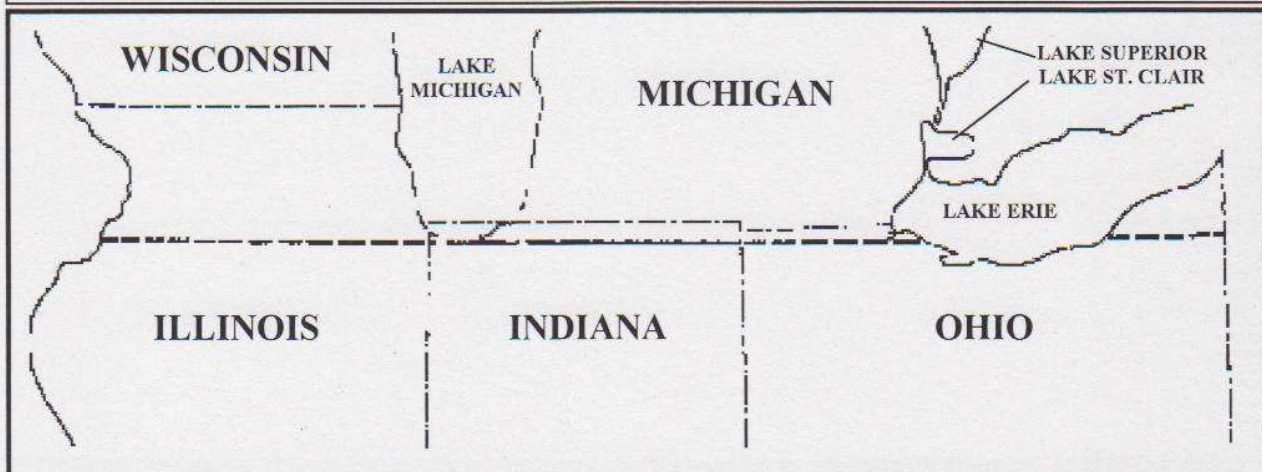
In 1817, south of Swan Creek, a group of Cincinnati speculators established Port Lawrence. Benjamin Stickney, who was earlier an Indian agent in Fort Wayne, knew that the six miles of wet prairie west of Fort Wayne was an ideal location for a canal. In late 1817 Stickney wrote a 29-page account in the Western Spy (Cincinnati) extolling the benefits

GATEWAY TO THE EAST



THE TOLEDO STRIP

CHANGES IN THE SOUTHERN BOUNDARY OF THE MICHIGAN TERRITORY
 This provided access to the Great Lakes for all five states.



GATEWAY TO THE EAST



DEWITT CLINTON

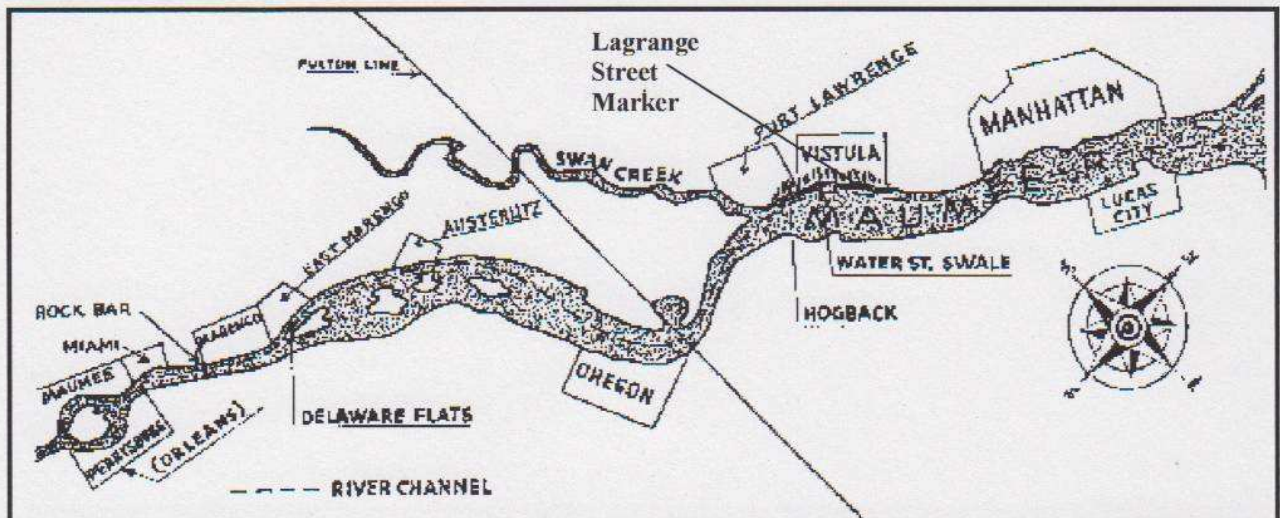
of building a these investors were meeting, Lewis God- canal to the dard's son, who was studying his geogra- lake. A copy phy lesson at the time, had suggested the was sent to name of the Polish river--Vistula. Both of G o v e r n o r these towns, Port Lawrence & Vistula, Dewitt Clinton well situated on the harbor, operated un- in New York, der Michigan authority. The two towns who was just were situated on a hogback (Summit beginning to Ave.) that sagged in the middle to a dig the Erie Ca- marshy area and a pond loaded with nal (1817- frogs, thus the eventual moniker "frog- 1825). Clinton town." To facilitate getting a post office replied, and the horse pulled Erie-Kalamazoo Rail- road, these two towns united in 1833 and found the way created Toledo (pop. 100+).

to get into Lake Erie, and you have shown me how to get out of it. You have extended my project six hundred miles."

The speculators assumed that Swan Creek would eventually be the terminus of the canal project. Due to a financial panic in 1819, the town of Port Lawrence did not flourish. Major Stickney became disillusioned with the Cincinnati investors and aligned himself with some anxious Buffalo investors to establish the town of Vistula, a mile down river at the foot of today's Lagrange Street. When Erie Canal was to be on the north side.

In 1835 Manhattan was platted further east on the north side of the mouth of the Maumee river by the Maumee Land and Railroad Company, another group of Buffalo investors. Optimistically, they laid out a town of 5,000 lots, but there was a fundamental problem. At this point the main channel of the river is on the south side. To compensate for the channel problem, the investors established Lucas City on the south side. It was doomed for failure from the start since the Wabash & Erie Canal was to be on the north side.

TOWNS ALONG THE MAUMEE RIVER



GATEWAY TO THE EAST

The issue of the Michigan/Ohio boundary was brought to a head when Ohio was ready to begin the Wabash & Erie Canal. The original Indiana federal land grant of March 2, 1827, extended from the Tippecanoe River in Indiana to the Auglaize River in Ohio. On May 24, 1828, Ohio had also received a federal land grant for the Miami Extension Canal from Dayton to Junction. At this point, Ohio was not anxious to begin work on a canal that would compete with its Ohio & Erie Canal. Wyllys Silliman, the Ohio agent working with Indiana on the land grant transfer, noted in 1829: "The refusal of Ohio to construct the Canal of the Maumee within her limits, would compel Indiana to offer to the Territory of Michigan the boon rejected by Ohio, and induce them to unite in an effort to construct a canal from the navigable waters of the Wabash, to a point on Lake Erie, at, or near the mouth of the River Raisin (Monroe); thereby effecting the main object contemplated both by the General Government and Indiana; and that, too, without intersecting any part of the territory of Ohio."

Indiana broke ground on February 22, 1832, in Fort Wayne to comply with the five-year time frame that was stipulated in the federal grant. Legislation as proposed granted federal land in Ohio to Indiana. This situation had to be resolved before any portion of the canal could be built through Ohio. In order to get Ohio to begin its work, Indiana transferred this out-of-state portion of its land grants for the Wabash & Erie to the state of Ohio on February 1, 1834. Note this two-year difference between when the ground was broken and the land transferred.

Ohio had completed its Ohio and Erie Canal from Lake Erie at Cleveland to Portsmouth on the Ohio River by 1833 and was getting full revenue it. This situation made Ohio more interested in building their western canals. They agreed to complete the Wabash & Erie to Toledo even though this would compete with their Ohio & Erie Canal. They could build an extension to their Miami Canal and join it with the Wabash & Erie Canal at Junction, Ohio, thus creating a canal from Cincinnati to Toledo (Miami & Erie Canal begun 1836, completed in 1845). They received a great deal of support especially from Cincinnati & Toledo to implement this plan. The stage was now set for a concentrated canal effort in the western part of the state.

In November 1834 a meeting was held in Toledo to voice public opinion about the Michigan/Ohio dispute. Some thought Michigan would give more support than Ohio for a canal. They thought Ohio would not want the competition with its Ohio & Erie Canal in eastern trade and that, if the canal was built through the Great Black Swamp, it would have fewer potential town sites and reduce its economic value. Others, such as Benjamin Stickney, who now changed his mind, supported the Ohio claim. The reason was purely economic. Ohio suggested that a dam across the Maumee be built 3½ miles down river from its mouth to raise the water over the 6½ ft. depth at Rock Bar just east of today's Sidecut Park. This dam required a lock to raise lake ships into the river to access Maumee & Perrysburg. If this dam was built by Ohio, and Toledo remained in Michigan, then Toledo would be left out of the predicted canal boom. However, if Ohio won the dispute

GATEWAY TO THE EAST

and Toledo was in Ohio, then Toledo February 28, 1835. All but 4 votes were would be in the best position to win the for the "great state of Ohio."

battle since the Swan Creek area had the best harbor. Naturally, Maumee and Perrysburg favored Michigan's claim, because the Fulton line left Toledo in Michigan and they would become Ohio's terminal ports for the canal. This was a complete reversal of sentiment from the 1820's when each side supported an opposite view of the dispute. This regional town rivalry still continues today between the communities.

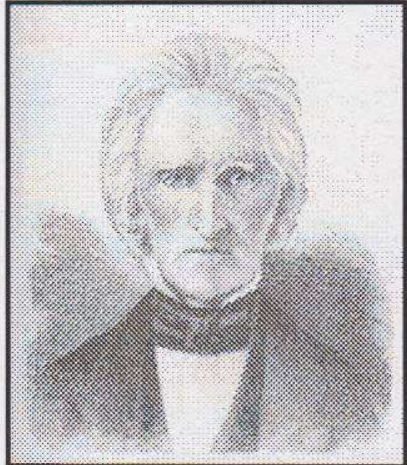
It is during this period of conflict that a Whig paper, the **Toledo Blade**, was born (Nov 1835). The name "blade" reflects the fighting determination of the paper to win the battle for Ohio. The local paper began calling the Michigan supporters "Nullifiers," a name derived from Andrew Jackson's 1833 threat to send federal troops into South Carolina to enforce the tariff laws that the state had "nullified" based on states rights. Although the residents of Toledo wanted the canal, others in Michigan really didn't, because it would compete with the towns of Detroit and Monroe. Add to this mix some aspiring politicians, and the "war" for the strip was ready to begin.

Stickney was able to get the Michigan legislators to pass a so-called Pains & Penalties Law (Feb. 12, 1835) that provided for severe punishment (\$1,000 fine and/or up to five years imprisonment at hard labor) to agents of Ohio who might seek to extend Buckeye jurisdiction onto Michigan soil. Ohio quickly responded on Feb. 23, 1835, by extending the Wood County boundary to the Harris line and also called up 10,000 militia. A meeting was held in Tremainsville, Michigan, on

On April 1, 1835 (April Fool's Day), Governor Lucas appeared at Perrysburg, which was clearly in Ohio, with a force of 300 men of the "Toledo Guard" and 3 Ohio commissioners to re-run the "Harris line." On April 3rd Rush & Howard, the federal commissioners appointed by President Jackson, arrived and told both sides to stay out of the area.

The 23-year-old acting Governor of Michigan Territory, Stevens Thomson Mason, rebuffed the federal authorities and assembled a force near Monroe, MI. He then sent in a Sheriff on April

26th to enforce the Pains & Penalties law on some of the Ohio surveyors. Although there were some shootings, there were no deaths. Several men were arrested and



GOV. ROBERT LUCAS
1832-1836 Ohio



GOV. STEVENS T. MASON
1834-1835 Michigan Territory
1837-1850 Michigan

GATEWAY TO THE EAST

taken to Tecumseh, Michigan, for arraignment. This is the so-called Battle of Philips Corner. Other incidents created by Michigan were in clear violation of the federal mandate to stay out of the area. Later in July, the son of Benjamin Stickney, named Two Stickney, stabbed a Michigan deputy Sheriff and escaped back to Ohio. Governor Mason asked Governor Lucas to extradite Two Stickney, but Lucas refused since the stabbing took place in "Ohio," the area in dispute.

One of the interesting features in the conflict is that when the Michiganers were mentioned by the Ohioans, it was said, "the wolverines are coming." This term stuck and Michigan became the Wolverine State. Wolverines, which are large skunk-like, ferocious, crafty, carnivorous mammals, are not native to Michigan. Their habitat is in Canada and Alaska. From the Buckeye prospective the attackers were like wolverines.



ANDREW JACKSON
1829-1837 President
United States

In 1831 Lewis Cass became U.S. Secretary of War and Stevens Thomson Mason became the acting governor of the Michigan Territory.

On August 24th the Democrats nominated Stevens Mason to become governor of the forthcoming state of Michigan, but five days later on August 29th President Jackson removed him from his position as the Acting Territorial Governor for his incursions into the disputed territory. His replacement was to be Judge Charles Shuler of Pennsylvania, but Shuler refused the job. The next appointment was John S. (Little Jack) Horner of Virginia, who did manage to cool the waters somewhat.

Subsequently Mason was elected as the state of Michigan's governor in the Fall of 1835 and 2 Senators and 1 Representative were sent to Congress. Congress refused to seat them, but they were allowed to stay on as observers. Hopes for early statehood were on hold until the border issue could be solved.

On December 31, 1835 Congress asked for a third survey of the region. U. S. Army Engineers were commissioned. They were Lieutenants Washington Hood Mason, and Robert E. Lee, who became the great Civil War general.

Ohio had portrayed Michigan as the aggressor and in June 15, 1836 Congress decided in favor of Ohio. The terms were that Michigan was to give up the Toledo Strip in exchange for the western portion of the Upper Peninsula, the eastern portion was already part of the territory. The residents of that upper region wanted to become Huron Territory, but Congress paid no attention. Congress went on to create Wisconsin Territory on July 3, 1836, and statehood followed later on May 29, 1848. It could be argued that the whole Upper Peninsula more logically

GATEWAY TO THE EAST

belonged to Wisconsin, but politics was more important than geography.

Politics also played a role in the Michigan/Ohio border as Ohio was a state and Michigan was only a territory in 1835. Democratic Senator William Allen wrote to Presidential candidate Martin Van Buren suggesting that Ohio's 35 electoral votes were in jeopardy if Ohio's position did not prevail. Van Buren won the election with 170 electoral votes vs. 73 for William Henry Harrison, the Whig candidate. Oh course, Ohioans voted for their favorite son, Harrison.

The dispute over the Michigan/Ohio border was still not over. The Michigan legislature in September 1835 voted down the congressional statehood proposal 28 to 21. The "war" ended at a Michigan territorial convention in Ann Arbor on December 14, 1836, at which Peter Morey, a delegate from Lenawee County, put forward a resolution noting that though the delegates "solemnly protest the conditions of admission to the union, they would nevertheless agree to terms "as a token of our respect for the Congress of the United States, and a convincing evidence of our love for the union, and our desire to be admitted to partake of its privileges." This meeting is called "the Frostbitten Convention." Michigan was finally admitted to the Union on January 26, 1837 as the 26th state. Although it seemed that Michigan had really lost out, the acquisition of the Upper Peninsula gave them considerable mineral wealth, which was not discovered until later.

The Ohio boundary dispute had held up Michigan's admission to state-

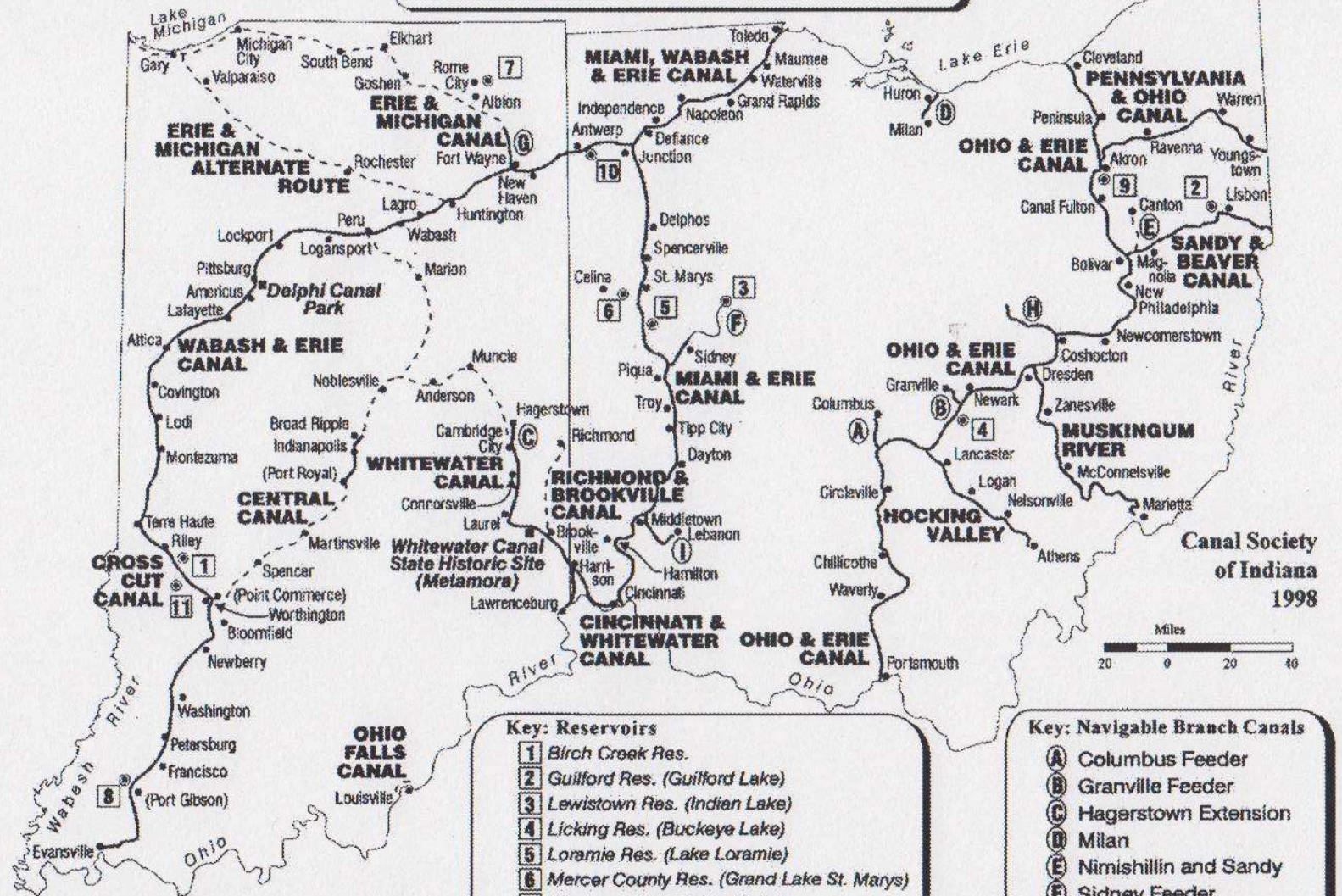
hood and continued to be a subject of controversy. Not until 1915 was the land boundary satisfactorily surveyed and marked. At that time a ceremony was held in which the governors of the two states, standing on either side of the boundary, exchanged handshakes.

Although things seemed to be settled, questions still remained regarding the location of the boundary in Lake Erie as it angled off in a northeasterly direction from the north cape of Maumee Bay to the international boundary with Canada. In the 1960's the state of Michigan went to court to try to prove its claim to a larger share of Lake Erie's waters, largely because of a belief that valuable deposits of oil and gas might be discovered beneath them. The U.S. Circuit Court of Appeals rejected Michigan's claim and had awarded some 206 square miles of Lake Erie waters and bottomlands instead to Ohio. In 1973 the United States Supreme Court upheld the Circuit Courts' ruling. Presumably this marked the conclusion of what had threatened to be to be an interminable boundary dispute.

A Final Note :

Governor Stevens Thomson Mason went on to be a proponent of internal improvements, which included a railroad and two canals (one was the Clinton-Kalamazoo Canal). He was reelected in 1837 as governor of Michigan. The Panic of 1837 put the state in dire financial condition, so he did not run for office again. He went to New York to practice law, caught pneumonia in the winter of 1842 and died January 4, 1843. He is buried in Detroit.

Canal Systems of Indiana and Ohio



Legend

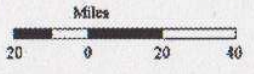
- Canal or Canalized Rivers
- - - Canal Proposed or Incomplete
- City or Town
- ⊙ Reservoir
- Park

Key: Reservoirs

- 1 Birch Creek Res.
- 2 Guilford Res. (Guilford Lake)
- 3 Lewistown Res. (Indian Lake)
- 4 Licking Res. (Buckeye Lake)
- 5 Loramie Res. (Lake Loramie)
- 6 Mercer County Res. (Grand Lake St. Marys)
- 7 Northport Res. (Sylvan Lake)
- 8 Pigeon Creek Res.
- 9 Portage Lakes
- 10 Six Mile Res.
- 11 Splunge Creek Res.

Key: Navigable Branch Canals

- A Columbus Feeder
- B Granville Feeder
- C Hagerstown Extension
- D Milan
- E Nimishillin and Sandy
- F Sidney Feeder
- G St. Joseph Feeder
- H Walhonding
- I Warren County



Prepared by C. McOmber, Cartographic Services, Department of Geography, Ball State University, 1998.

Canal Society of Indiana 1998

GATEWAY TO THE EAST

THE CANAL ERA

By Bob and Carolyn Schmidt

The Erie Canal was begun at Rome, NY, on July 4, 1817, and was completed to Buffalo, NY, in 1825. Ohio began her canals in 1825 and had completed the Ohio and Erie Canal to Portsmouth by October 15, 1832. This canal building was the stimulus for Indiana's canal era.

Most canals terminate on a river or lake, but the Wabash & Erie terminus in Ohio is much more complicated. Although it was decided that the northwestern side of the Maumee River was where the canal would be located, due to a variety of competing cities, Ohio was unable to determine just one terminus for the canal.

First there was Maumee, at the foot of a 16-mile-long rapids on the Maumee River that extends from Maumee to Grand Rapids. This site was occupied by settlers in the late 1790's. It was considered the most likely place for a canal to terminate since the Maumee River was navigable to this point with about 6 feet of draft. Using the 1.5-mile-long side cut (Maumee Side Cut) canal boats could drop 63 feet via 6 locks into the river. This route that passes right in front of the city would assure that Maumee would become the "Queen of the West." Perrysburg, OH, and Orleans, OH, which were just across the river and would greatly benefit by the canal, also supported this route.

The next claim for the terminus was the combination of two towns to form Toledo. Port Lawrence on Swan Creek had the best port and deepest waters for a natural harbor. It would require

building an additional 9 miles of canal and, due to the river width, any bridge across the river would be a greater undertaking than at Maumee. However, Port Lawrence, established in 1817 by Cincinnati investors, was smaller and less prestigious than Maumee. Early on it failed financially and Vistula was created down river by some New York investors to salvage the situation. Port Lawrence regained itself and in 1833 the two towns united forming Toledo to enhance their argument for the Wabash & Erie Canal terminus. Their plan was for a one-mile-long side cut to the river with two locks lowering canal boats 15 feet.

The third player in the drama was the city of Manhattan, which also had been created by other New York investors. They felt the canal should reach as close as possible to the lake and eventually support their investment in this town. This proposal added an additional four miles of canal with two locks lowering canal boats 14 feet into the river very near Maumee Bay. This was the closest terminus to Lake Erie. From Manhattan to Evansville, IN, is the official 468 miles measurement for the Wabash and Erie Canal.

The Ohio Canal Commissioners couldn't agree on which of these sites was economically or politically the best. They held a meeting at Perrysburg, OH, (neutral ground) on August 22, 1836. At the meeting they decided not to favor any one terminus and build all three. Governor Lucas agreed and confirmed the decision with a visit to each city on November 11, 1836.

Contracts for this construction

GATEWAY TO THE EAST

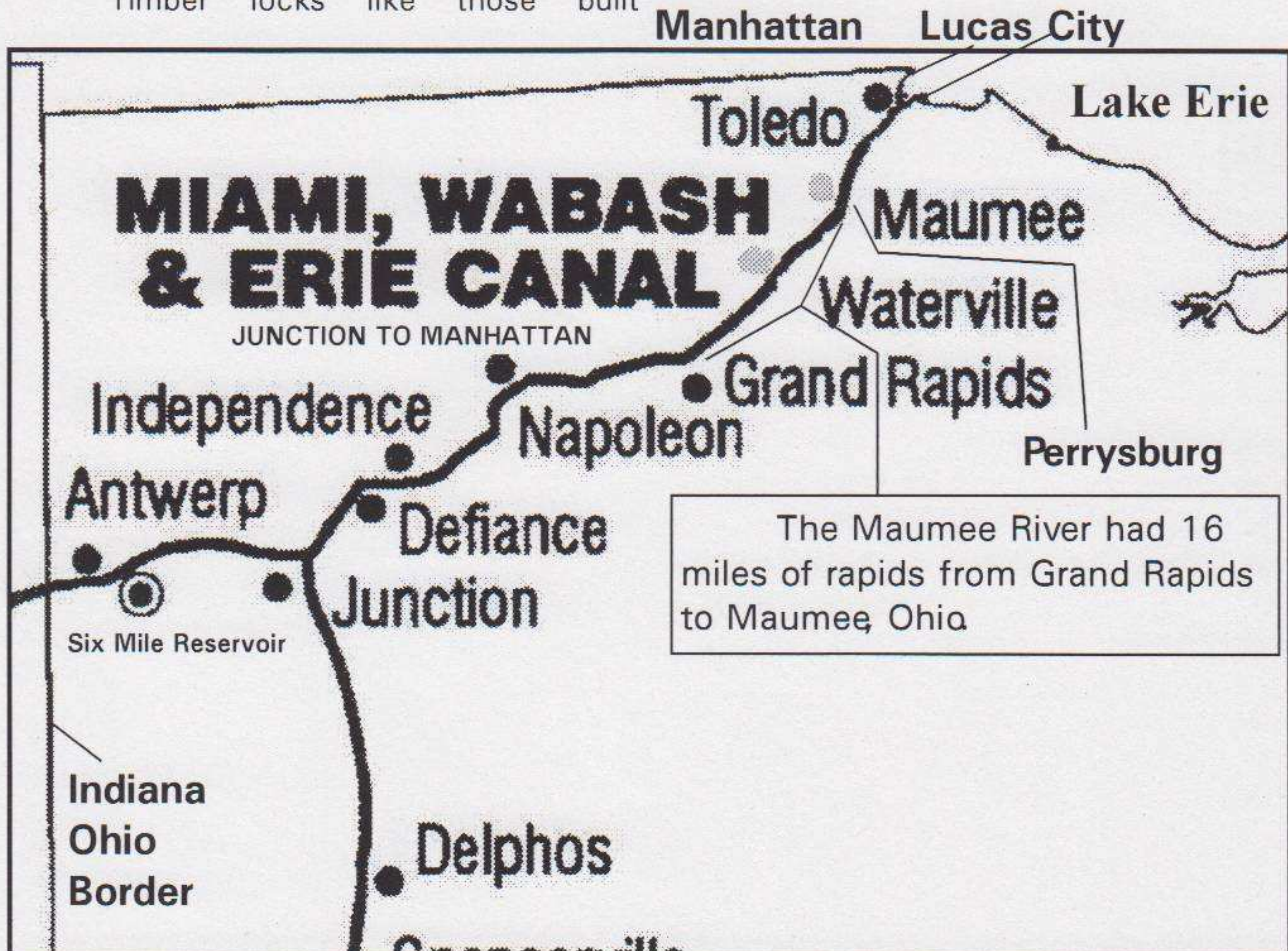
were let in the spring of 1837. The portion from Grand Rapids to Manhattan proceeded and was opened in June of 1842.

Contracts for the Defiance to Fort Wayne section were let on October 25, 1837, but work proceeded more slowly. Locks had to be built of timber through the Black Swamp, which lacked stone. Indiana, which had been building the Wabash and Erie Canal from Fort Wayne to the west, had held back on building from Fort Wayne to the IN/OH State line until 1837 when Ohio finally began to build her portion of the canal. Both states were beset with delays due to the financial panic of 1837-39. This portion didn't open until May of 1843.

through the Black Swamp were prevalent in northeastern Indiana on the Wabash and Erie Canal. Locks #1 & #2 from the IN/OH State Line east of Ft. Wayne, IN, and those west of Ft. Wayne to Lagro were also built of timber in a hurry to get the canal in operation, there being no available stone. They thought that once the canal was operational to Lagro (1836) they could bring in stone via canal boats to rebuild the timber locks. This never happened.

There were two stone locks in northeastern Indiana from Huntington County, IN, to the IN/OH State Line. These were Moot's Lock #3 in Fort Wayne, which was built with cut stone from Lagro, IN, and Lock #7 at Hunting-

Timber locks like those built



GATEWAY TO THE EAST

ton, which was built of rough stone and lined with wooden planks.

Ohio's "Miami Extension" of the Miami and Erie Canal from Dayton, OH, to Junction, OH, was begun in 1832. Having considerable problems with a deep cut and working through the Black Swamp slowed down construction. The canal did not reach Junction until June 27, 1845. There it joined the Wabash and Erie Canal and they shared the route from Junction to Toledo. When Ohio officially took over this part of the canal in 1847 it was offi-

cially renamed the Miami and Erie Canal on March 14, 1849. For our purposes we refer to this section as the Miami, Wabash and Erie Canal.

On a previous Canal Society of Indiana tour we covered the Miami, Wabash and Erie Canal from Junction to Waterville, OH. On this tour we will be seeing it from Providence/Grand Rapids to Manhattan as well as seeing the side cuts to its mainline and the Gilead Side Cut and Perrysburg Hydraulic, which are both on the other side of the Maumee River. We will follow the canal to the east as the locks were numbered coming off the Laramie Summit on the Miami and Erie Canal when it joined the Wabash and Erie at Junction, OH.

Wabash & Erie Canal Mileage		
From Manhattan to the Indiana/Ohio State Line From the Indiana/Ohio State Line to Manhattan With Sidecut mileage		
Names of Places.	From Manhattan.	From State Line.
	Miles.	Miles.
Manhattan,	0	88
Toledo,	4	84
Sidecut,	5	83
Termination of Sidecut, mouth of Swan creek,	6	84
Port Miami,	12	76
Maumee Cr.,	13	75
Sidecut,	14	74
Termination of Sidecut, Perrysburg,	16	76
Waterville,	18	70
Otsego,	25	63
Providence,	30	58
Damascus,	36	52
Napoleon,	44	44
Florida,	52	36
Independence,	57	31
Darlington,	61	27
Junction,	70	18
Reservoir,	81	7
Antwerp,	84	4
State Line,	88	0

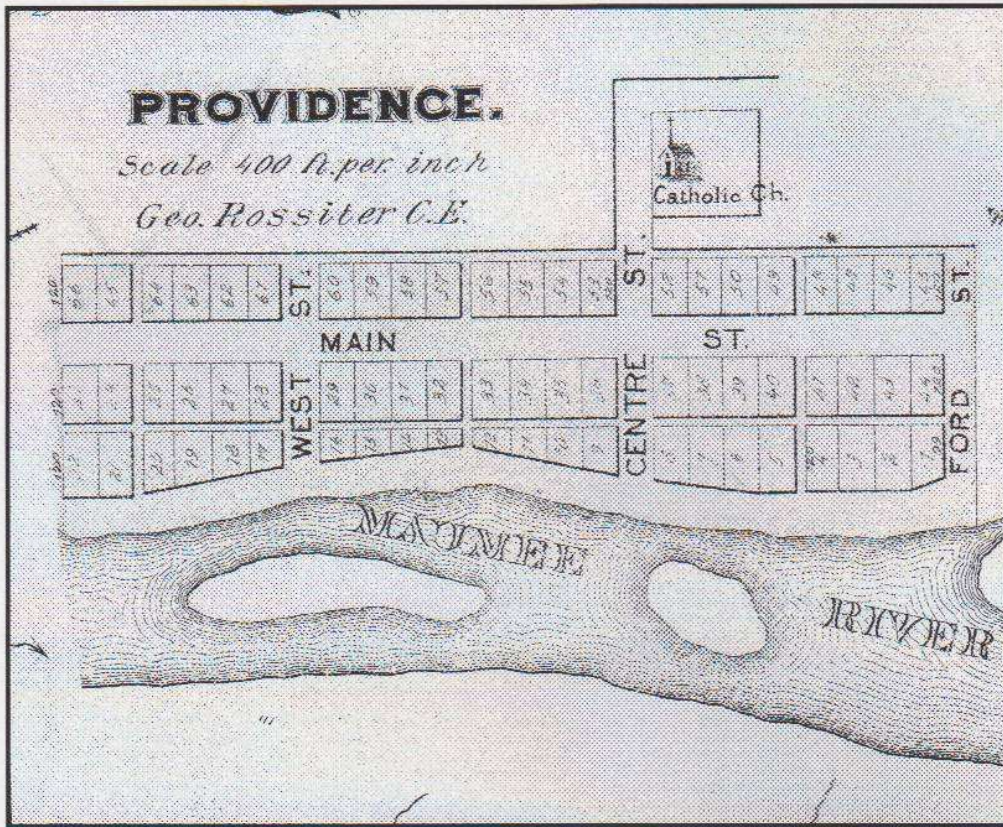
This chart shows the mileage for the Wabash & Erie Canal. The portion from Junction to Manhattan officially became the Miami & Erie Canal in 1845 when the Miami Extension Canal joined it at Junction. On this tour we will be seeing that portion of the canal and sidecuts from Providence/Grand Rapids to Manhattan.

Digging the Canal

The contract to lay out the Wabash and Erie Canal from Manhattan to the Providence Lock in Lucas County was given to a 20 year old engineer from Waterville, Ohio, named Cornelius Van Fleet. He had come to Ohio from Pennsylvania with his family at the age of 13. After the canal was completed he was associated with it for seven years —first as its superintendent at Waterville where he also conducted a store on the dock and then at Maumee in the same position and managing another store.

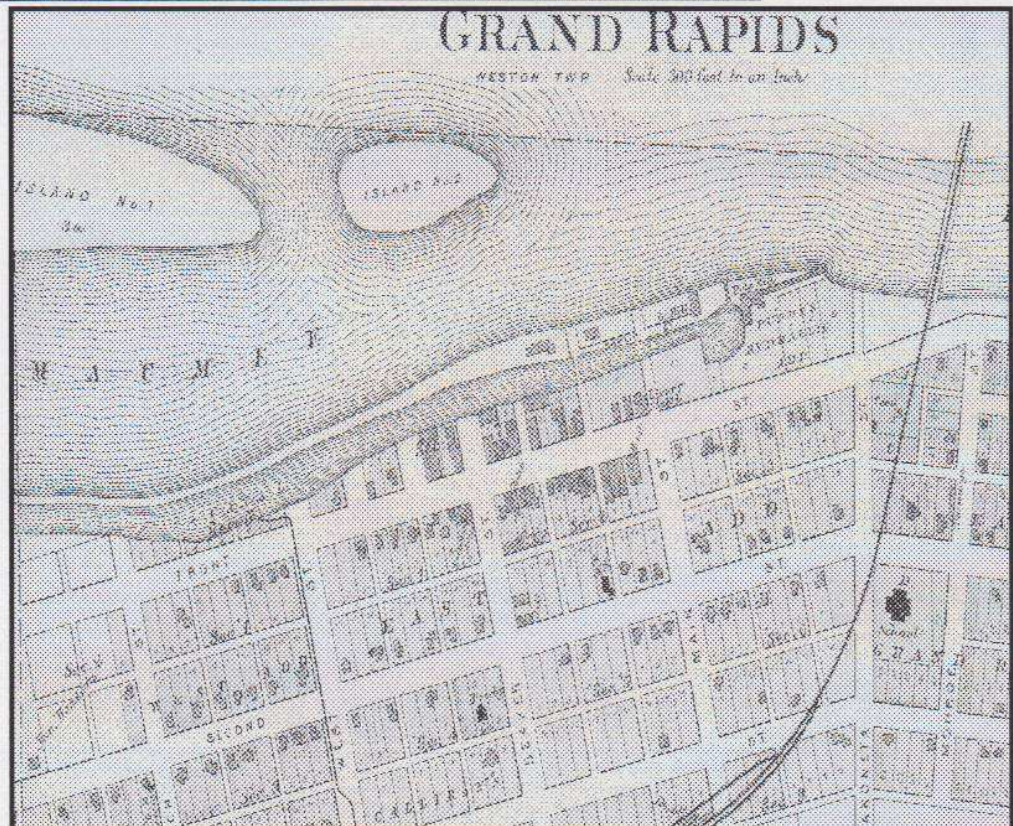
A hundred-foot-wide swath for the canal was cleared by farmers in the off season. This was twenty feet wider on both sides that the actual 60 foot canal bed so that dead trees would not fall into the canal and block traffic. This also allowed room for the towpath.

GATEWAY TO THE EAST

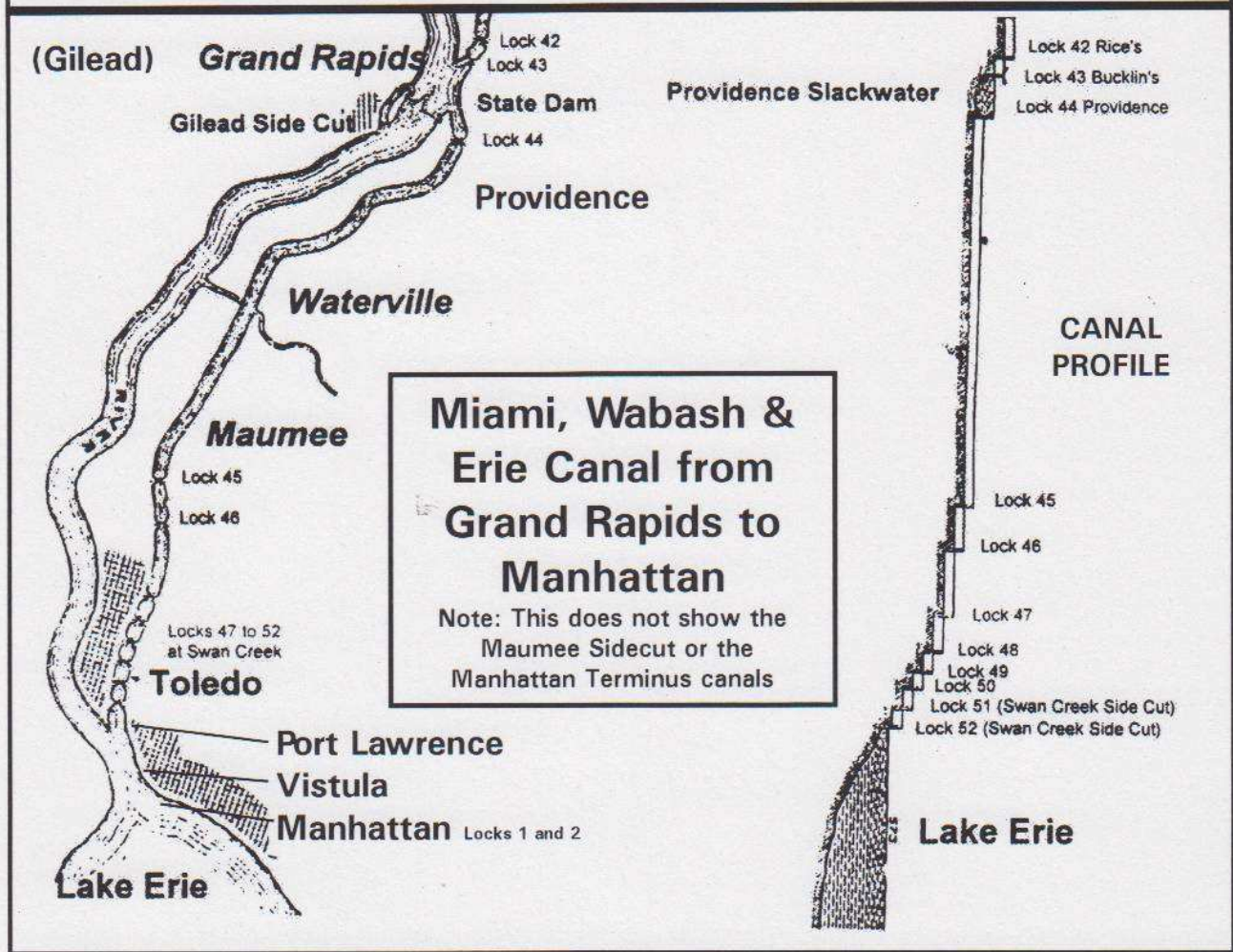


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GATEWAY TO THE EAST



Providence/Gilead (Grand Rapids)

Originally there were two towns located at the western end of this tour route. They were called Providence and Gilead. Providence was on the northwestern side of the Maumee River on the Miami, Wabash and Erie Canal. Gilead was on the southeastern side of the Maumee River and had no access to the mainline canal.

Providence was located on high ground. It began in 1816 when Peter Manor established a fur trading post at Gilead and across the Maumee River could the "Head of the Rapids. With the arrival of other settlers to the area, he erected a

sawmill in 1822 and a gristmill in 1835. Having been granted 643 acres of Indian Treaty Land in 1827, he platted it in 1835 as the village of Providence.

One of the first settlers on the opposite side of the river was Edward Howard, who had a farm that faced the Maumee River. He traded with the Native Americans.

In 1822 James Purdy, while traveling up the Maumee River, had observed that a dam strategically located above Providence would be profitable.

GATEWAY TO THE EAST

In 1831 the town of Gilead was established opposite Providence by John A. Graham. He hired Lewis Bortie and Gabriel Guyer to clear land around the village site in 1832. In 1833 Ambrose Rice surveyed it. Edward Howard's home soon became the first tavern in Gilead and was a landmark on the Maumee River because of its wooden pillars.

In the early 1830s Graham built a millrace and dam at Gilead and constructed a sawmill. He soon added a set of buhrs to the mill.

The first post office under the name of "Weston" was established as "Weston" in Gilead in 1832. Edward Howard was the first postmaster.

In 1825 Manor expanded his mill to include a gristmill. This was the first gristmill between Ft. Meigs and Ft. Wayne.

In 1836 James Purdy purchased the water rights at the head of the Maumee Rapids from Graham and planned to put a dam across the Maumee, back up slack water, and provide a water level from his dam to Toledo for the (Miami) Wabash & Erie Canal, which was under construction in that area. Purdy's dam cut off water to the mills of Gilead residents. They turned out one night and cut his dam, thus restoring power to Gilead's mills. The wooden dam was blown up several more times by angry young men from Gilead, who protested that the canal would bypass them. They finally got the attention of the State of Ohio, which agreed that a short, one-half-mile-long, side cut canal (Gilead Side Cut) would be built from the slackwater pool created by the dam to their town to Purdy's mill race.

In 1838 the double dam was erected across the Maumee River from Providence to the island in the river and from the island to Gilead (Grand Rapids) thus creating a pool of water to feed the Wabash and Erie Canal. It was built of hardwood timbers by contractor Elijah Dodd, his partner and brother-in-law General James B. Steedman and their crew. Dodd had moved to Providence in 1837 from Waterville, OH, where he and his family had resided in the Columbian House. He was Providence's postmaster from Dec. 9, 1845 —April 7, 1846 when the post office was destroyed by fire.

Canal boats were poled across the Maumee River and passed through a guard gate into the Gilead Side Cut to deliver goods or take away things produced around the fledgling community. The millers and merchants of Gilead prospered and Gilead became a leading canal port.

Purdy's sawmill was leased by the Wabash Railroad Company in 1855 to saw all the timber that was used in building bridges along the railroad's eastern line. The mill was destroyed by the March flood of 1903.

Residents of Gilead petitioned the commissioners to organize their community into an incorporated village to be known as "Grand Rapids" on December 5, 1855 to avoid confusion with the town of Mt. Gilead. This petition was amended to read "Gilead" vice "Grand Rapids" in March 1856. On March 15, 1868, the Gilead Post Office name was officially changed to Grand Rapids Post Office. The Gilead Side Cut Canal retained its original name.

GATEWAY TO THE EAST

Financial problems plagued contractor Van Fleet while building the Gilead Side Cut. He couldn't meet his payroll after the financial panic of 1837 and during the first five months of 1838 his workers received no pay at all. Eventually "due bills" were given to the work force. These were orders on stores. In June 1838 they were fully redeemed, but the workers weren't satisfied. Besides the unrest, Van Fleet was told that the State's funds were depleted and he could only continue work at his discretion.

Meanwhile the village of Providence had been growing. The first post office was installed in 1834 and in 1835 Providence was the postal center for the surrounding area. The first store was opened in 1835. An early hotel was closed in 1836. Dr. Woodworth began his medical practice in 1837.

In 1838 Peter Manor's mill was razed to make way for the canal. Peter and the state reached a settlement over damages in 1842 in which the State of Ohio granted perpetual water rights for a mill at Lock 9 (#44) in return for lands used in canal construction. He received "a sufficient quantity of water to propel eight pairs of 4½-foot millstones along with all machinery necessary for the manufacture of 'superfine flour' at all seasons of the year except when canal repairs are needed." Canal water from six of these stones could be discharged into the canal below the lock and that for the other stones directly into the Maumee River.

A long canal dock was built from the west side of town to Ford Street between the base of the town lots and the

Maumee River along the new canal.

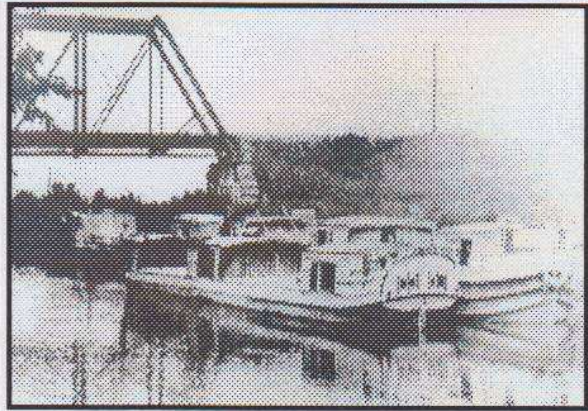
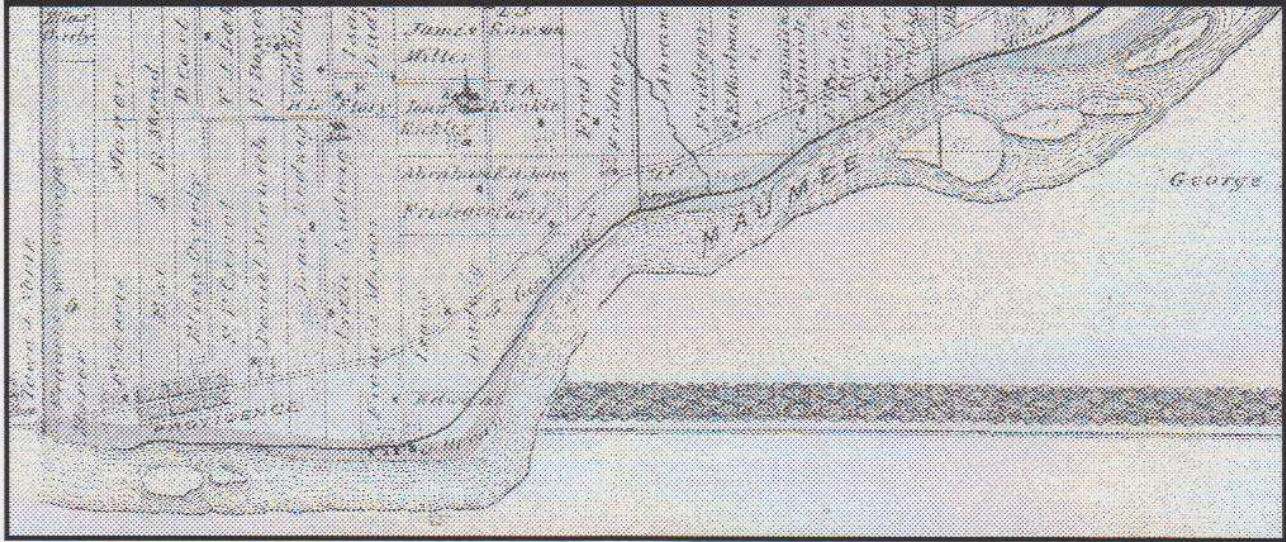
Finally the Wabash and Erie Canal was completed from the Indiana/Ohio state line to Manhattan in the spring of 1843. The "Albert S. White" from Lafayette, IN, passed through Lock 9 (changed to Lock 44 when the Miami and Erie Canal took over in 1843) at Providence on May 8, 1843. Her captain was Cyrus Belden, who lived in Toledo. This signified the opening of "The Gateway To The East" and local citizens thronged to the canal to see the boat pass on its way to the major celebration scheduled around 1-2 p.m. in Toledo where musical tributes, rousing orations and tables laden with food were the order of the day.

Being a good stopover for canal travelers between Toledo and Defiance and located halfway between Detroit and Ft. Wayne, Providence became quite lively with four stores, five hotels, numerous warehouses and saloons.

In 1845 Peter Manor had 143,000 bricks made (\$3.00 per thousand) to build St. Patrick's Church and his home. In 1846 he had a new three-story flour mill constructed, which measured 36' x 46'. However, doom descended when a fire swept Providence in 1846 wiping out its central business district. Although many residential buildings survived, her citizens went to Gilead for their commercial needs.

Peter Manor, who had added a new sawmill in 1847, died at the age of 81 in 1847. His son operated the mill until 1865 when Isaac R. Ludwig came to Providence.

GATEWAY TO THE EAST



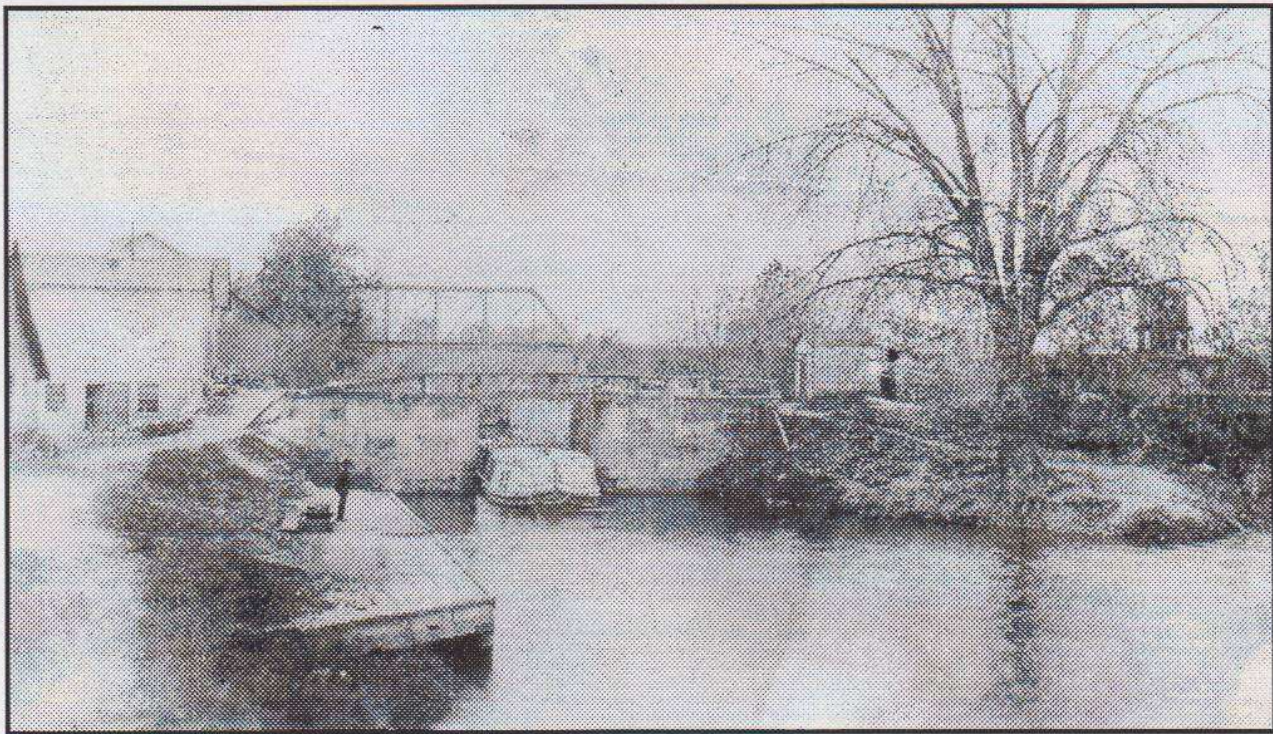
Center: Lock 44 at Providence with the mill on the left
 Bottom: Canal boat Georgia at downstream end of lock at Providence, OH

Toledo/Lucas County Public Library

Top: Map of Wabash & Erie Canal from Providence toward Waterville
 Center: Canal boats by railroad bridge on the upstream side of Lock 44
 Bottom: Dry canal prism at Lock 44 around 1930-40

Toledo/Lucas County Public Library

GATEWAY TO THE EAST



Top: Downstream end of Lock 44 with Isaac Ludwig Mill, lock bypass where highway is today, and the railroad bridge across the canal which still stands today.

Bottom: Canal boat passing through lower gates of Lock 44 in Providence. Note small building on the right. Could this be a locktender's building? It has been removed in the 1904 picture above. Also note the passenger on the dock with his luggage ready to get onto the boat.

GATEWAY TO THE EAST

Once the Miami and Erie Canal took meals, and a ladies room with sofas and over that portion of the Wabash and Erie ventilators. These features were highly from Junction, Ohio, to Toledo, the first advertised.

canal boat to complete the entire trip from Cincinnati to Toledo was the "Banner," which arrived on June 24, 1845, carrying in its captain, Ben M. Ayres; Samuel Forrer, Chief Canal Commissioner; and other canal officials. The first boat to make the entire trip in the opposite direction (Toledo to Cincinnati) was the "Rose" under Captain Denver. The first boat to make the round trip was the Alfred Ely.

The canal was a big success. From April 16-18, 1844, a canal boat fleet traveled from Lafayette, IN, to Toledo, OH, carrying 471,922 pounds of lard, 15,098 pounds of bacon, 41,949 barrels of ashes, 3,983 bushels of wheat, 1,445 barrels of pork, 860 barrels of flour, and many other commodities. At Mead's General Store in Providence farmers brought their products such as apples, vinegar, potatoes, molasses, vegetables, etc. to be put aboard the canal boats and taken to Toledo.

C.C. Keyser & Co. was the largest packet line with daily boats between Toledo and Lafayette on the Wabash and Erie, but when the Miami and Erie was opened to it in 1845, the Doyle and Dickey Line immediately offered daily service from Cincinnati to Toledo. The "Banner," mentioned above, was one of its line.

One hundred men were employed by the Doyle and Dickey Line, which owned 300 horses. They changed horses every 10-12 miles along the route. For \$9 (later \$6 to compete with other lines) passengers had large cabins, first-class

Although the canal was a success, the railroad reached Grand Rapids in 1877. By 1890 traffic had almost vanished on the canal. The Board of Public Works only made token repairs in 1900. This angered those who wanted the canal system to go on and agitated for revival of the canal. After a survey of the canal between Defiance and Toledo in 1907 by the Ohio Legislature and the Board of Public Works, \$50,000 was set aside for canal repair. This plan included new concrete locks at Lock No. 41 (\$7,279.48), Lock 42 (\$7,289.09), and Lock 43 (\$5,957.75); repair of Lock 44 (\$786.24); and a new concrete dam across the Maumee (\$25,000, which ended up costing \$26,844.98).

Contracts were let. Contractor John Weckerly from Whitehouse, OH, built the forms for the new dam near his home and carried them on horse-drawn wagons to the dam site. Quarries at Waverlyville, OH, shipped gravel by canal boat for use in concrete at the site. A contract for \$2,913 was awarded stonemasons Oberle and Strayer to repair Lock 43, Bucklin's Lock. A \$12,000 contract for a passenger bridge across Lock 44 at Providence went to Lincoln Strayer.

The canal never regained its importance. The flood in 1913 caused washouts from Toledo to Cincinnati and forced it to be closed. However, the canal continued to be maintained from Providence to Maumee to generate hydroelectric power until 1929 when it was drained.

GATEWAY TO THE EAST

Providence did not survive. The fire and the 1854 cholera epidemic devastated the town. Its citizens fled the area. The village was almost deserted. Vacant lots were appraised and advertised for sale in both German and American newspapers. They could be purchased for only a few cents at Delinquent Tax Sales.

Gradually the houses fell down or were moved away. Farm land ran over the old town boundaries. On October 28, 1928, the little town of Providence was officially removed from the county records.

On April 25-26, 1929, a case between Kirk, Superintendent of Public Works of Ohio versus the Providence Mill Company was argued over the mill losing its water rights and was settled on June 3, 1929.

Statute authorizing drainage of abandoned state canals held not to impair obligation of contract or deny due process as affecting grantee of surplus waters (Act Ohio March 23, 1840); Act Ohio May 11, 1927; Const. U. S. Amend. 14, and art. 1 & 10.

"A grant of surplus waters under Act Ohio March 23, 1840, is subject to right of state of Ohio to abandon canal for navigation purposes, and Act Ohio May 11, 1927, authorizing superintendent of highways to drain water from abandoned part of canal, does not deprive grantee of property without due process of law, under Const. U. S. Amend. 14, and does not impair obligation of contract, under article 1 & 10."

"Injunction by the Providence Mill Company against Harry J. Kirk, as Superintendent of Public Works and Director of the Department of Highways and Public Works of the State of Ohio, Etc., and others. From a decree for complainant, defendants appeal. Reversed."

"No. 675. Harry J. KIRK, as Superintendent of Public Works, etc., of the state of Ohio, et al., appellants, v. The PROVIDENCE MILL COMPANY. April 22, 1929. Messrs. Gilbert Bettman, of Cincinnati, Ohio, and LeRoy W. Hunt, of Toledo, Ohio, for appellants. In this case the Court finds that probably jurisdiction has been shown."

Only three buildings remain today of the original Providence settlement. One is an old hotel and the other is the Isaac Ludwig Mill, built in 1865 and named for its operator from 1865-86. Canal water is diverted through a pair of turbines, which, along with a steam engine, power a saw mill and gristmill today.

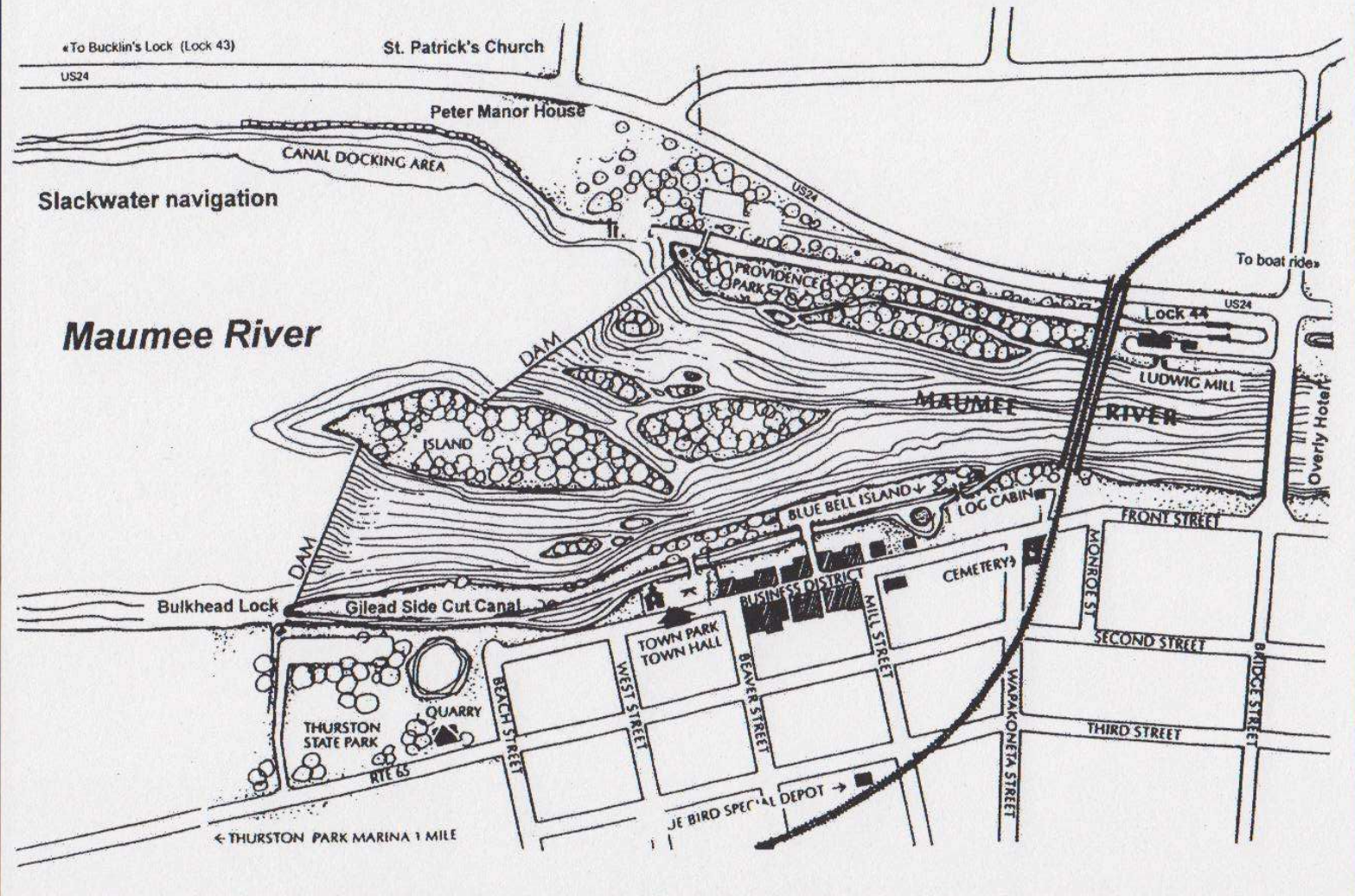
All former Miami and Erie Canal lands were leased by Metroparks from the state of Ohio in 1932. These include present-day Farnsworth Metropark to Lock #11 in Henry County. Providence Park is one of the parks of this linear parkway along the Maumee River.

In the 1980s plans were made for tying together parkland located on both sides of the Maumee River, which were canal related. These included: restoring a section of the canal and Lock 44, raising the highway bridge across the Maumee so a canal boat could pass beneath it, restoring the Ludwig Mill, building restroom facilities, and putting a 70-passenger boat on the canal.

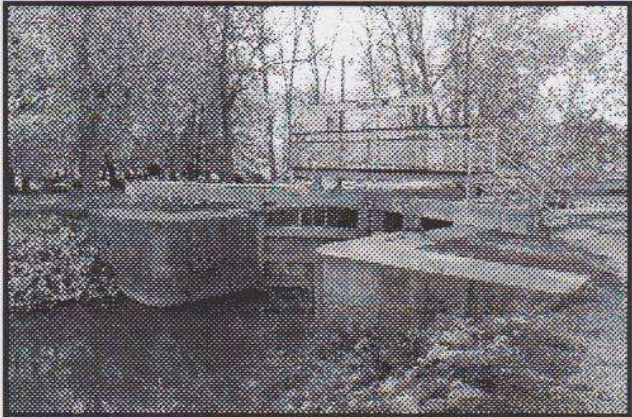
Lock 44 was excavated in the fall of 1992, and, to the surprise of the diggers, was actually built on bedrock with no floor needed. They also found parts of the original lock gates and the metal wickets, which are used in today's lock gates. These gates are 24 feet high, made of oak and weigh 4,000 pounds each. The lock was 22 feet high and raised or lowered boats three feet.

The 32 foot, three lane highway bridge for State Route 578 was built during the 1993-94 winter for a million dollars. It was funded by the Ohio Department of Transportation.

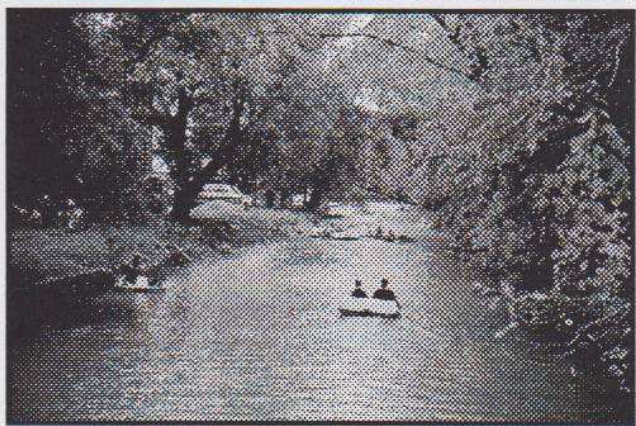
Grand Rapids and Providence Metropark Area



GATEWAY TO THE EAST



Above: Guard Lock Grand Rapids 1937 and 2005
Dam was rebuilt in 1908 by contractor John Weckerly



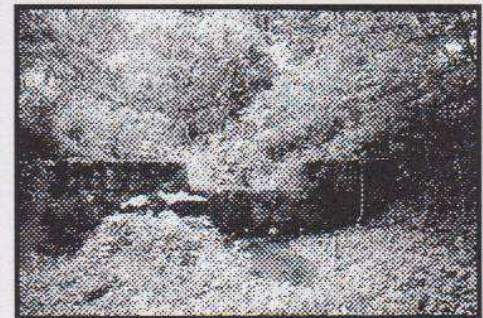
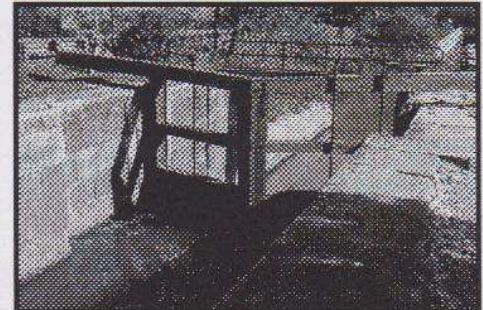
Above: Gilead Side Cut Canal 1940 and 2005 and pedal boats using the side cut in January 2006.

Left: Stump's Mill

Left bottom: Foundation of Purdy's pulp mill

Old Photos: Toledo/Lucas County Public Library
Modern Photos: Scott Bieszczad

GATEWAY TO THE EAST

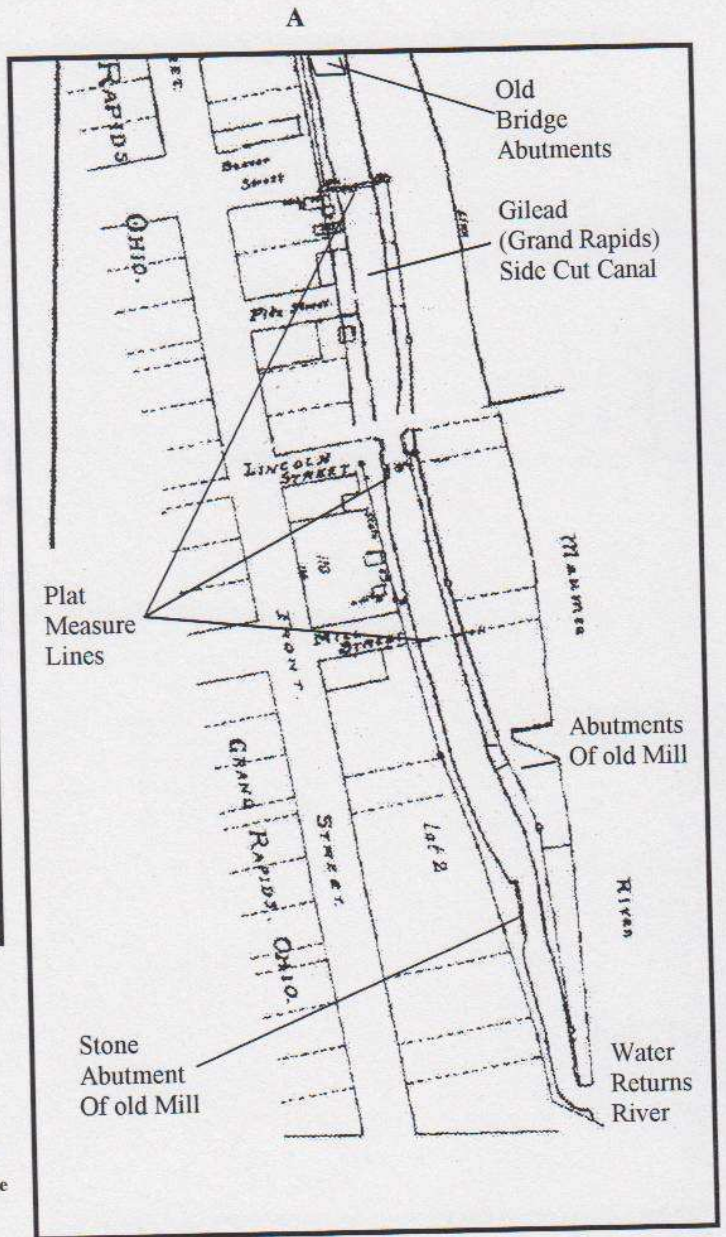
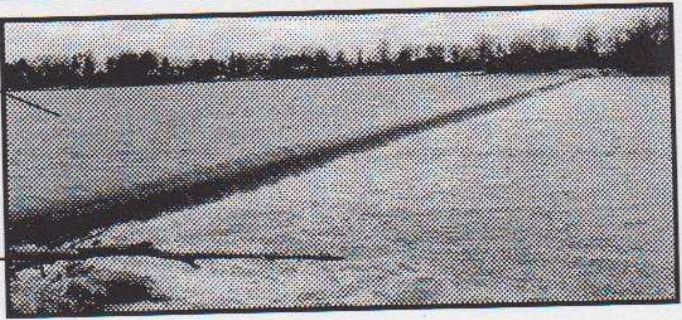
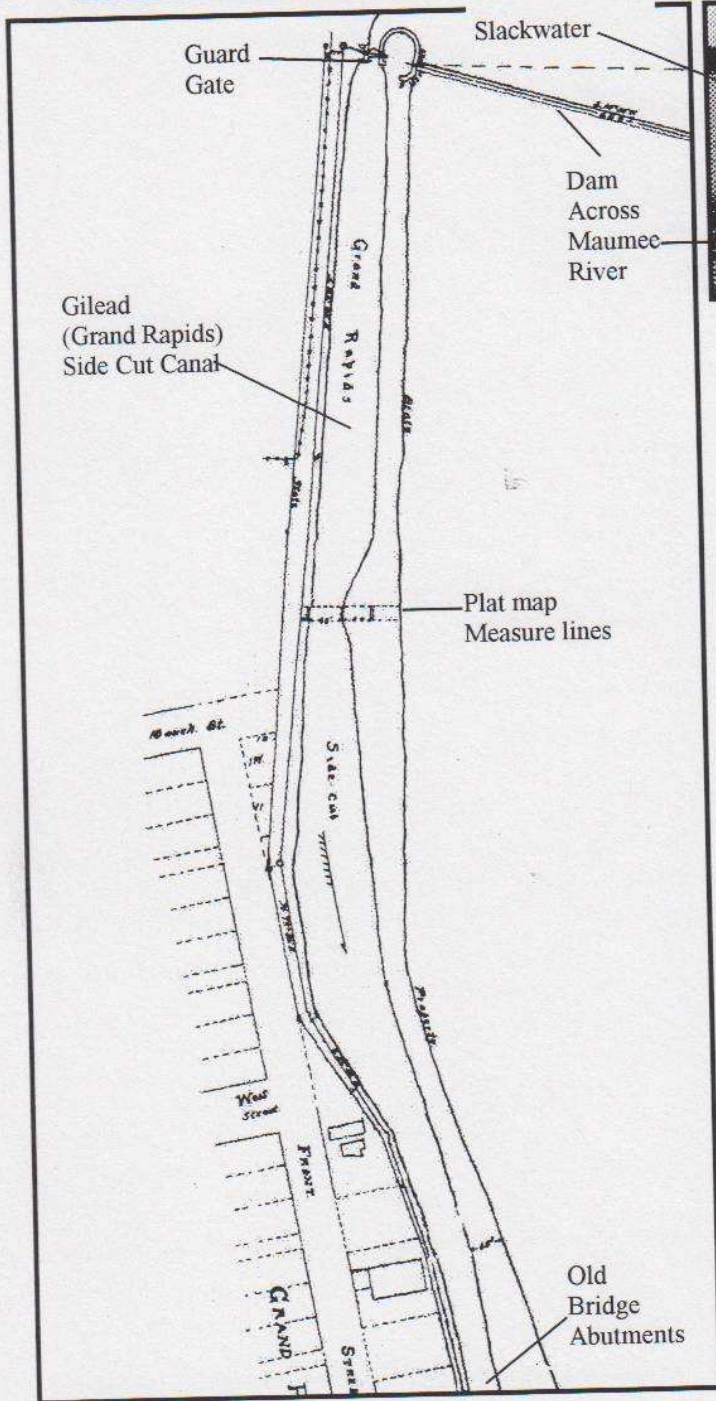


Left
 Top: Lock 44 before restoration
 Center: Lock 44 after restoration
 Bottom: Lock gate with wicket found under the soil when Lock 44 was excavated

Right
 Top: New gate ready to be placed in Lock 44
 Center: Lock gates being put into place on upstream end of Lock 44
 Center: Weir in hill east of Providence where streams emptied into the canal

LOCK 44 PROVIDENCE

GATEWAY TO THE EAST



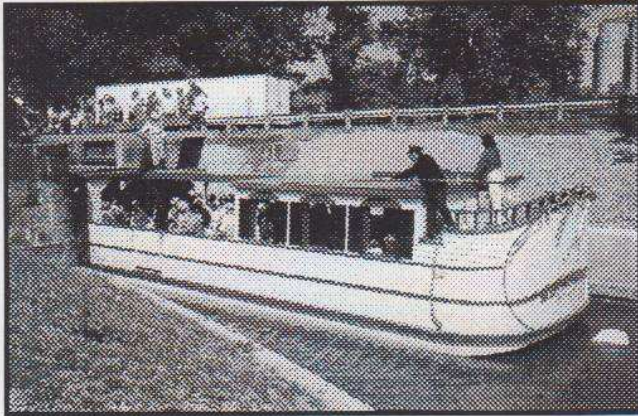
GILEAD SIDE CUT GRAND RAPIDS

Plat No. 25 Miami Wabash & Erie Canal, Lucas County,
OH, Traced on 1-25-1919 by H. E. Whitlock
Most of the measurement lines have been erased to make it easier to see the
sidecut canal and its surrounds.

GATEWAY TO THE EAST

The "Volunteer" canal boat, which cost \$252,000, was funded through donations. It was built by A+ Engineering and Fabrication, Inc. and moved to Providence Park on August 16, 1994.

"The Volunteer"

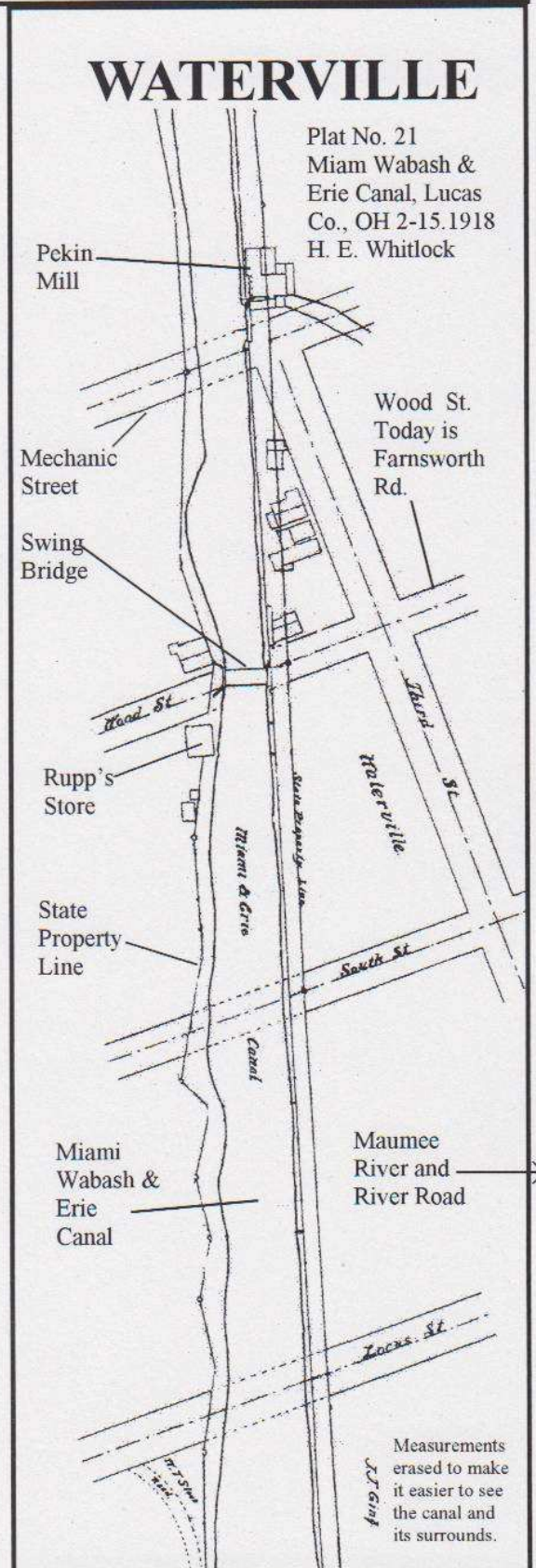


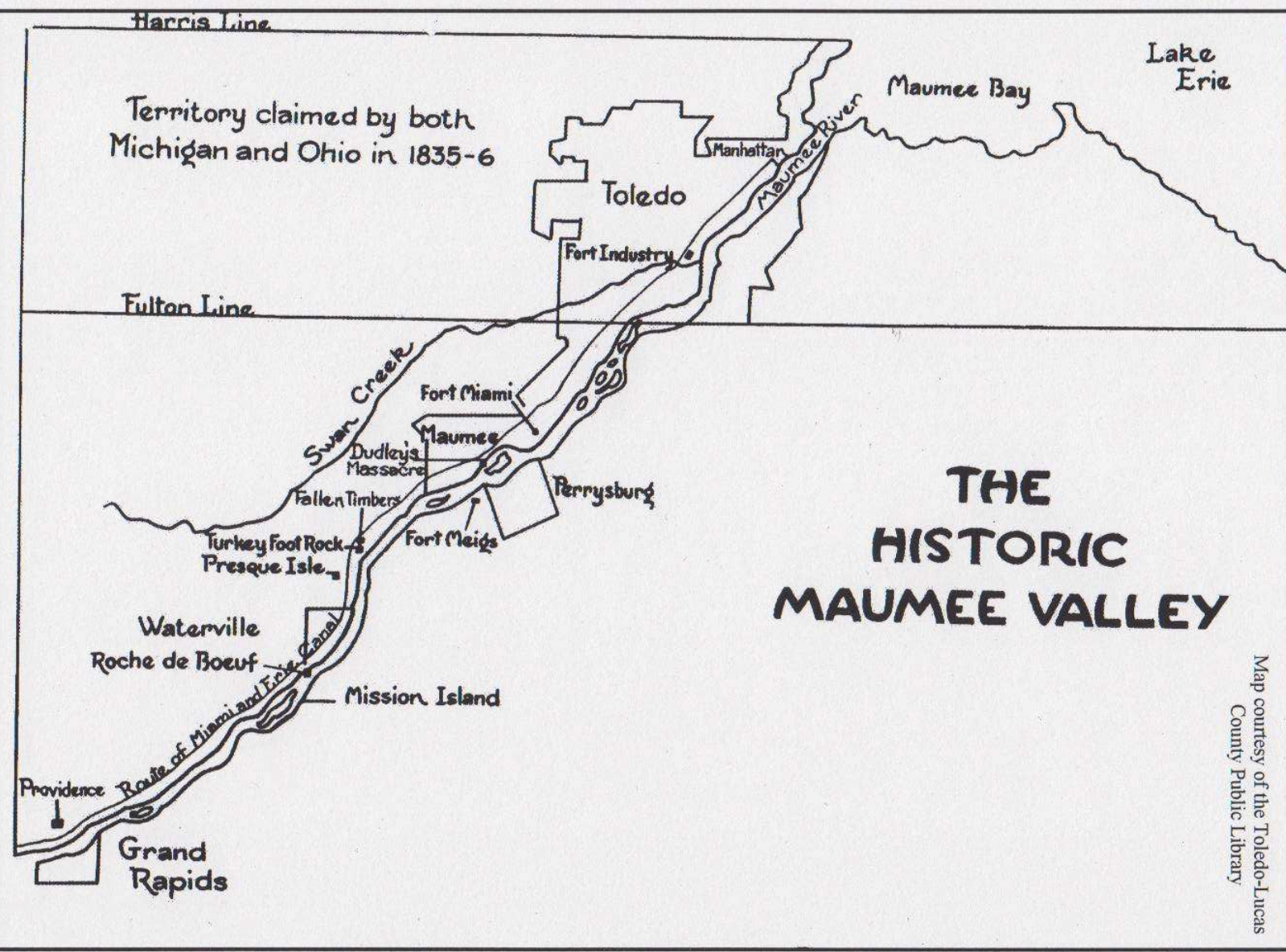
Cost of the entire restoration including artistic panels, a ticket booth, two wood frame shelter houses, and playground equipment cost a total of \$3.5 million. Some of the funds were raised by selling shares of stock in the restoration/boat project. The Canal Society of Indiana owns 4 shares. Completed in 1994 Providence Metropark is a canal destination.

Waterville

After the War of 1812 ended in 1815 peace came at last to the Maumee Valley. The territory that was ceded to the United States in 1795 at Greenville, Ohio, after Wayne's victory at Fallen Timbers was finally considered safe for settlers. On the heels of this began the Waterville that has continued to this day.

Isaac Richardson ventured here in 1814 and built a double log cabin near the old Roche de Boeuf town site (an earlier settlement). In 1816 Isaac opened the first tavern in the area. In 1818 the



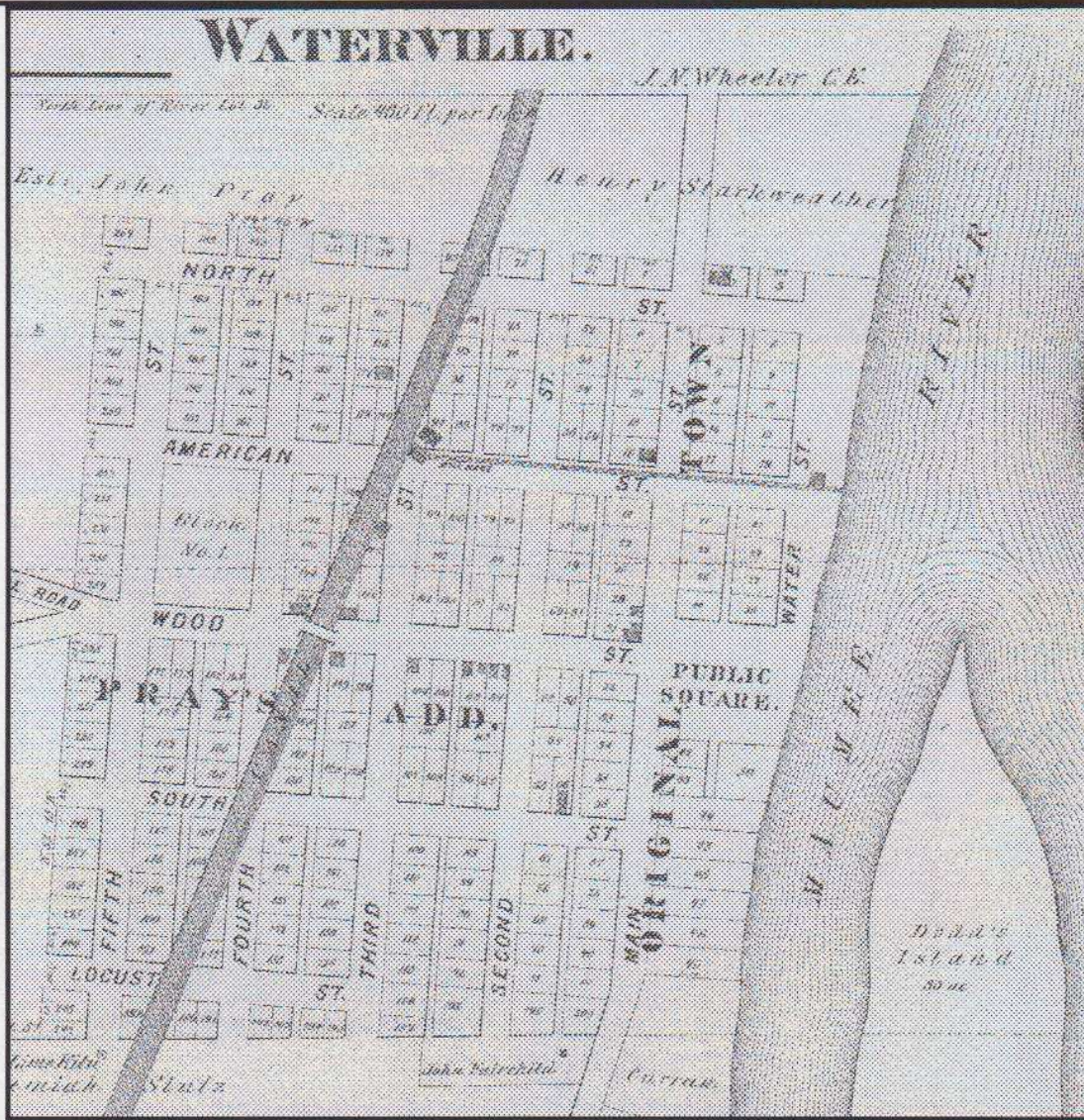


Territory claimed by both Michigan and Ohio in 1835-6

THE HISTORIC MAUMEE VALLEY

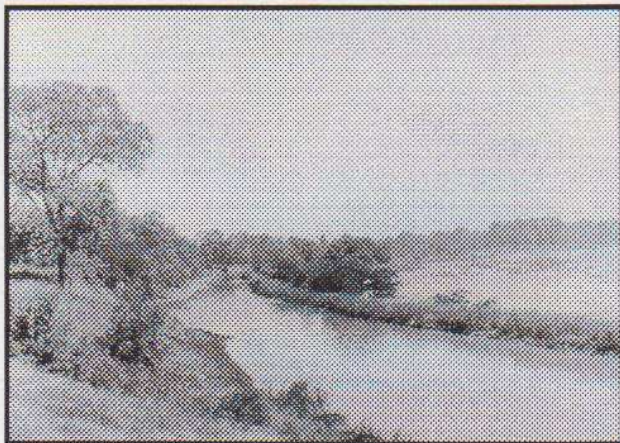
Map courtesy of the Toledo-Lucas County Public Library

GATEWAY TO THE EAST



Above: 1876 Atlas map of Waterville, OH, showing the canal route and mill race to the river
 Bottom left: The (Miami) Wabash & Erie Canal along the Maumee River near Waterville, OH
 Bottom right: The footpath bridge across the canal

Toledo/Lucas County
 Public Library



GATEWAY TO THE EAST

real influx of settlers began bringing John Swan Creek (Toledo) and Major Keeler Pray and others – all men from the New England states. The stream became steady after that, and log cabins began to dot the banks of the Maumee.

Many of the first settlers left comfortable farms and homes in the East to set out for an unknown, dangerous, disease infested wilderness – the frontier of its time. Although some were crowded out by land shortage, others sold valuable farms just to “go west”. It is true that uncleared land sold at \$1.25 to \$2.50 per acre along this fertile valley and this was a lure, but the reason for many was a spirit of high adventure. It might be supposed that only the foolhardy young would uproot entire families from familiar areas and bring them west, but Martin Gunn was 49 years old when he came and John Pray was 35. They were men of proven wisdom.

Waterville was platted in 1818 and is the oldest plat in Lucas County. Maumee was platted in 1818 and the original Port Lawrence in 1817, but this was later abandoned.

Malinda Gunn tells the story of her family’s story of arrival in Waterville as follows with comments in parentheses by Marjorie Campbell:

“We landed here from the ‘Sally’, a small vessel with Captain Pratt of Perrysburg, Master, on the 7th of August 1818. I was 13 years old. We started from Springville, N.Y. When we arrived in Buffalo our family went to Black Rock to see the ‘Walk-in-the Water’ which sailed the next week and was the first steamboat on the lakes. We landed near the mouth of

Swan Creek (Toledo) and Major Keeler Pray and others – all men from the New England states. The stream became steady after that, and log cabins began to dot the banks of the Maumee. with his family, who had just preceded us, were sick and in beds all over the old warehouse, the mosquitoes so thick that they fought them with green boughs. There was hardly any cleared land in Toledo at that time: the ground was occupied mostly by Indian wigwams.”

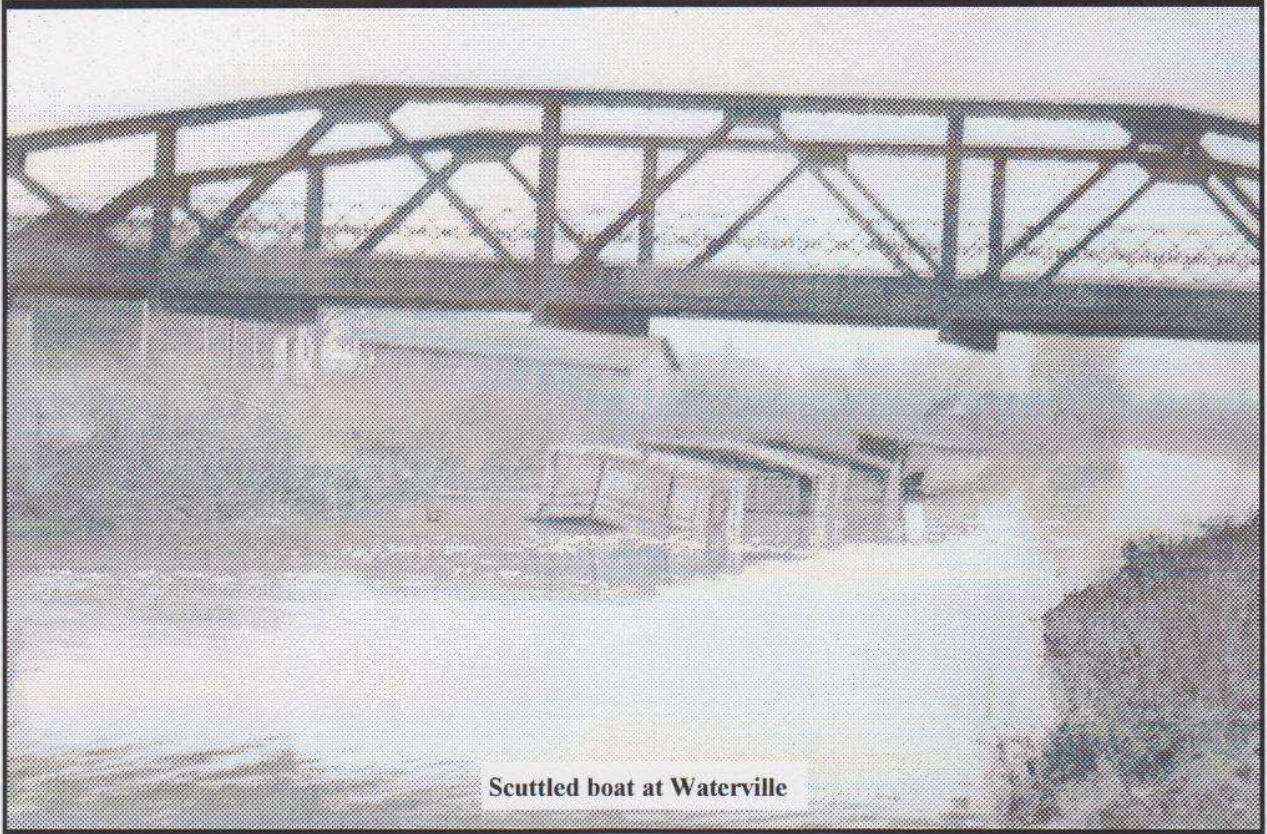
“We went to Maumee on the same vessel where there was more of a settlement. We only stopped long enough to get our dinners at Maumee; teams were waiting to take us to Waterville where we arrived the same night.....Nearly all transportation was done by water or horseback, the few roads were mostly Indian trails. Streams had to be swam or forded as there were no bridges. The nearest flouring mill was at Monroe, Michigan and the favorite way of getting grain ground was by people clubbing together and going by pirogue. The whole family was sick with the fever (ague) the autumn after our arrival, myself the least. I was sick only six months, the rest nearly a year.”

John Pray arrived in the summer of 1818, and surveying the situation, one of his first enterprises was the building of a dam across the river from what now is the rear of the school yard to the island opposite. In 1821 Pray built a grist mill, run by Maumee River water power. He also built a carding mill, a sawmill and some day a distillery. The waterfall over the dam came to be known as “Pray’s Falls”. But Pray’s best known accomplishment was the Columbia House.

Columbian House

The section of the Columbian House built in 1828 was the current 1 ½

GATEWAY TO THE EAST

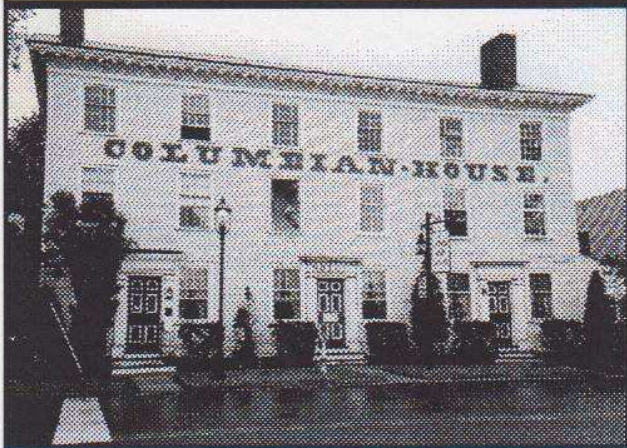


Scuttled boat at Waterville



State dredge at Waterville in 1912

GATEWAY TO THE EAST



Columbian House

Photo by Bob Schmidt

story wing on the west end along Farnsworth Street. There Pray established his trading post, tavern, and served as Waterville's first Postmaster. The three story section was added in 1837 on River Road. It had a great ballroom on the third floor and became the Waldorf Astoria of the wilderness. It was a stage stop and overnight inn. Of course tales of ghosts & disappearances prevail.

The grand opening of the 3-story part in 1837 is said to have been one of the most important social events held in the valley at that time. Tickets for the supper and ball were sold at \$7.00 each. All the prominent people within a radius of fifty miles attended Pray sent to Detroit for the musicians and, when they arrived at the new hotel, they gasped in astonishment at its refinement. For years it was the pride and showplace of Waterville.

Before, and for awhile after the Wabash & Erie Canal opened in 1843, the inn did a prosperous business. It was thronged by travelers and at times temporary beds had to be set up to accommodate the overflow. However, soon other

inns and taverns sprang up near the banks of the canal. The business district gradually moved from River Road to Third Street where it still remains. Later U.S. 24 followed River Road and was a shot in the arm for this area until U.S. 24 was again relocated to the route of the old canal.

An interesting social event occurred in October 1927 when Henry Ford held a costumed Halloween ball in the old inn. Guests were dressed in the costumes of a century ago and danced to the music furnished by the Ford orchestra, which was imported from Detroit. Cider and donuts were served in the tavern and fortunes were told in a second floor room, which was used 100 years ago as a jail cell.

Pekin Mill

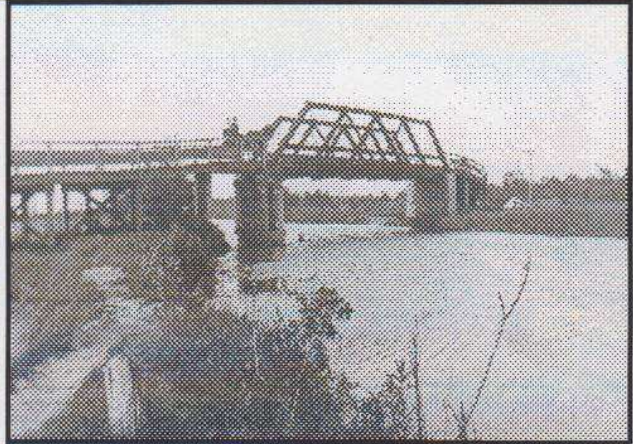
The Pekin Mill was built in 1846 on the present corner of Third and Mechanic streets near the Miami, Wabash and Erie Canal. It was 3½ stories tall and was both a flour and saw mill during the time that Waterville was the grain center of the Maumee Valley. During the peak years of the canal Waterville's population was nearly 3,000 people.

With the coming of the railroad, the town began growing to the west. A railroad depot was built west of the canal. The railroad eclipsed the canal, which was abandoned on April 4, 1927, with its land held for highways.

Rupp Store on the Canal

Probably the best known canal era photo is of Rupp's store, which opened in 1854 and went through a series of own-

GATEWAY TO THE EAST



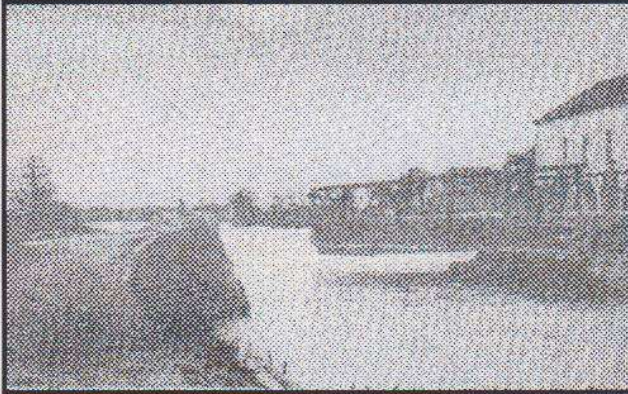
Pekin Mills with canal boat "Legal Tender"
Rupp's Store in Waterville
Toledo/Lucas County Public Library

Buggy on Waterville bridge across the canal
Canal waste way near Waterville into Maumee River

Filling in canal and Roche De Bocuf interurban bridge



GATEWAY TO THE EAST



Above: Canal swing bridge at Farnsworth Road in Waterville, OH, with Rupp's store on the right.
Below: Rupp's Store and loading dock on the Miami, Wabash and Erie Canal. Toledo/Lucas County Public Library



Roche De Boeuf

This once-massive limestone rock outcropping standing in the Maumee river has marked many events in the history of the valley. It was a legendary sacred meeting site for Native Americans and the place where they gathered before the Battle of Fallen Timbers in August 1794. Early records indicate a nearby French settlement in the 1700s was called both Roche de Bout and Roche de Boeuf, but for the last hundred years or so the latter has been most frequently used for both the rock and the lost settlement. About one-third of the rock was destroyed when the railroad bridge was built which caused a great controversy.

Historic Photo



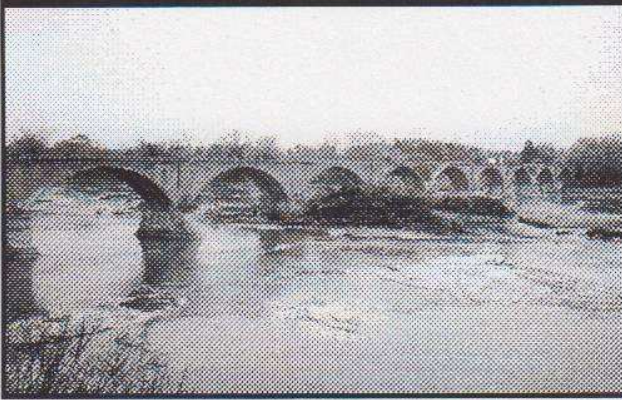
Roche De Boeuf

ers. In 1883 it was acquired by Jacob and David Rupp. It was located on the canal and faced toward Farnsworth Street. Canal boats could be easily loaded or unloaded on its dock. The inside of the store was lighted by a kerosene lamp. The room had 30-foot-long counters on either side. Shelves on one side of the store displayed gingham and calico dress goods and all types of men's apparel with overalls and heavy boots predominating. On the other side was tin ware, china, and household utensils. Groceries were sold at the rear. The center of the store was occupied by a large stove and barrels of sugar, vinegar, cider and kerosene were placed against the front wall. The building was razed in the 1930's.

The huge limestone outcropping in the Maumee River near Waterville was a landmark for Native American gatherings. Early explorers noted the feature in their diaries. Rock of Beef or Rock Point are two different interpretations for the Rock pronounced as "Roash de Boo". It is known that Anthony Wayne and his troops camped nearby on August 18 1794 establishing Fort Deposit to store his supplies as he moved on August 20th to Fallen Timbers. His camp is where the present Hillcrest Care Center is located. William Clark in his journal notes "Rocke de Bout is a small island or craggy rock"

The National Bridge Company of Indianapolis, Indiana built the beautiful 12 arch, 1220-ft.-long, interurban rail bridge over the Maumee in 1908. One of its pil-

GATEWAY TO THE EAST



Waterville's interurban railroad bridge was built across the Maumee at Roche De Boeuf. P - Bob Schmidt

lars is supported by the rock. Its height is about 45 feet above the water level of the river. The bridge was the subject to great controversy since about 1/3rd of the Roche de Boeuf was destroyed in the process of building the bridge. However, the community was left with a Roman Aqueduct style landmark.

The Lima-Toledo Traction Co, the Ohio Electric Railway and the Cincinnati and Lake Erie Railway at various times operated the line until 1937. Placed on the National Register of Historic Places in July 1972, the bridge remains today as a



The Toledo Art Studio was housed on this canal boat and did business along the Miami, Wabash & Erie Canal. Here it is shown four miles west of Waterville, Ohio, on the canal with the Maumee River in the background.

Toledo, Lucas Co. Public Library

beautiful but deteriorating landmark of the Maumee Valley.

Maumee

The town of Maumee, OH, was platted in 1817 at the foot of the rapids of the Maumee River following the signing of the Treaty of the Rapids. One of its earliest founders was Dr. Horatio Conant after whom Conant Steet is named.

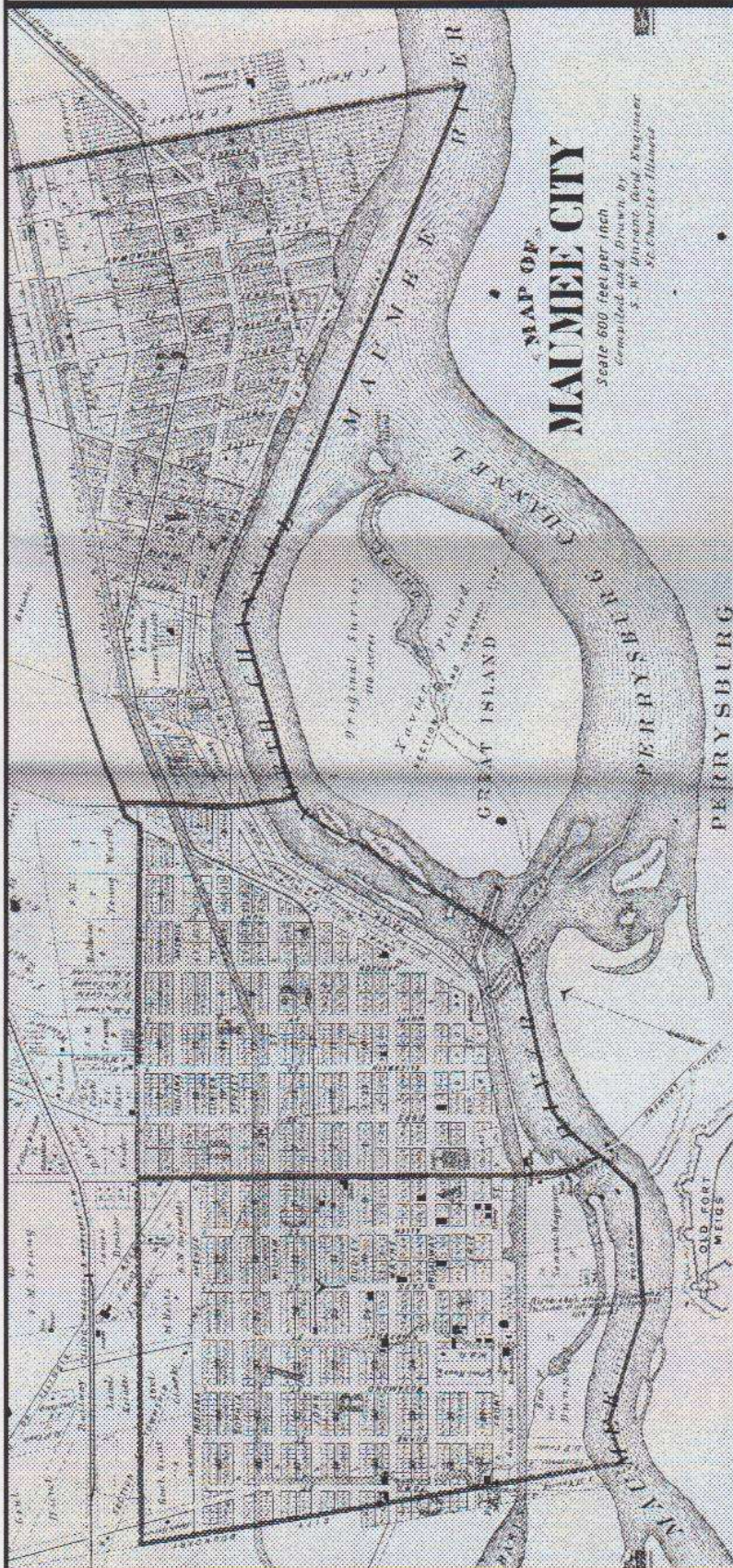
The Maumee River was navigable up to the foot of the rapids thus the towns of Maumee and Perrysburg on its opposite bank grew up at this stopping point. Commercial sailing ships had arrived as early as 1816. In 1818 the first steam boat to cross lake Erie, the "Walk-in-the-Water" coming from Buffalo, NY, was unable to go any further than Swan Creek due to the depth of the river. She plied Lake Erie from Detroit to Buffalo until she ran aground in 1821.

The first steamer to arrive at the foot of the rapids was the "General Brady" in 1833. Maumee became a flourishing center for river trade from Lake Erie. Goods were trans-shipped from this point to the west.

In 1835 the boundaries of Wood County were changed. Anything north of the Maumee River became Lucas County named for Governor Robert Lucas. At that time the county seat was moved from Perrysburg to Maumee, but Toledo disputed this change wanting the county seat for itself. The dispute was finally settled in 1840 when Maumee officially became the county seat.

On August 22, 1836, Maumee was

GATEWAY TO THE EAST



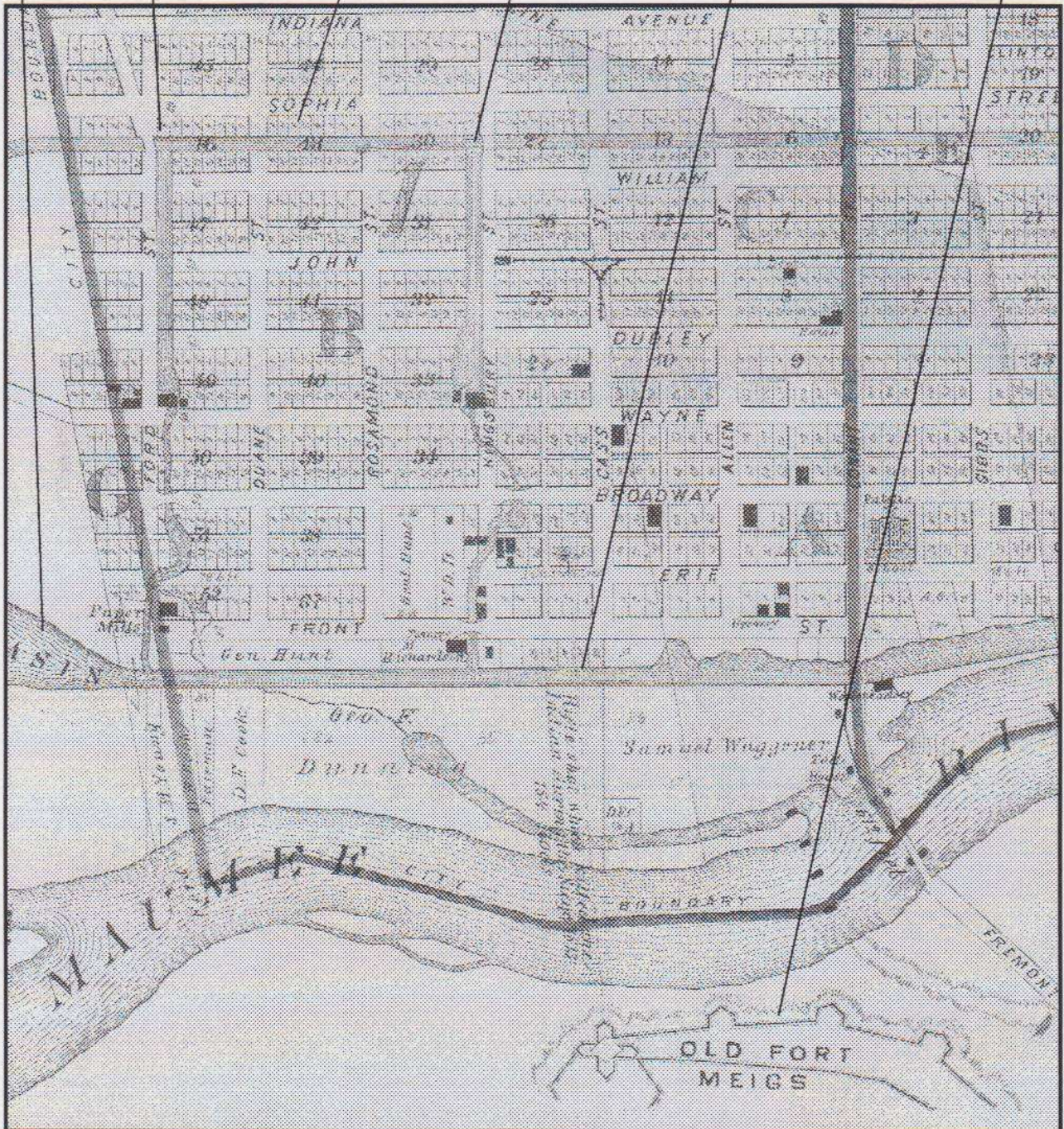
MAUMEE

1876 COUNTY
ATLAS

GATEWAY TO THE EAST

ANOTHER PORTION OF THE
1876 COUNTY ATLAS MAP OF
MAUMEE, OH

Canal Basin Fort Street Millrace to Side Cut (Miami) Wabash and Erie Canal Kingsbury Street Millrace to Side Cut Maumee Side Cut Canal Ft. Meigs



GATEWAY TO THE EAST

A PORTION OF A MAP OF
MAUMEE, OH FROM THE 1876 COUNTY ATLAS

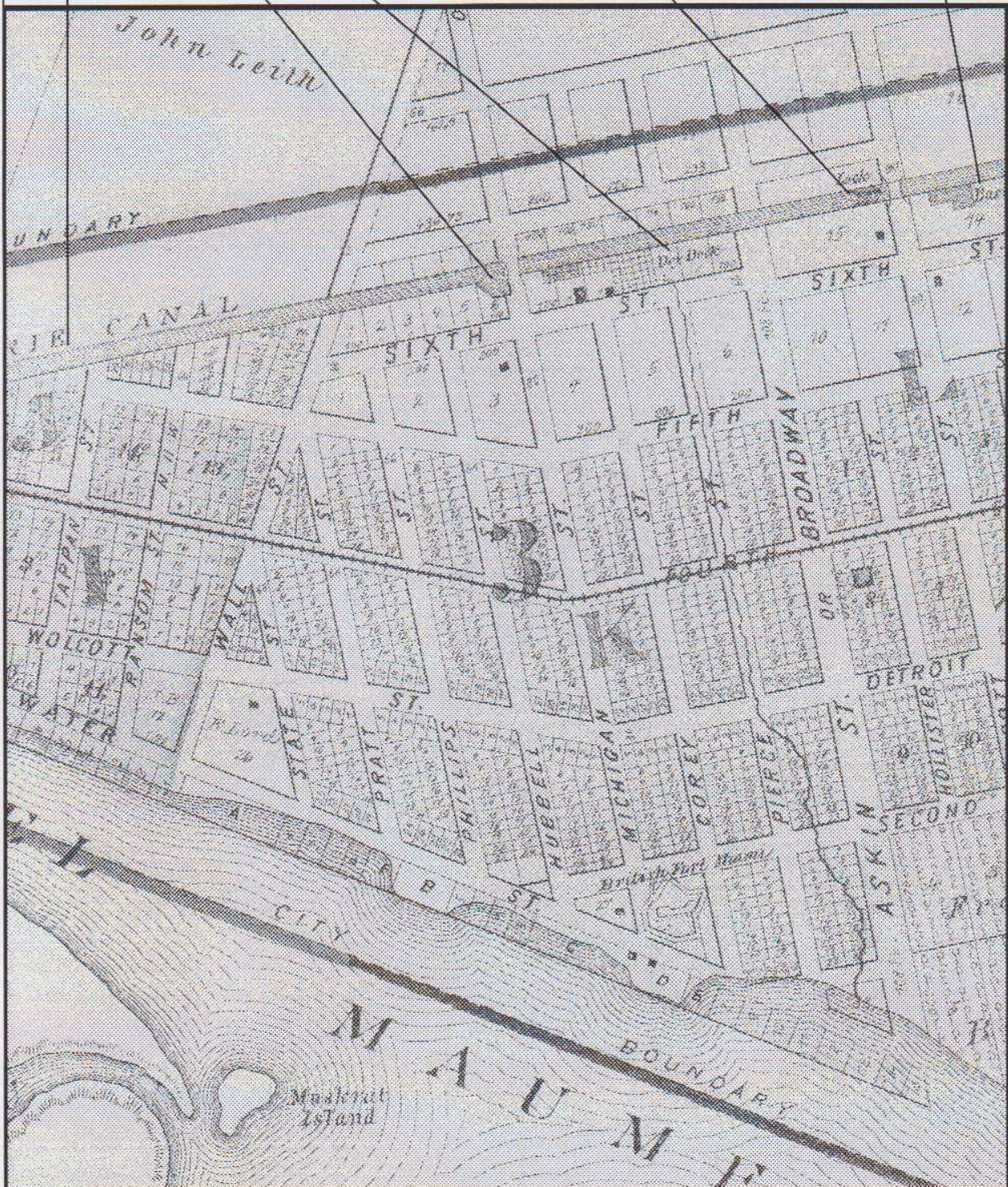
(Miami) Wabash
And Erie Canal

Canal
Basin

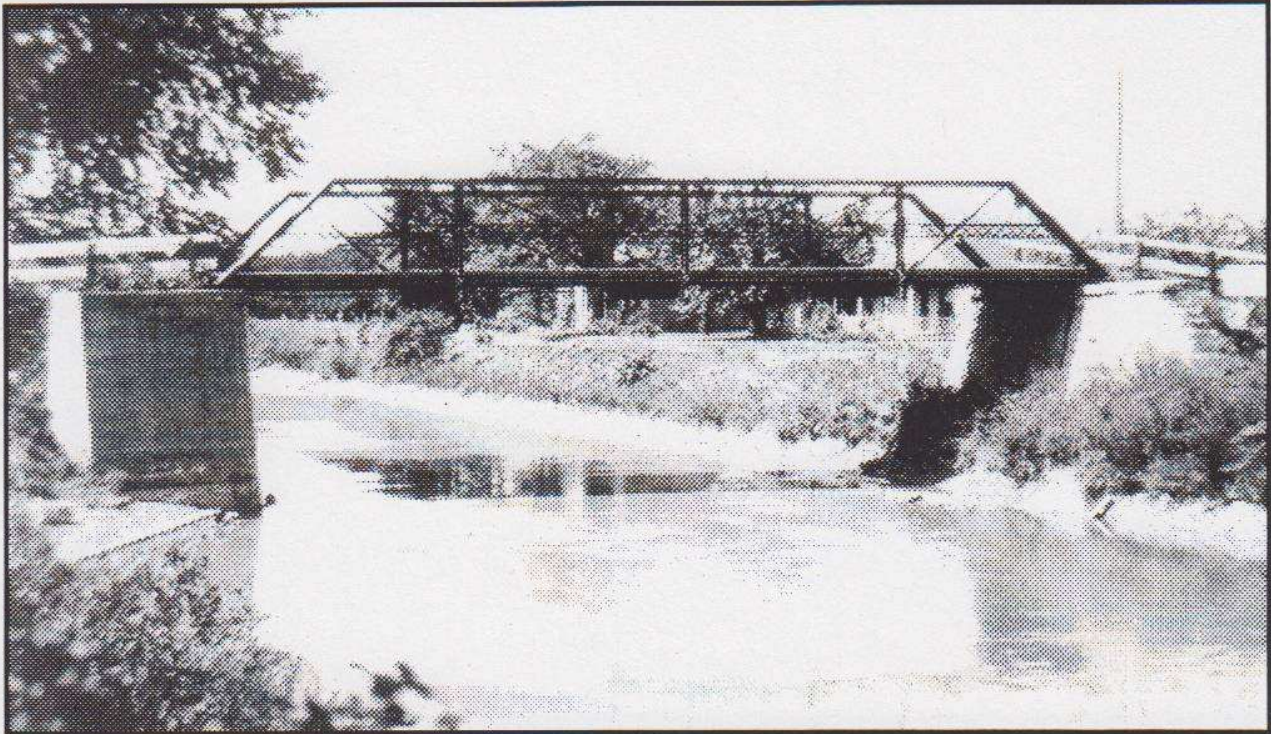
Dry
Dock

Lock 45 (Note that the lock has been drawn in
backwards. The arrows should face upstream.)

Canal
Basin



GATEWAY TO THE EAST



Above: The Kingsbury Street Bridge over the (Miami) Wabash & Erie Canal in Maumee, Ohio

Below: This set of gates, which was the last set from one of Toledo's locks, was recycled and installed by the park board in Lock 2 of the abandoned locks in Maumee Side Cut Park in 1930.

Toledo/Lucas County Public Library



GATEWAY TO THE EAST

chosen to be a terminus on the Wabash was Dr. James Wolcott, who owned his own ship for his forwarding business. A 1.5-mile-long side cut was to be built from the mainline canal. It would drop canal boats 63 feet via 6 locks to the Maumee River.

Maumee Sidecut Canal

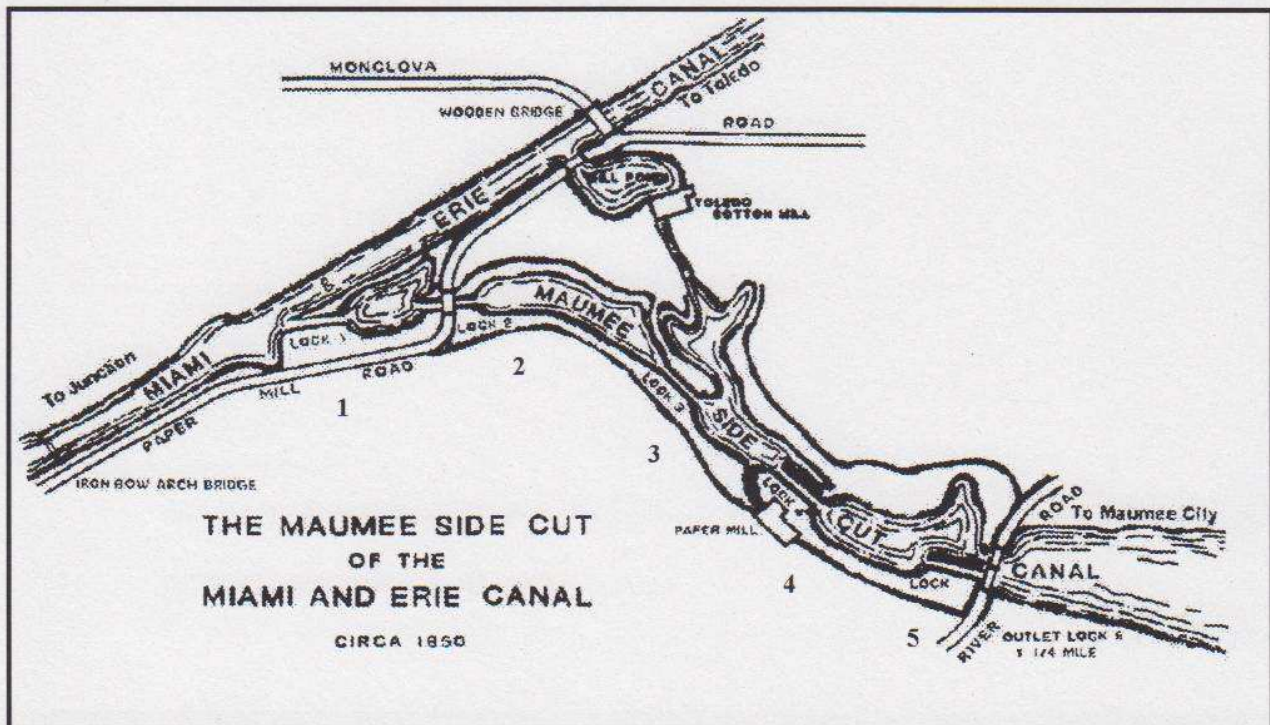
By 1837 eleven towns had been platted in the Maumee Valley. They all head for a Wabash and Erie Canal terminus or a shipping point. Those on the east side of the Maumee were Lucas City, Orleans and Perrysburg. They did not have direct access to the canal.

Completed in May 1842 and opened on May 8, 1843 with the "Albert S. White" being the first boat through the locks, the Maumee Sidecut further stimulated business in Maumee. An imposing Greek Revival courthouse was built and paid for by private subscription from the town's citizens. Before long Maumee was a center of commerce and shipbuilding and had 3 miles of ship docks and around 20 stores. One of its leading merchants

The stone for the six locks of the Maumee Side Cut came from the Marblehead quarry on the Sandusky peninsula and was brought in by lake ships. The locks were 15 feet wide and 90 feet long. During the construction of the Anthony Wayne Trail most of the stone from Lock 1 was removed and used to make improvements in Maumee Side Cut Park. Today Lock 1 is buried under U.S. 24, Locks 2-5 are located in Maumee Side Cut Park (what little rough cut stone seen where Lock 5 was located is probably from a bridge) and Lock 6 is 1 1/4 miles away in Towpath (Klewer) Park at the Maumee River.

The Maumee Side Cut had two mill races connected to it from the mainline of the (Miami) Wabash and Erie

(Continued on page 54)



GATEWAY TO THE EAST



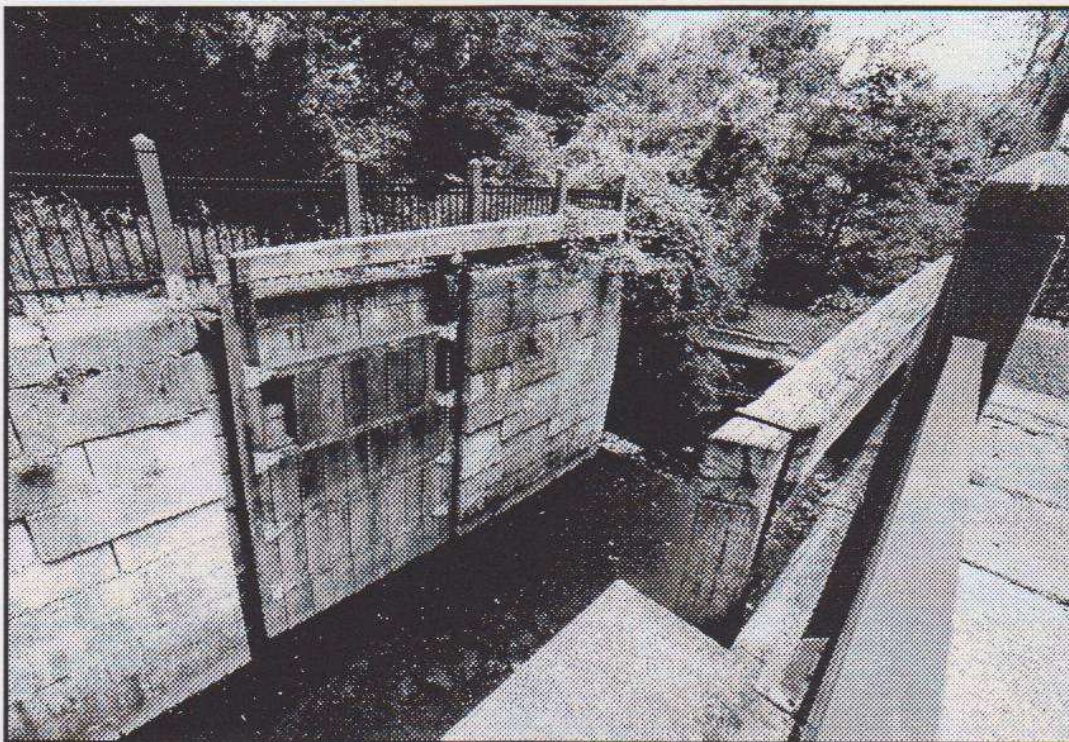
Above: Lock 1 of the Maumee Side Cut Canal had most of its stone removed for the Anthony Wayne Parkway. Today it is covered by U. S. 24.

Below: Lock 2 of the Maumee Side Cut Canal was crossed by an elevated bridge. The bridge abutments still remain. Today a pedestrian bridge crosses the lock, railing is placed along one side and steps take the visitor down to the level of the canal. To the right of the pedestrian bridge is a nature center, which affords excellent bird watching. The center is not shown on this photo.

Photos by Scott Bieszczad



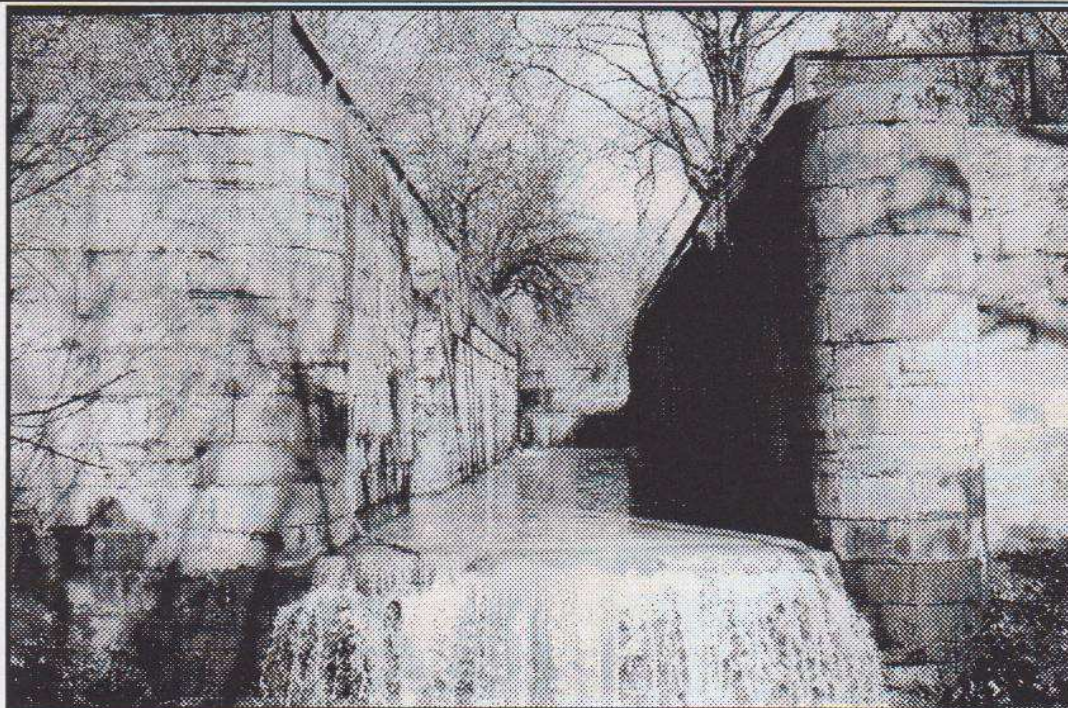
GATEWAY TO THE EAST



Above: Lock 3 of the Maumee Side Cut Canal has an excellent example of lock gates. Below the lock is a stone foot bridge that was probably built of stone removed from Lock 1 by the WPA. The picturesque bridge with lock in the background has been painted by local artists. The bridge is barely visible below the lock entrance.

Below: Lock 4 of the Maumee Side Cut Canal has a marker placed on it by the Toledo section of the American Society of Civil Engineers in 1976 recognizing the locks, which operated from 1843-1850, as an engineering landmark. It also has a stone foot bridge beyond its lower end. Note the rounded end of the lock at the right. A paper mill was adjacent to this lock.

Photos by Scott Bieszczad above and Bob Schmidt below

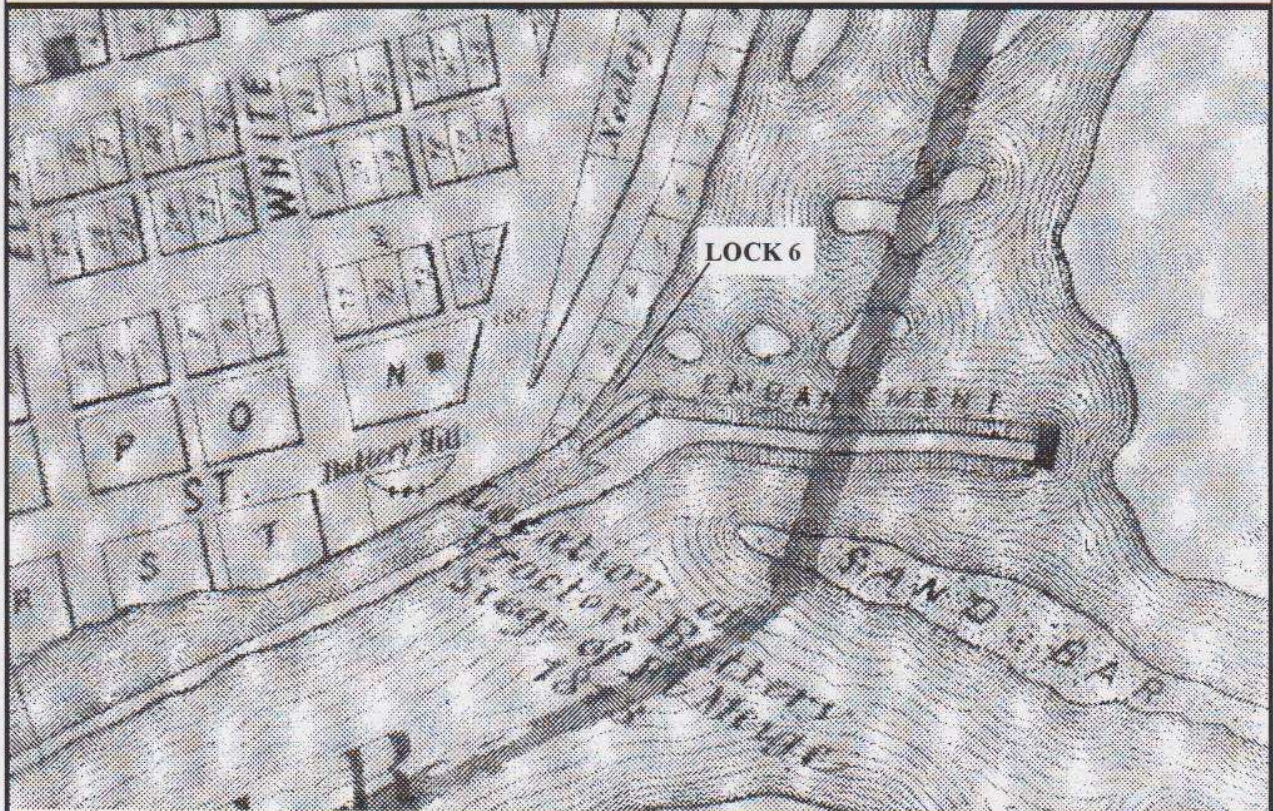


GATEWAY TO THE EAST

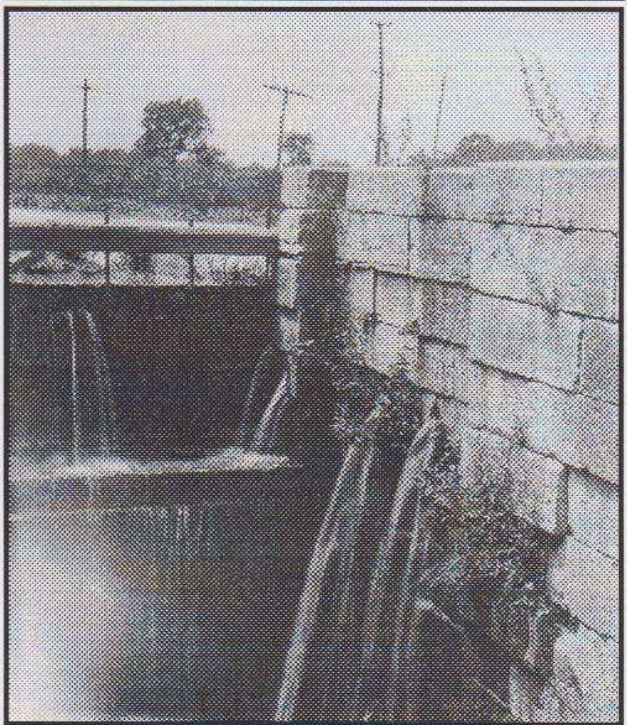
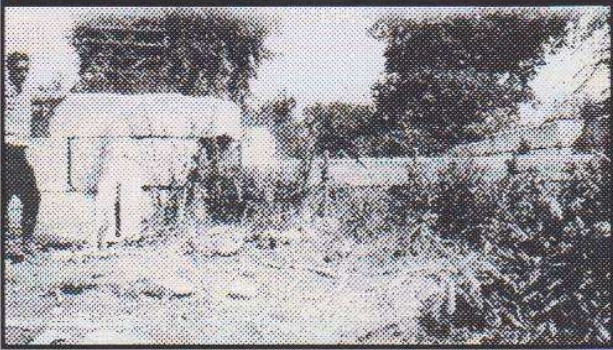


Lock 6 of the Maumees Side Cut is in poor condition. In the distance is the entrance to the Maumees River. The map below shows how an embankment was built into the Maumees River to protect Lock 6 from being silted in.

Photo by Bob Schmidt



GATEWAY TO THE EAST



Maumee Side Cut Canal

Lock 1 Maumee Side Cut Canal
 Lock 2 looking back to Lock 1
 Lock 4 Maumee Side Cut Canal 1920s

Lock 2 Maumee Side Cut Canal by survey team
 1920s view of lock
 Lock 5 Maumee Side Cut Canal Toledo/Lucas Co. Pub. Li-

GATEWAY TO THE EAST

(Cont. from p. 49) Canal. They were located on Ford Street and on Kingsbury Street. Also located on the Kingsbury Street millrace at Harrison Street was a broom factory. A business that used water from the Maumee Side Cut to power its machines was the Maumee Woolen Mills located on a strip of land between the side cut and the river where present day Ohio 25 crosses the Maumee River. Just below the woolen mills was a toll house for the river bridge.

Lock 6 of the Maumee Side Cut was located in Towpath (Klewer) park at the end of Harrison Street and a short distance below Battery Hill of Proctor's battery siege of Ft. Meigs in 1818. It locked boats into the Maumee River. At this terminus a large embankment was built into the river to prevent sediment from clogging the lock in the shallow water.

Although 3,753 boats used this side cut in 1848, it was abandoned by the State of Ohio in 1850. Once work commenced on the mainline canal to Toledo in 1845 bypassing the side cut along with too shallow water in the river at times for boats to enter it, the side cut was useless except for local traffic.

During the 1850s the town of Maumee faced some problems. The railroads were draining off business and the Maumee River was too shallow to handle the larger ships that were being built. In 1853 the county seat was moved to Toledo.

In the 1880s there was a short "gas boom." but Maumee stayed a little town until the 1970s. From then to today, Maumee has grown and its boundaries expanded to become one of the largest business centers in northwest Ohio.

Historic markers have been erected and a district of the town has been placed on the National Register of Historic Places. Also listed individually on the register are many buildings east of Conant Street. These include the House of Four Pillars, a 1835 pre-Civil War house that was refuge for fugitive slaves and later housed Theodore Drieser as he wrote his first chapters of **Sister Carrie** while visiting; the Wolcott House built in 1827-36 for Mayor James Wolcott, a Connecticut entrepreneurs, and his wife, Mary Wells, the daughter of Indiana scout, William Wells, and the grand-daughter of Chief Little Turtle; the Linck Inn built in 1836 and the oldest commercial structure in Lucas County; the Forsythe-Phul House built in 1827 and home for the first mayor of the town; the Isaac Hull House built in the 1830s; Union School built in 1875; the First Presbyterian Church Chapel built in 1837; and St. Paul's Episcopal Church built in 1841. Old Fort Miamis, the first fort on the river, is now a city park.

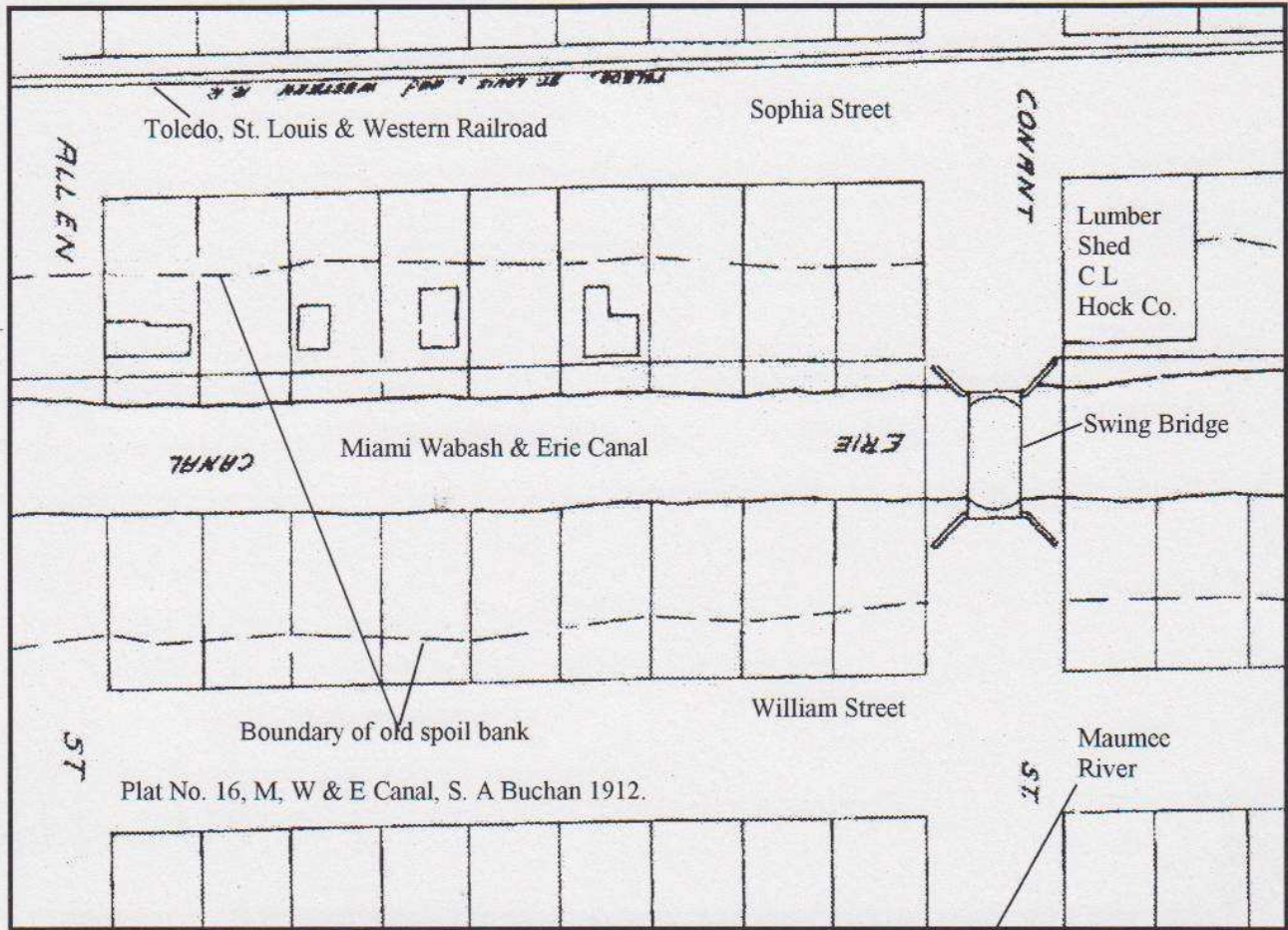
An Ohio State Format Marker stands at the site of Dudley's Massacre on River Road. It reads:

"Here on May 5, 1813, Colonel Dudley's troops spiked the British artillery besieging Fort Meigs; but in the exhilaration of victory they were led into ambush where over 600 were lost."

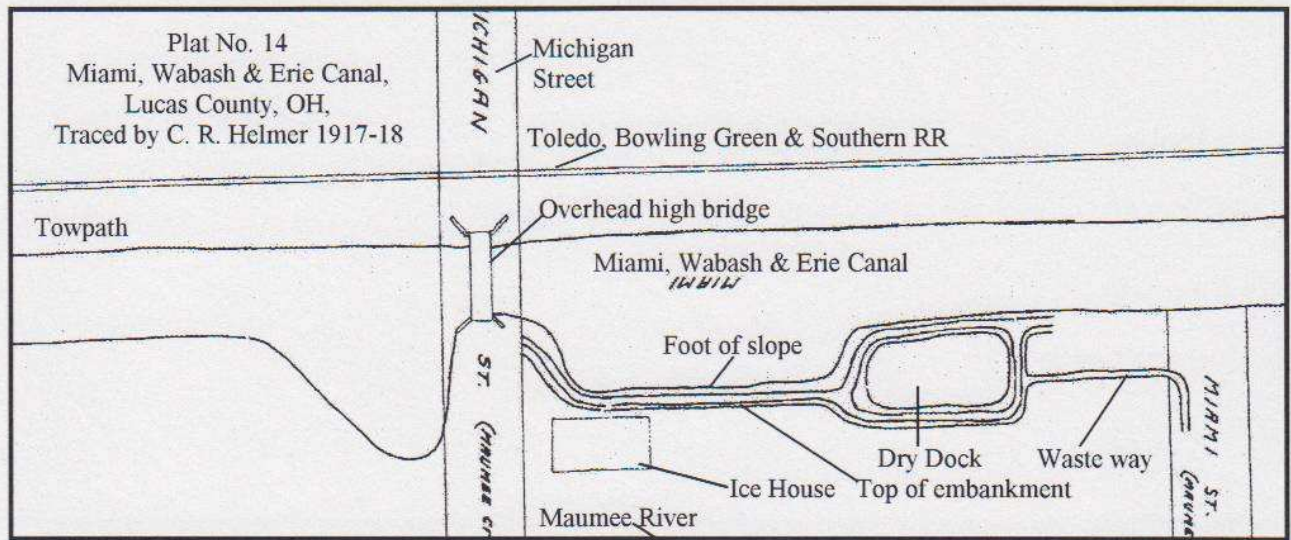
Another marker nearby is about The Old Plantation and reads:

"Levi Beebe built in 1836 this structure then known as the Commercial Building housing stores, bank, and post office. During the canal era, the building was a stagecoach stop and social center for Maumee, the Lucas County seat until 1853. Later the inn was called the Neely House, Schiely House, the Bismark, Seurin Hotel, Langley Inn, and, after 1940, The Old Plantation."

GATEWAY TO THE EAST



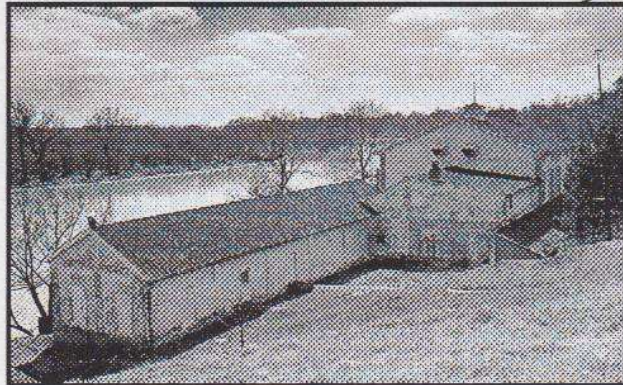
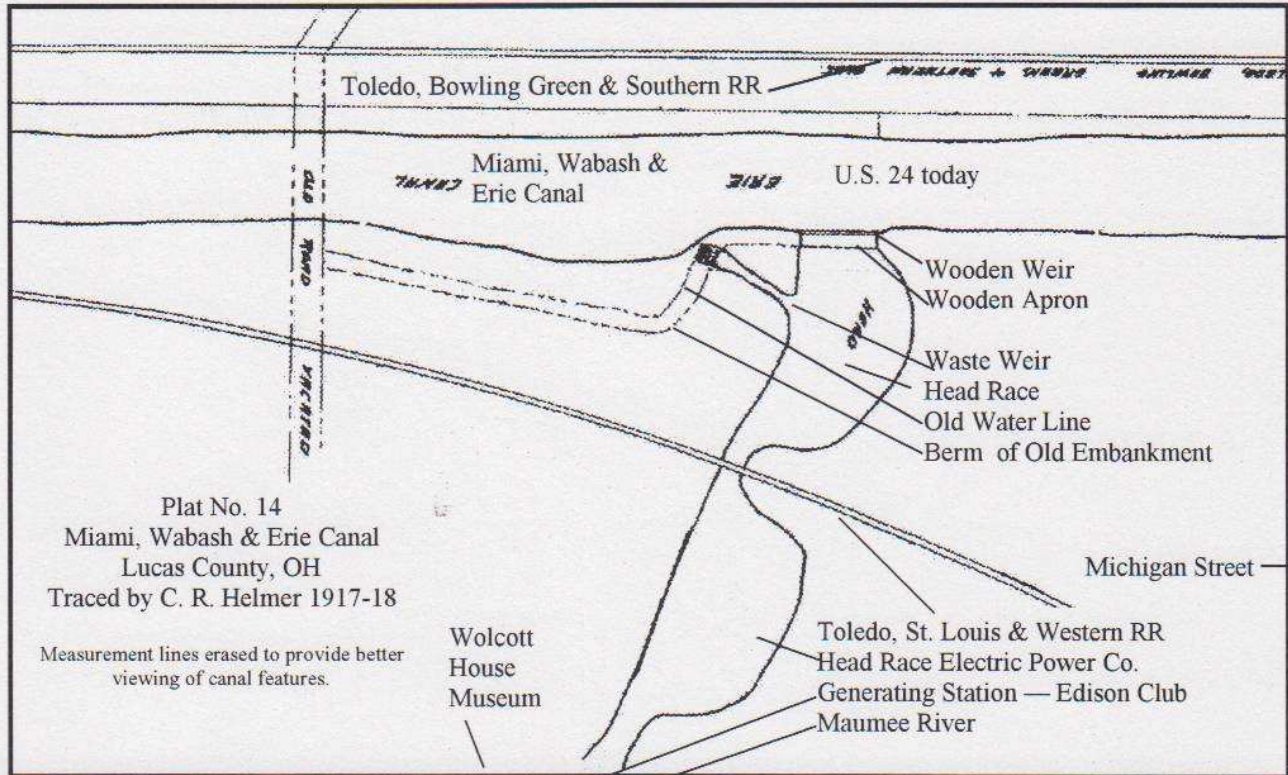
Plat No. 16, M, W & E Canal, S. A Buchan 1912.



Plat No. 14
Miami, Wabash & Erie Canal,
Lucas County, OH,
Traced by C. R. Helmer 1917-18

**MIAMI, WABASH & ERIE CANAL STRUCTURES
IN MAUMEE, OHIO, ADAPTED FROM PLAT MAPS**

GATEWAY TO THE EAST



Diagonally and across the street from the Wolcott House Museum was located an electric generation plant for the Maumee Power Company, which was used later by the Edison Club. The plant was powered by canal water, which was diverted from the (Miami) Wabash & Erie Canal located where Anthony Wayne Parkway is today via a wooden weir. The head race was carried under Broadway toward the river via a culvert. Later club members walked to the club via the culvert.

Photos courtesy Toledo/Lucas County Public Library

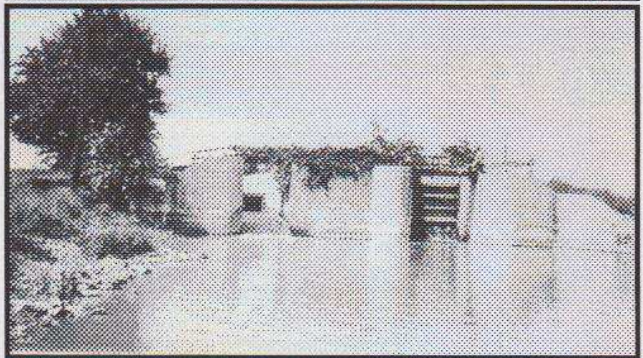
GATEWAY TO THE EAST

Maumee Power Company Intake With Weir At Entrance
 Canal flows north through upper end of picture
 Intake flows to right side of picture



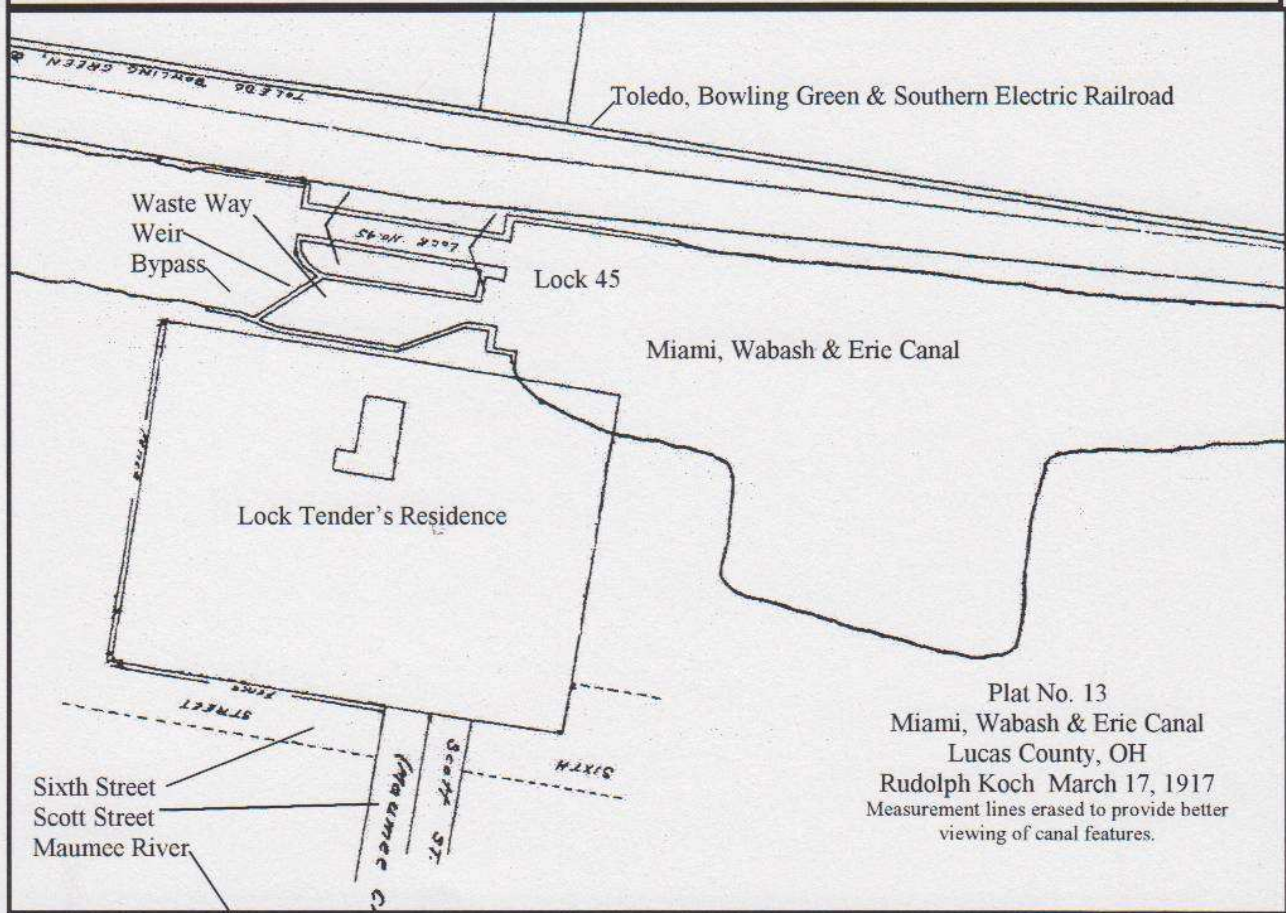
Nickel Plate Railroad Bridge Across Intake To
 Maumee Power Company

Lock 45 Maumee — Toledo 1927 Survey



1. Upstream toward Waterville
2. Downstream toward Toledo
3. Downstream toward Toledo
4. Downstream toward Toledo

GATEWAY TO THE EAST

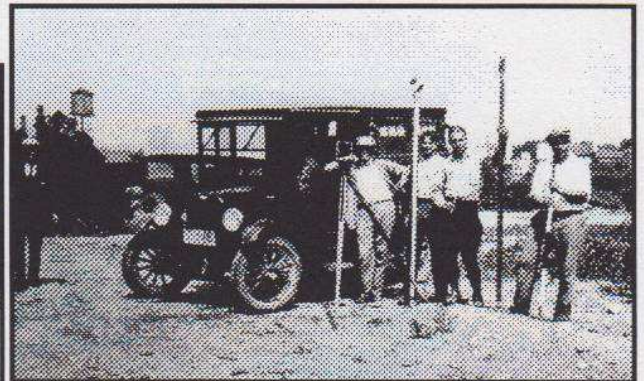
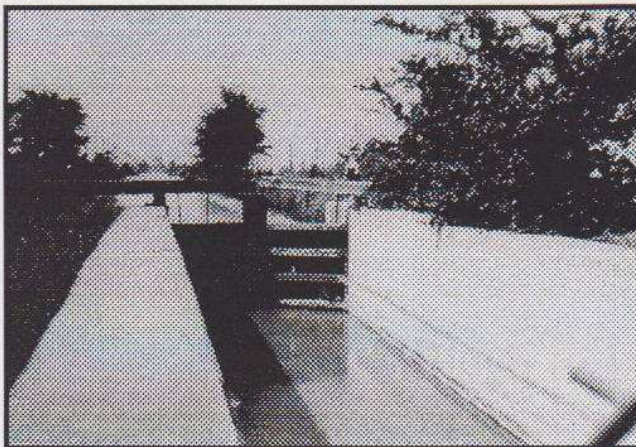


Returning to the route of the (Miami) Wabash & Erie Canal

The canal level between Lock 44 at Grand Rapids and Lock 45 before reaching Toledo was 19 miles long making it one of the longest levels in Ohio. Lock 45 was called the Port Miami Lock. Although it was located at approximately Sixth and Scott Streets, if it were still there today it would be near Lock Haven Boulevard where An-

thony Wayne Trail/US 24-25 intersect. The name Lock Haven points out where the lock was once located. This is slightly northeast of old Ft. Miamis on current day maps.

Today motorists traveling northeast along the trail can see a stone structure to their right in this area. It is probably not a part of the lock since

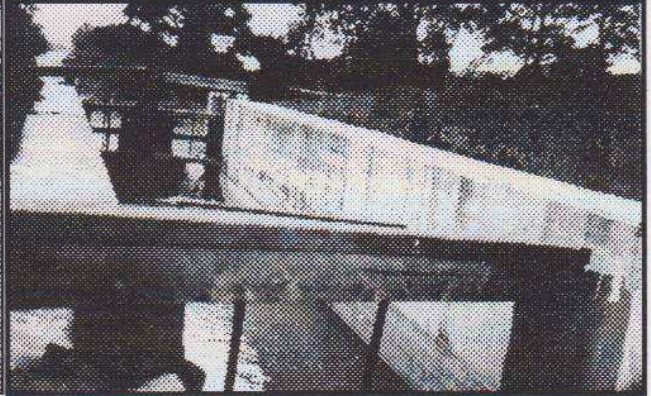


Left: This photo of concrete Lock 45, which replaced the original stone lock, was made by the canal survey team above in 1927. Toledo/Lucas County Public Library

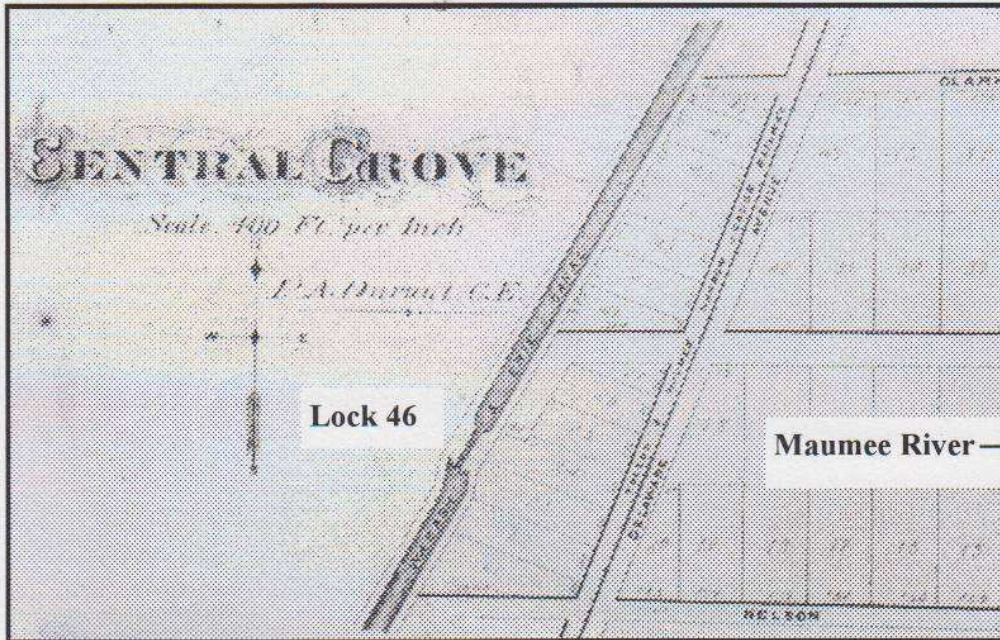
GATEWAY TO THE EAST



This stone structure along Anthony Wayne Trail is near location of Lock 45 but is probably a bridge abutment.
Photo by Scott Bieszczad

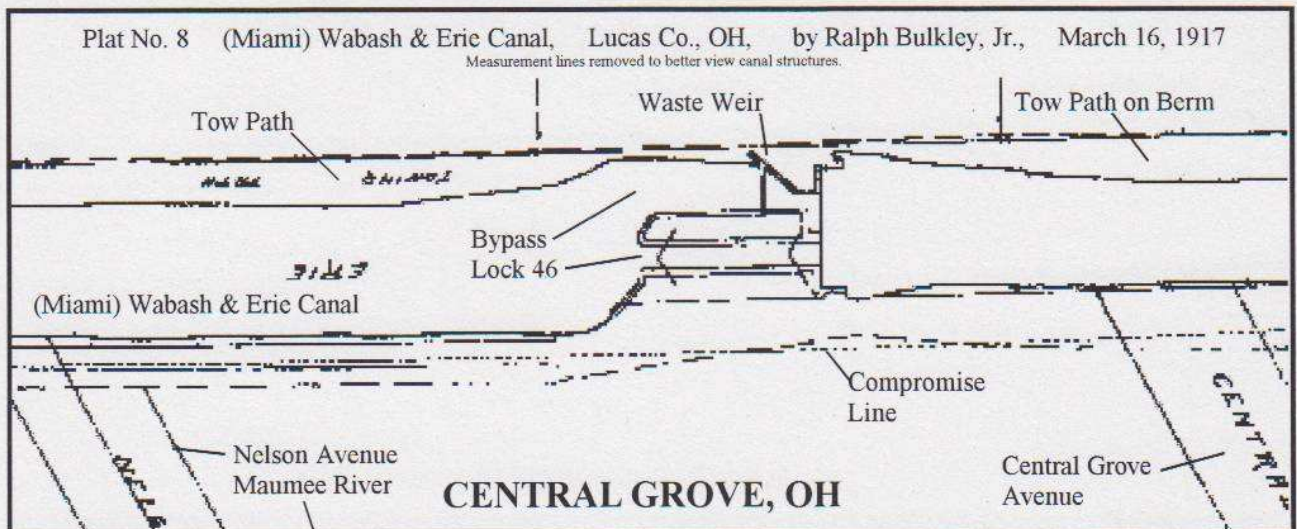


Concrete Lock 46 replaced the original one and is seen here at the time of the survey of the canal.
Toledo/Lucas County Public Library



these locks were completely removed and replaced with monolithic concrete locks. The structure is probably the remains of a bridge abutment.

Although nothing remains today, Lock 46 was located in the Toledo development known as Central Grove. Today the site is on the Anthony Wayne Trail between the Toledo Christian Academy



GATEWAY TO THE EAST



Concrete Lock 46 Toledo/Lucas County Public Library

wide. Atop the culvert the canal prism was built up of soil. (See plat map on the previous page) Today the Anthony Wayne Trail crosses the creek.

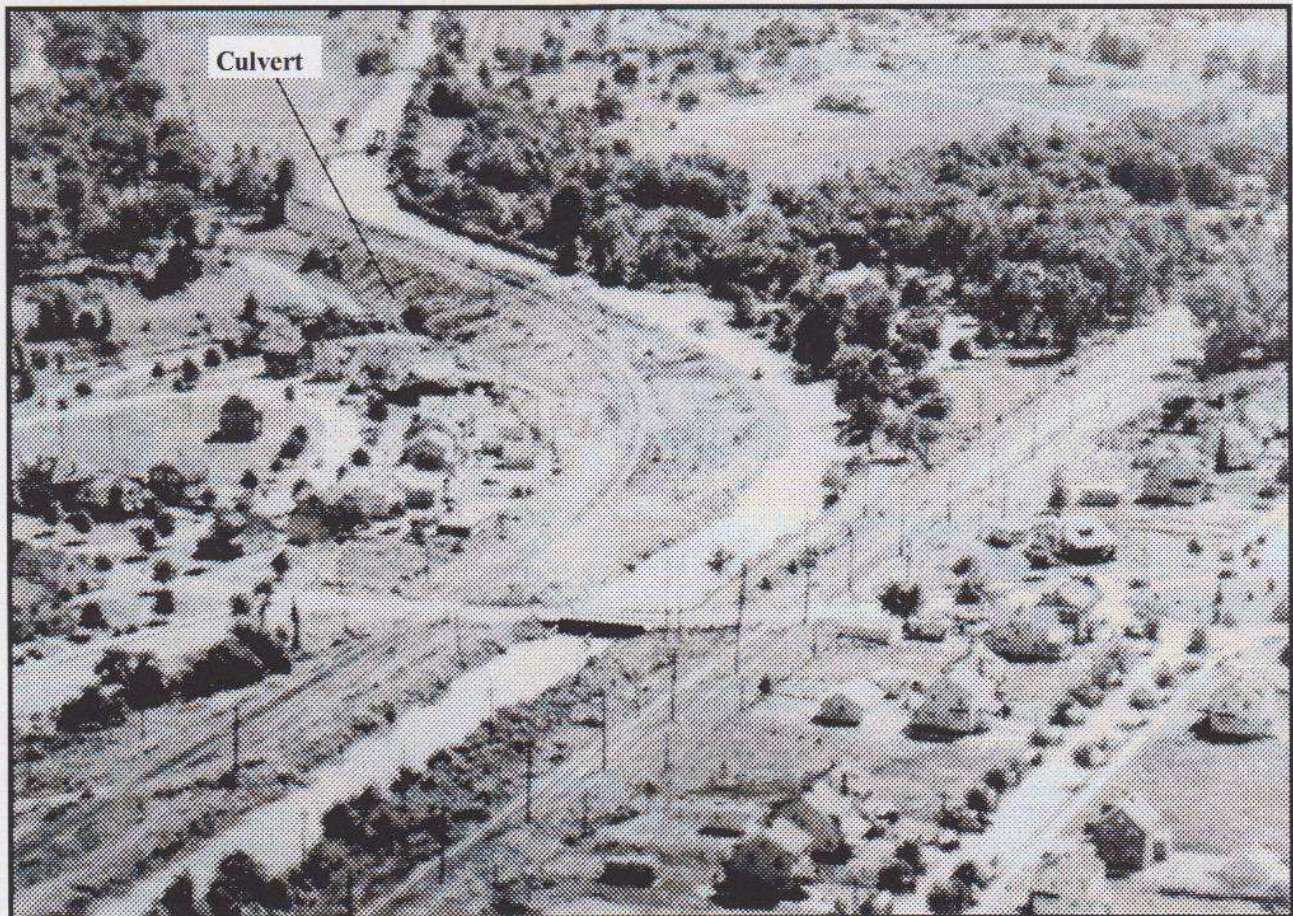
Delaware Creek Culvert



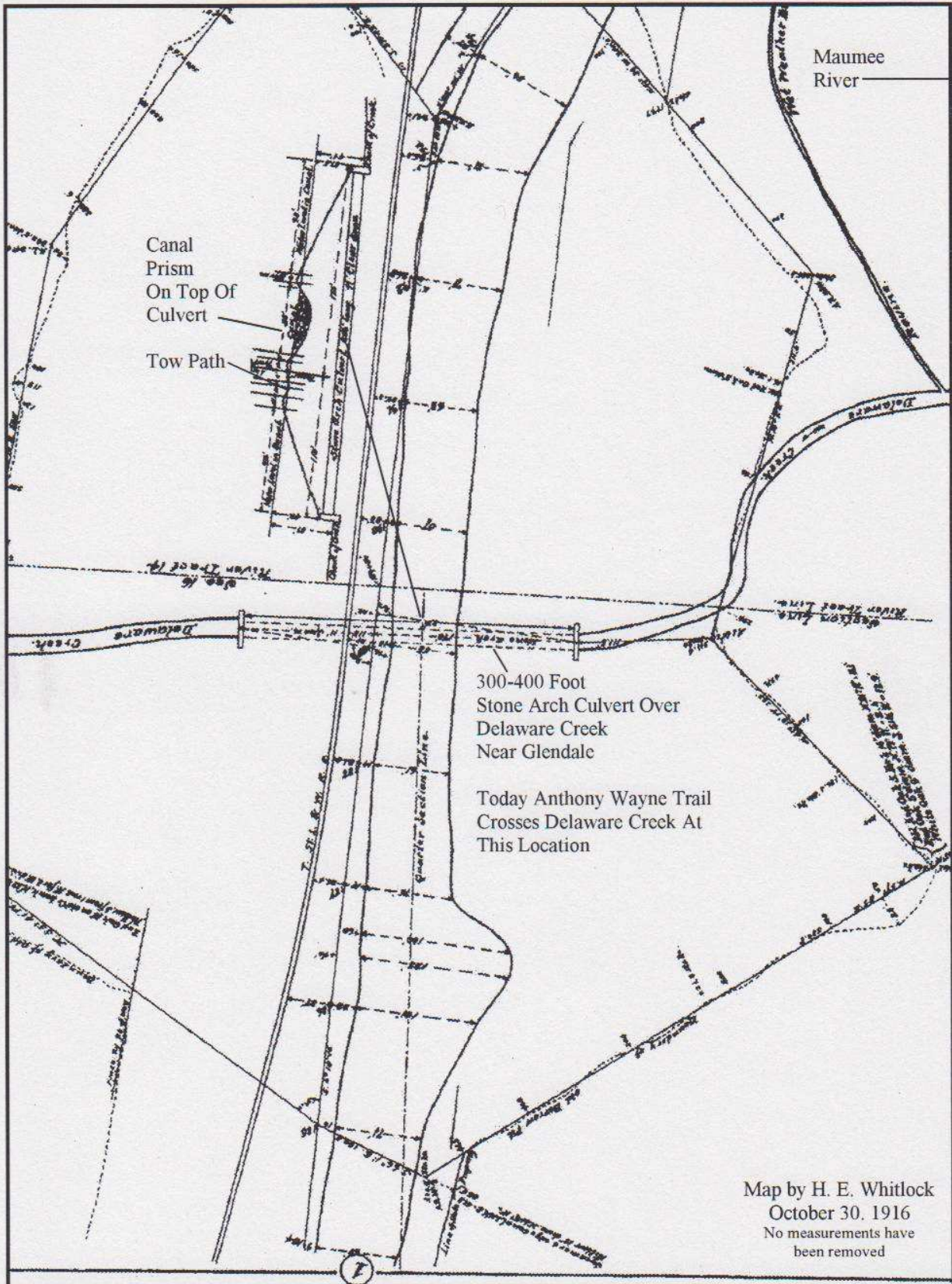
and Our Lady Of Perpetual Help Catholic Church.

When the canal reached Delaware Creek a huge culvert was built to let the creek flow beneath the canal. It was between 300-400 feet

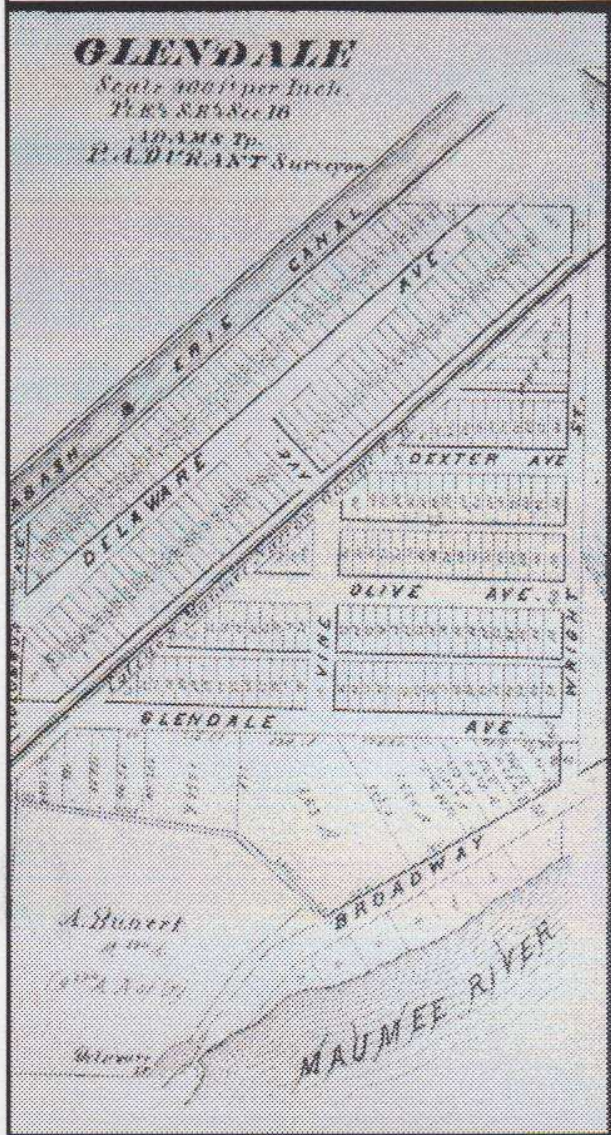
The (Miami) Wabash & Erie Canal made a large turn at Glendale to cross Delaware Creek. Note the culvert that carried the canal over the creek. Today Anthony Wayne Trail crosses the creek at this point. Toledo/Lucas County Public Library



GATEWAY TO THE EAST



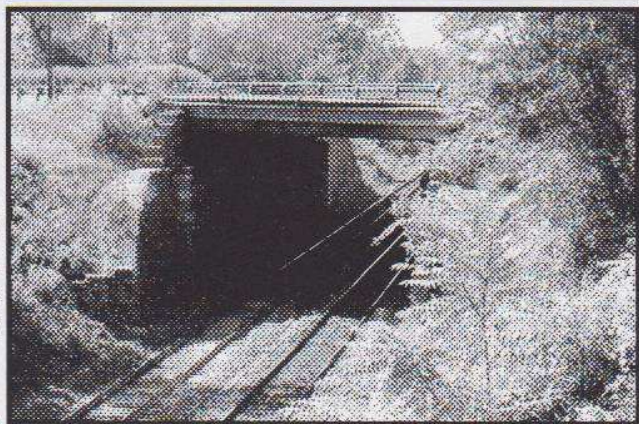
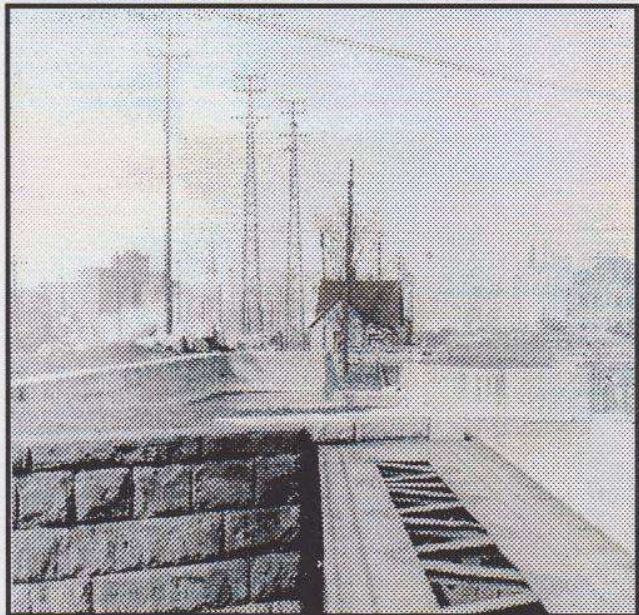
GATEWAY TO THE EAST



Glendale Photo of map by Scott Bieszczad

Glendale was located along the (Miami) Wabash & Erie Canal. It was a residential development on the south side of Toledo. Close by the community, the canal made a large curve and crossed Delaware Creek via a culvert.

When it was originally built, the canal continued to Locks 47 etc. However, when the Lake Shore Michigan & Southern railroad (today New York Central) tracks were laid, they had to make a deep cut and run the tracks beneath the canal. At the point where the two met, an aqueduct was built to carry the canal over the railroad. This aqueduct was immediately upstream from Lock 47. It was later replaced by the Anthony Wayne Trail.



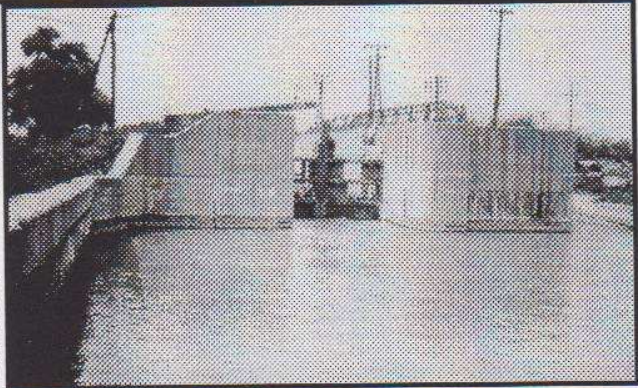
Top: New York Central Aqueduct looking upstream
Center: New York Central Aqueduct with Lock 47 on far right
Bottom: Today a road bridge crosses the New York Central tracks and sits on the abutment of the old aqueduct.

Old photos: Toledo/Lucas County Public Library—Toledo Survey
Current photo by Bob Schmidt

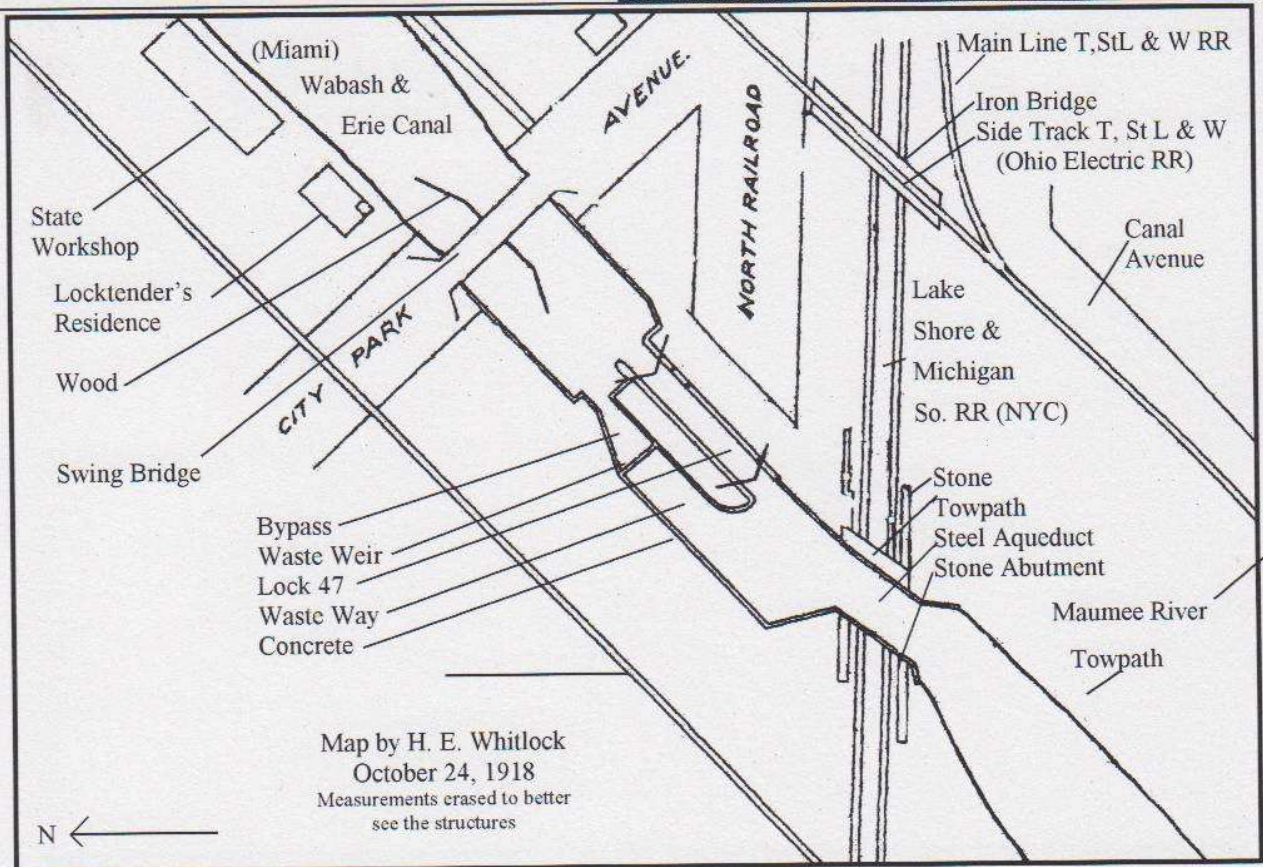
GATEWAY TO THE EAST

Immediately downstream from the New York Central Aqueduct was Lock 47. Although there is no trace of the lock today, when one travels the Anthony Wayne Trail and reaches Jewell Street a dip in the road marks the lock site. To the north of the lock was the J. C. Hall Sash and Blind Factory.

Photographs were taken of the canal structures in 1927 when the City of Toledo conducted a survey in preparation for converting the canal into the Anthony Wayne Trail. The canal provided a throughway for the much needed road; however, many people did not want the canal abandoned. Cases reached as far as the U.S. Supreme Court. The official abandonment was delayed until July 1929. Work on the road began in 1930. The Anthony Wayne Trail is still in use today.



Top right: Concrete Lock 47 taken during 1927 survey—notice the concrete wall at the left
 Bottom right: Lock 47 spillway with Toledo, St. Louis and Western Railroad later Ohio Electric Railroad (interurban) bridge on right with the pile of stones that were removed from the old lock before the concrete lock could be built
 Toledo/Lucas County Public Library—Toledo Survey

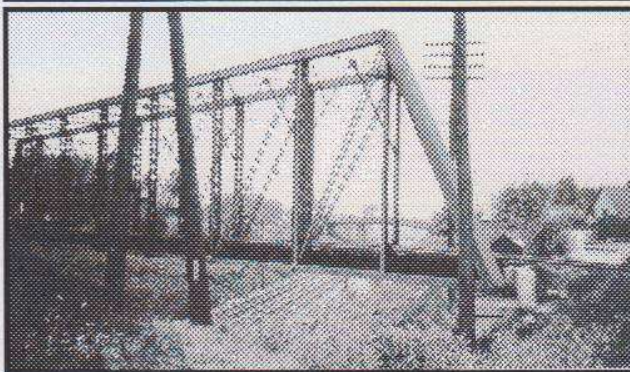


GATEWAY TO THE EAST



This photograph of Lock 47 was taken by the survey team in 1927.

Toledo/Lucas County Public Library



Top: Concrete Lock 47 spillway and concrete wall.
Bottom: A bridge for the Ohio Electric Railroad crosses the New York Central Railroad near site of old aqueduct and Lock 47. It still remains today. Toledo/Lucas Library

City Park Avenue swing bridge across the canal near Lock 47 and the inter-urban bridge

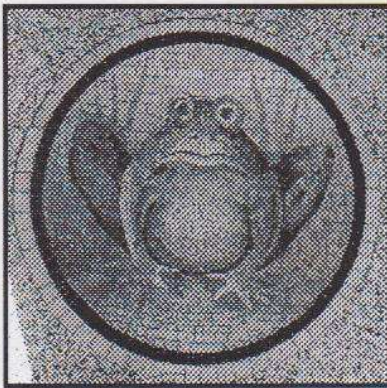
Note the wooden railing beneath the bridge and wooden bumper on the concrete abutment



GATEWAY TO THE EAST

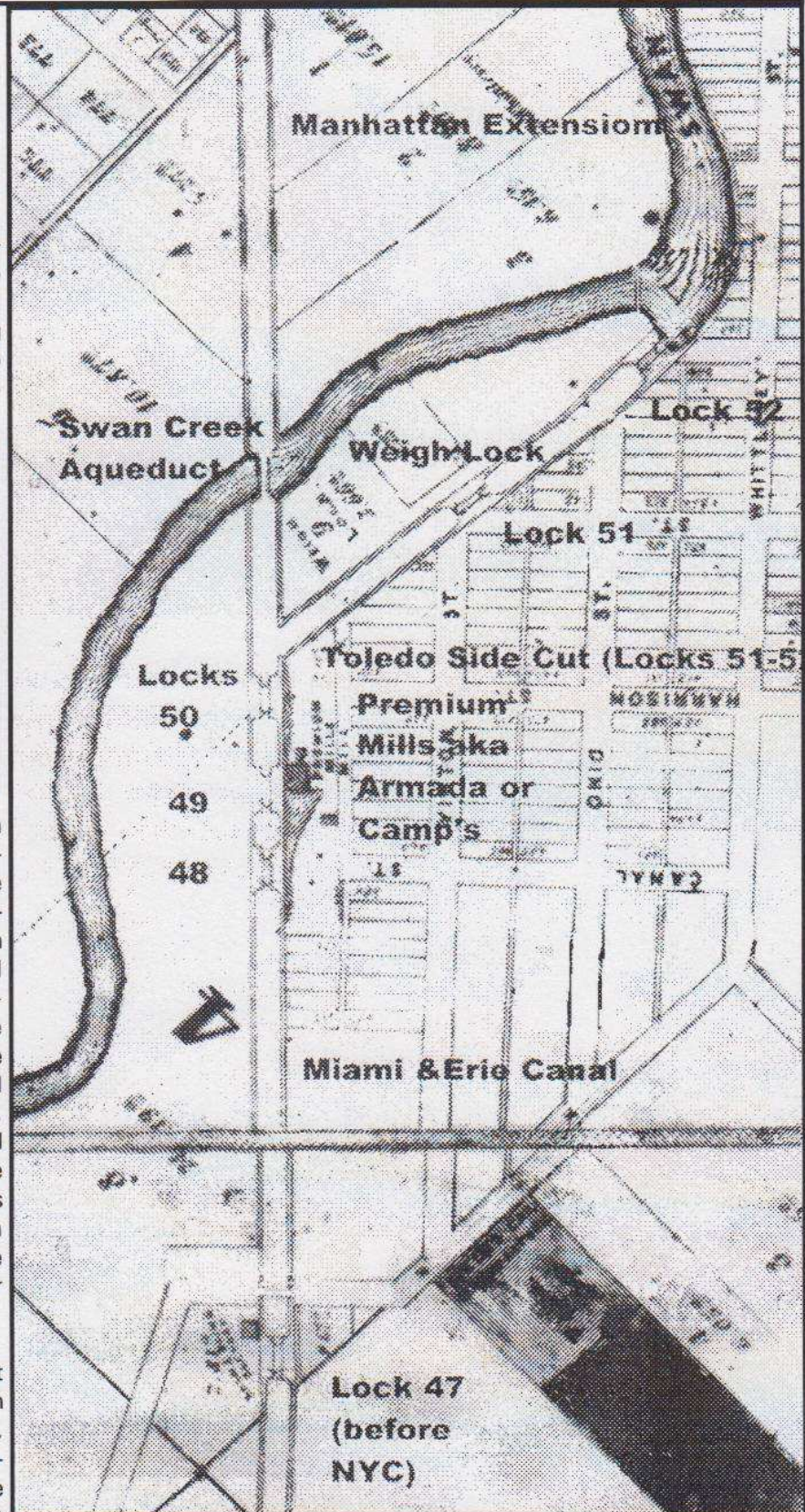
Downtown Toledo's Locks and Canals

Between Port Lawrence and Vistula (Toledo) there was a low swampy area that had been a part of the old glacial lake. Thousands of frogs inhabited the swamp and thus led to Toledo being called "Frogtown." A mosaic of a frog is on the floor of the Toledo courthouse to call attention to this fact.



As the (Miami) Wabash and Erie Canal entered downtown Toledo it needed three locks 48, 49 and 50 close together to overcome the drop in elevation as it approached Swan Creek. Then it was connected to Swan Creek and the Maumee River through the Swan Creek Side Cut Canal which had locks 51 and 52. The mainline of the canal ended at Swan Creek when the Manhattan Extension was abandoned and the Swan Creek Side Cut became the only entrance/outlet to the river near Toledo.

Lock 48 was the first of the three locks with a basin between 48-49 and 49-50. The cut stone locks, their by-passes, and the walls of the basins were eventually rebuilt

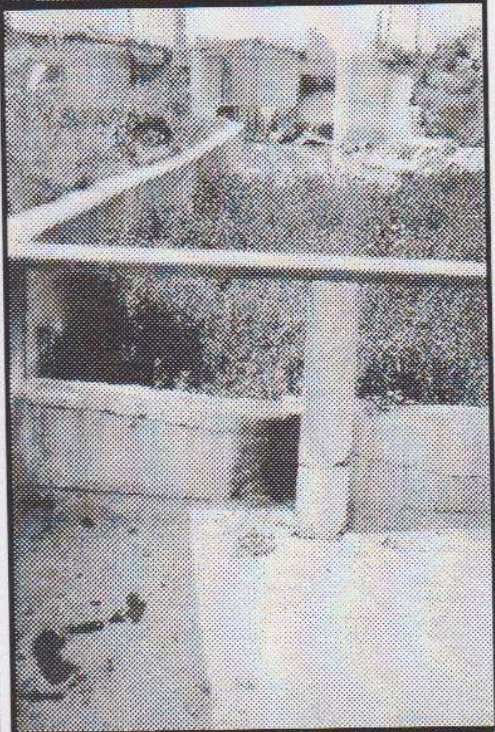


Features noted by Scott Bieszczad on this 1852 Toledo map

GATEWAY TO THE EAST

of concrete.

Old reports said that the stone locks were constantly troublesome with heaving stones and collapsing walls. Therefore, instead of just resurfacing them with concrete, the old stone had to be removed. Then forms were built and the concrete was poured. Much of the stone was left in piles beside the new locks and remained there even after the concrete locks were no longer used.



Above: Stone of old lock remains long after new lock is no longer used
Below: Lock 48
Top right: Bypass around Lock 48
Center right: Lock 48 in the background with bypass of Lock 49 in the foreground

Toledo/Lucas County Public Library
1927 Survey Photos

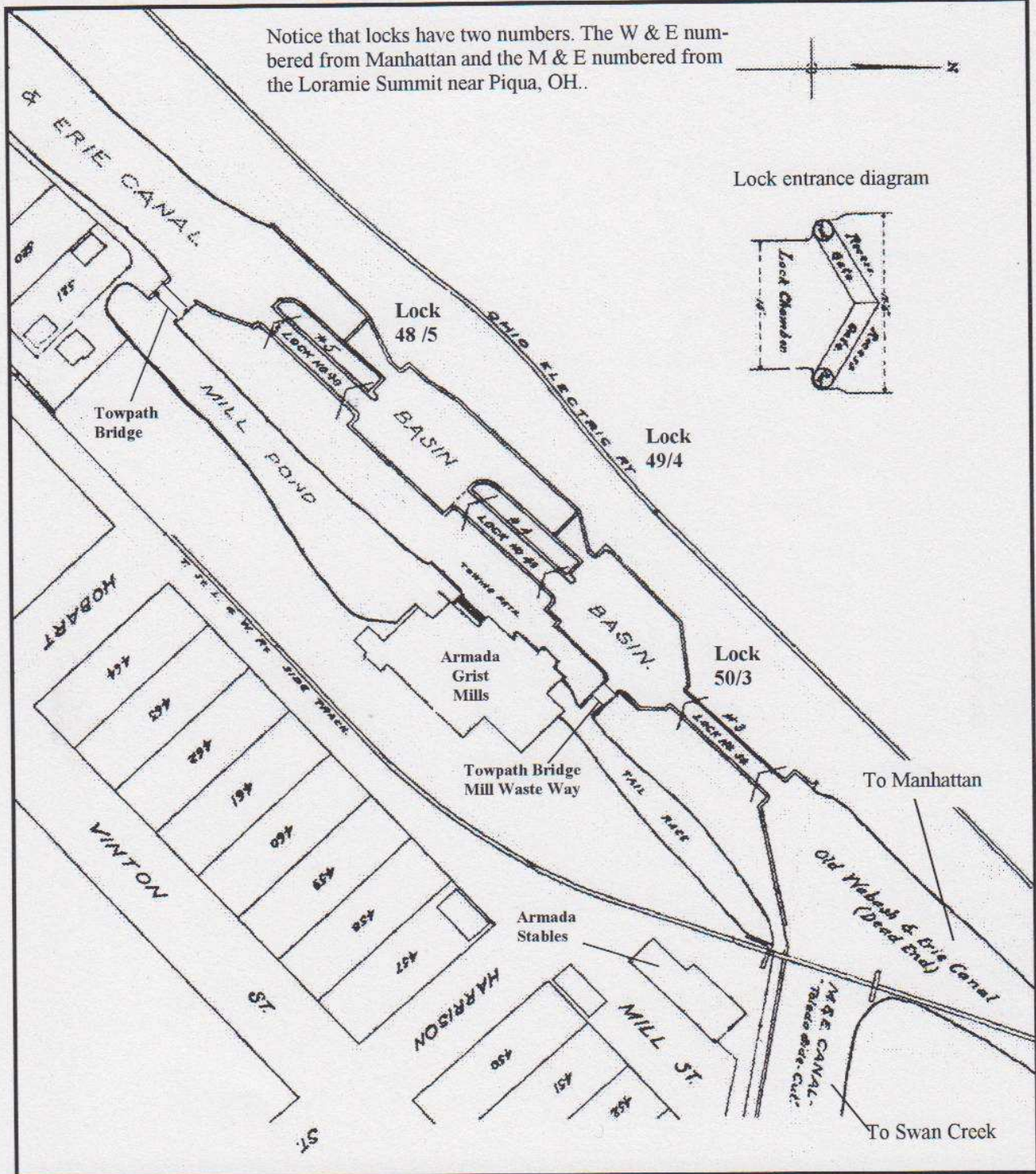
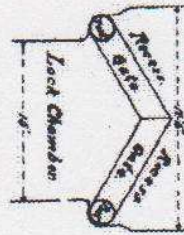


GATEWAY TO THE EAST

Notice that locks have two numbers. The W & E numbered from Manhattan and the M & E numbered from the Loramie Summit near Piqua, OH.



Lock entrance diagram



(MIAMI) WABASH & ERIE CANAL

Locks 48, 49 and 50

Toledo, Ohio

N. E. Whitlock October 23, 1918

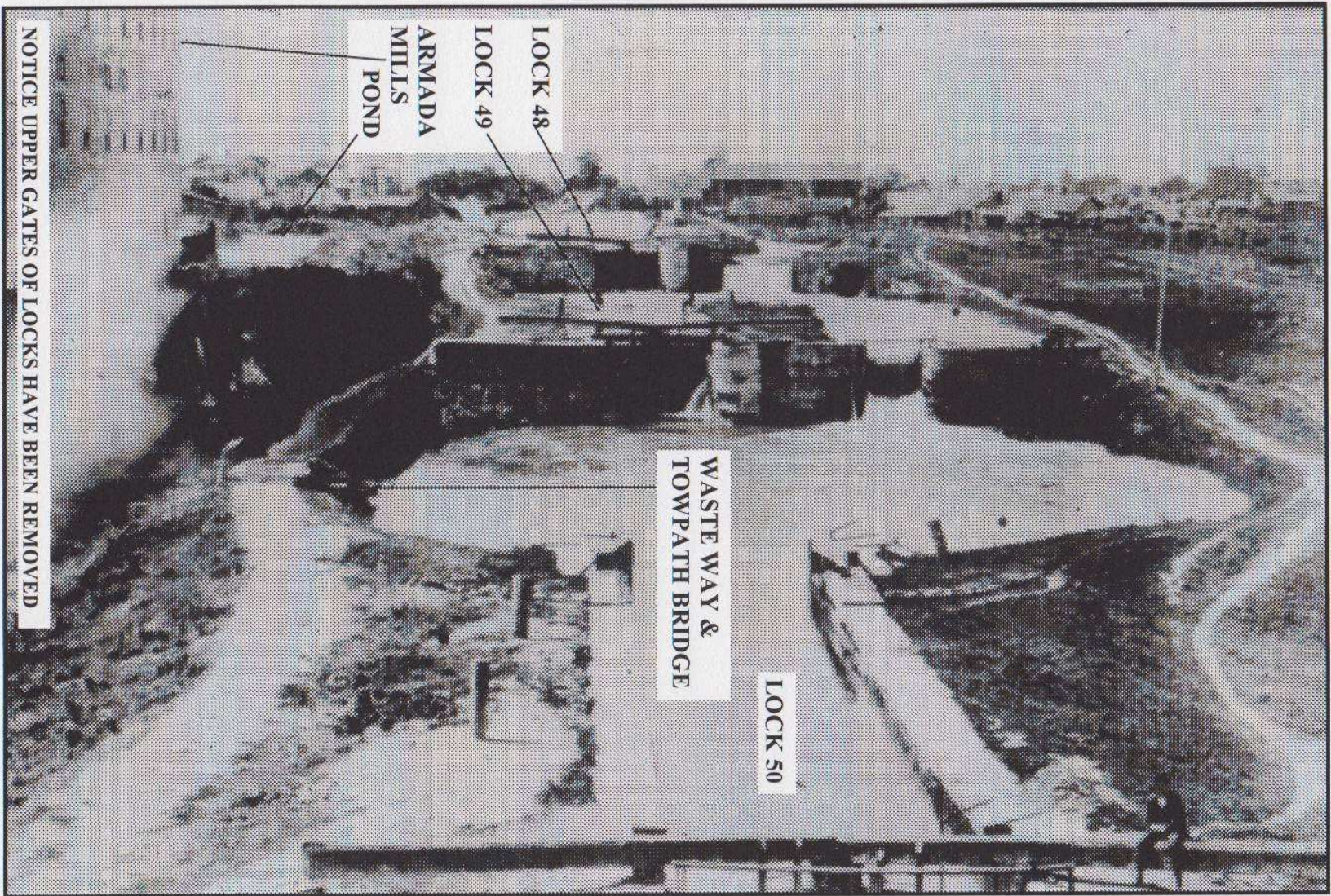
Measurements have been erased to better view canal structures

Picture of
stone locks
in Toledo

B A S I N S B E T W E E N L O C K S

48-
49
(background)

49-
50
(foreground)



NOTICE UPPER GATES OF LOCKS HAVE BEEN REMOVED

GATEWAY TO THE EAST

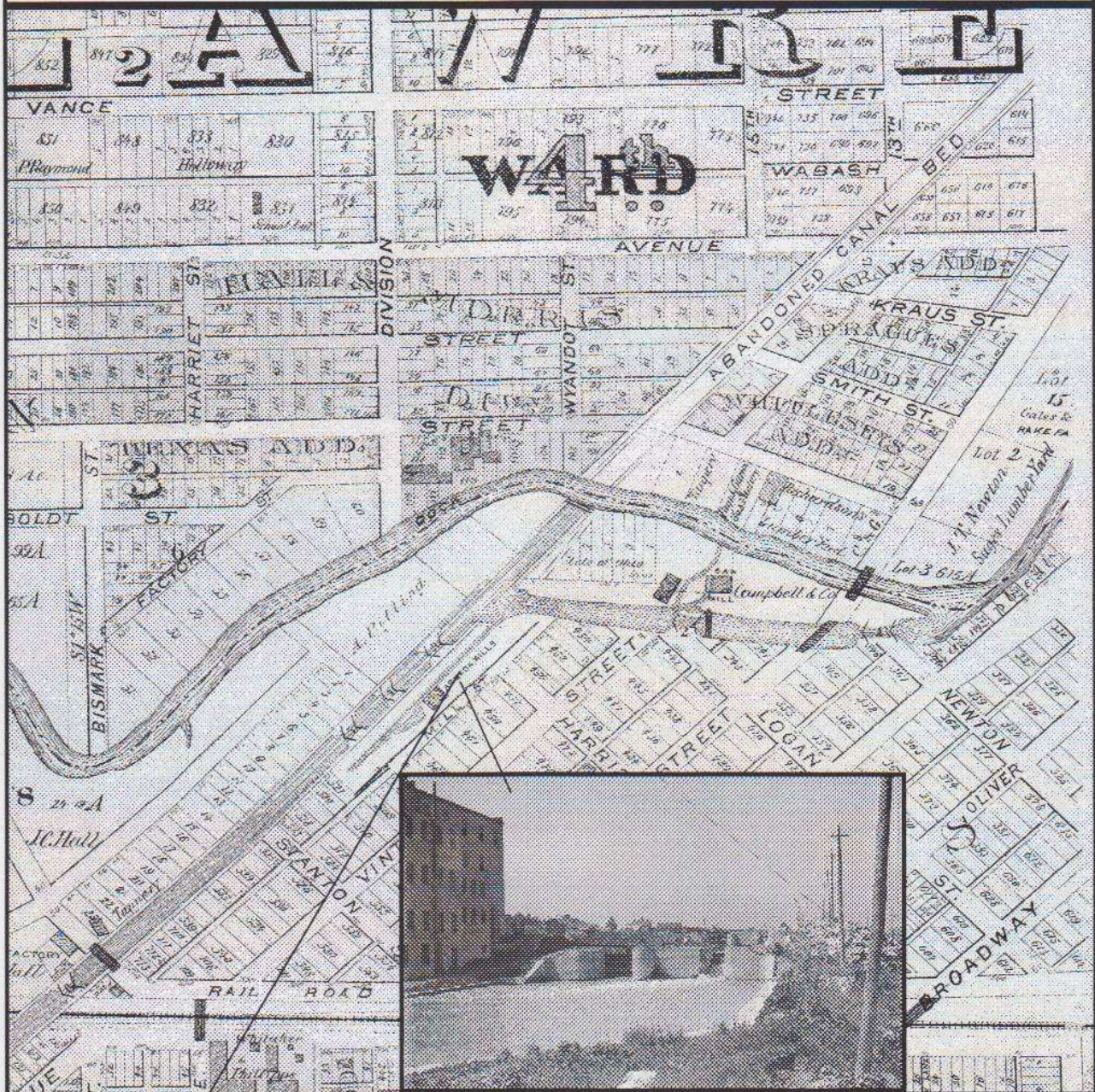
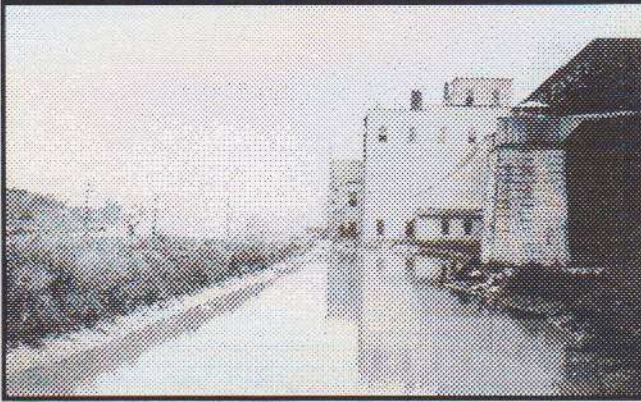


Photo by Scott Bieszczad

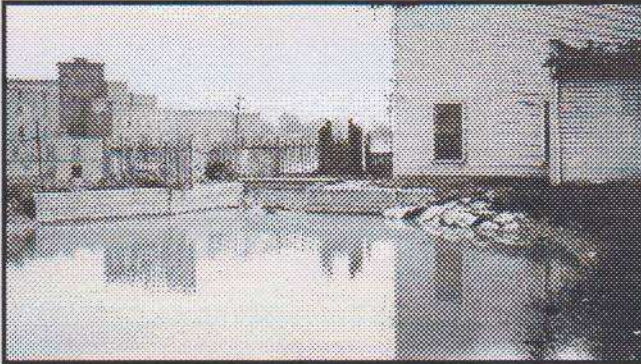
This 1876 Atlas Map shows the location of locks 48, 49 and 50 of the (Miami) Wabash & Erie Canal, locks 51 and 52 to the Swan Creek Side Cut Canal and Armada Mills (Camp's Pansy Mill, Premium Mills, or Toledo Grain and Milling), the last tenant located at the three locks. Note the extensive use of concrete retaining walls and the pile of stone removed from the original Lock 50 when it was rebuilt of concrete. Note that the aqueduct across Swan Creek has been removed and the canal bed abandoned to Manhattan.

Old photo courtesy Toledo/Lucas County Public Library

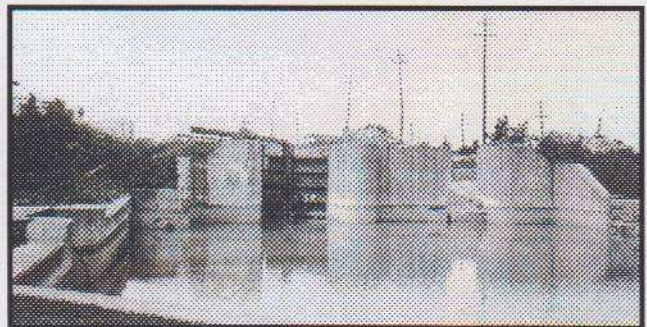
GATEWAY TO THE EAST



The Armada Mills, also known as Premium Mill, Camp's Pansy Mill and Toledo Grain & Milling Company, used canal water at the three locks to power its mill. It was rebuilt in 1889 and advertised the full roller process with the latest and best machinery. The Toledo Grain and Milling Company sold flour, grain and feed. On its advertisement were the names F. M. Quale, D. W. Camp and W. J. Woods.



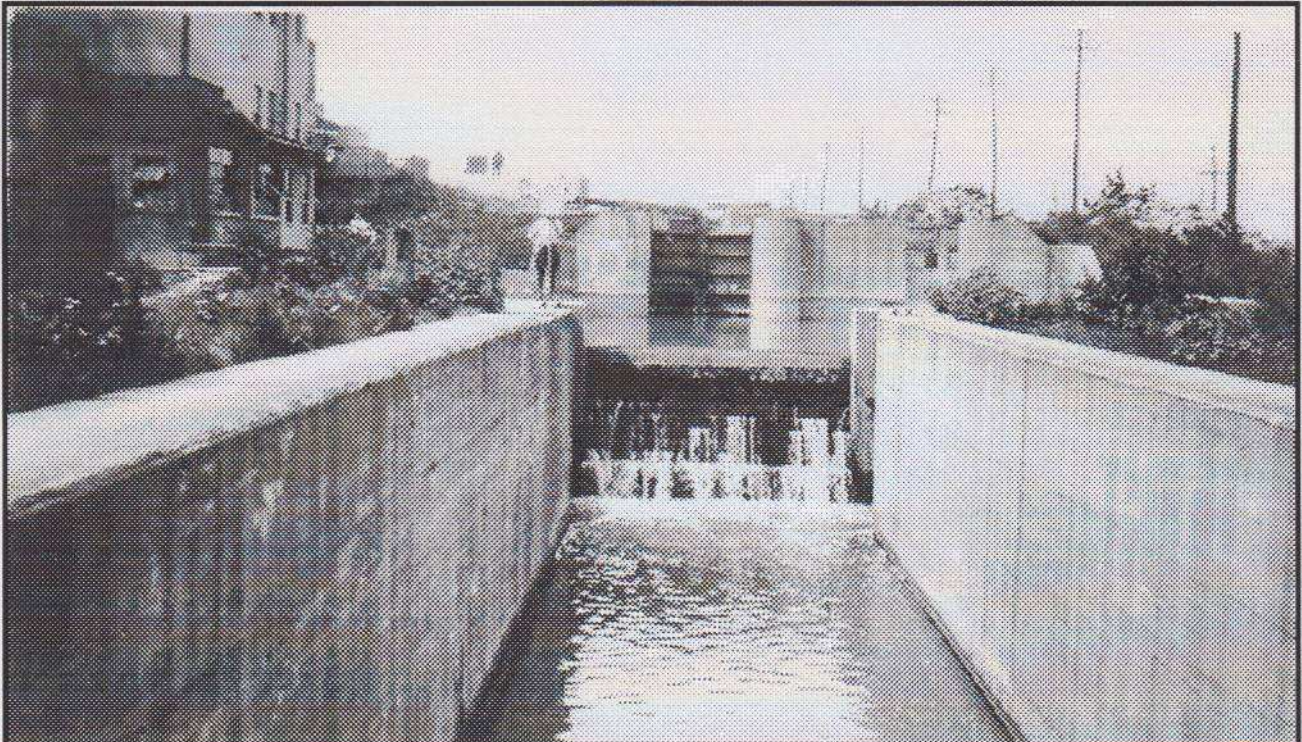
Lock 49 was the middle lock and



Armada Mills

Top: Toledo Grain and Milling Company had a basin off of the canal between the buildings on the right.
Center: This is a view of the basin and screen that let canal water into the Toledo Grain and Milling Company.

Top: At the base of Lock 49 to the left was a waste sluice for the Toledo Grain and Milling Company
Bottom: Lock 49 in the background and Lock 50 in the foreground with basin in between at time of 1927 survey



GATEWAY TO THE EAST

had a basin on either side of it. Below the before reaching the Swan Creek Side Cut lock was a waste sluice the Toledo Grain Canal and the Miami Extension. and Milling Company.

Lock 50 was the last of the three locks



Above: Mill race for Toledo Grain and Milling Company
 Below: Lock 49 in the background and Lock 50 in the foreground taken for 1927 survey
 Photos courtesy Toledo/Lucas County Public Library



Above: Upstream end of Lock 50 with waste sluice of Toledo Grain and Milling Company on the right
 Center: Downstream end of Lock 50, note sign on mill for Camp's Pansy Flour

Below: Low water in the canal during 1927 survey



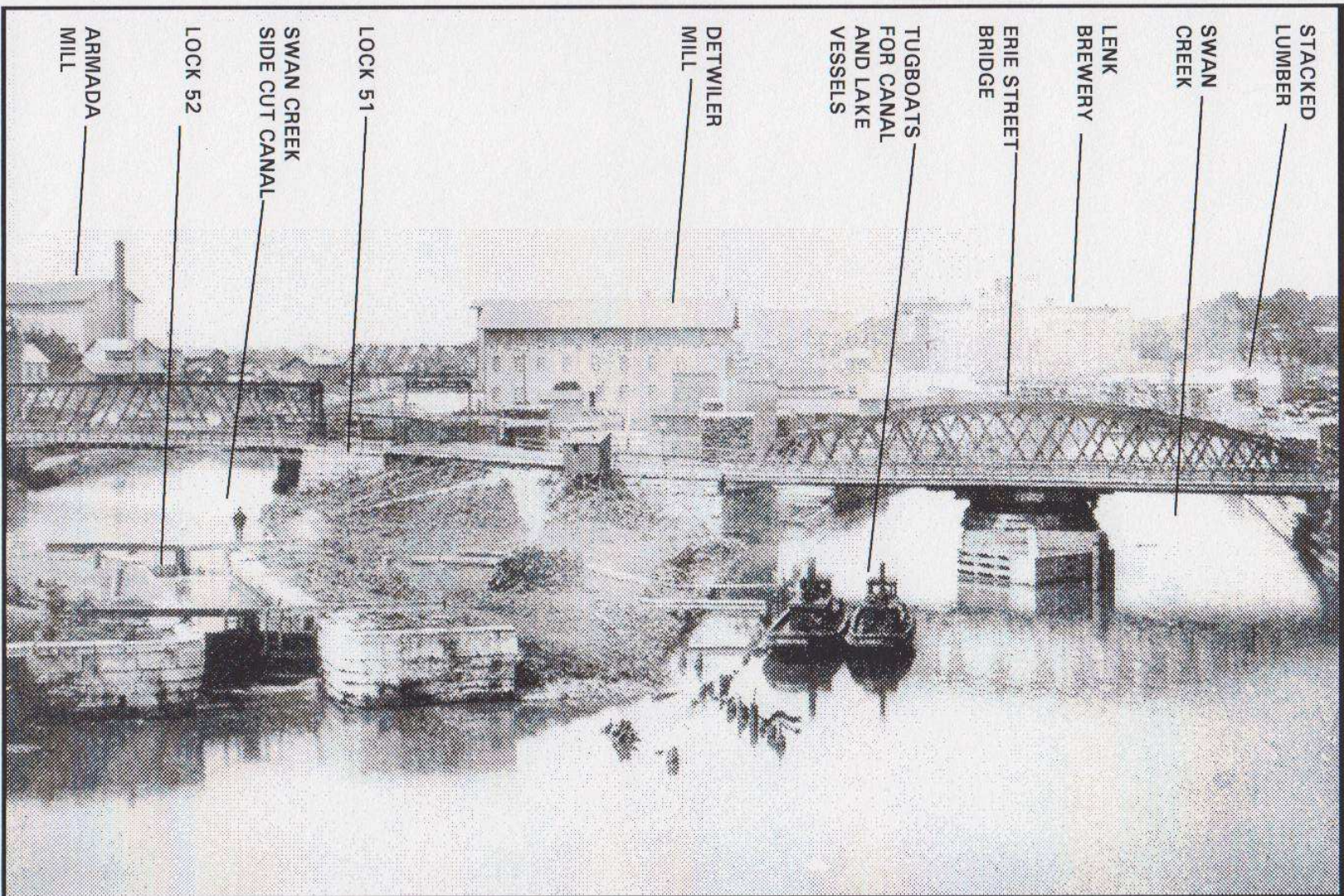
GATEWAY TO THE EAST



Locks 51 and 52 of Swan Creek Side Cut Canal

Above: Lock 51 of the Swan Creek Side Cut Canal was filled it at the time of the 1927 survey
Below: Lock 52 at Swan Creek at the time of the 1927 survey





STACKED
LUMBER

SWAN
CREEK

LENK
BREWERY

ERIE STREET
BRIDGE

TUGBOATS
FOR CANAL
AND LAKE
VESSELS

DETWILER
MILL

LOCK 51

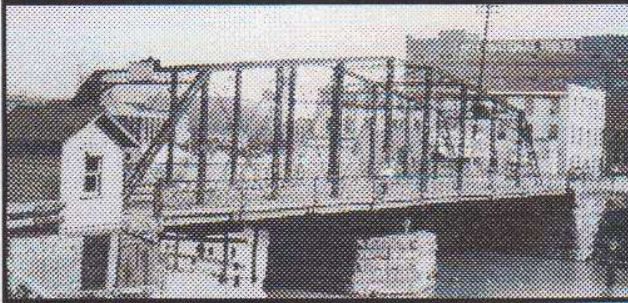
SWAN CREEK
SIDE CUT CANAL

LOCK 52

ARMADA
MILL

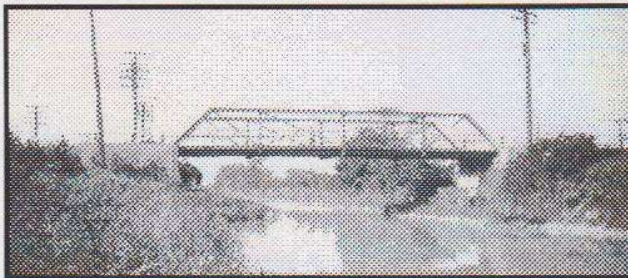
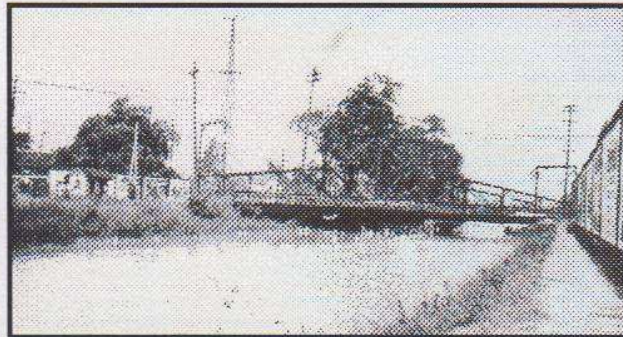
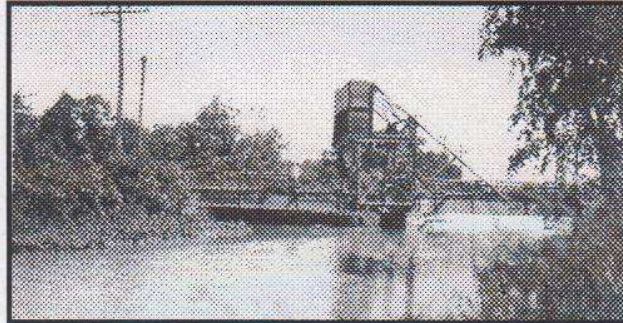
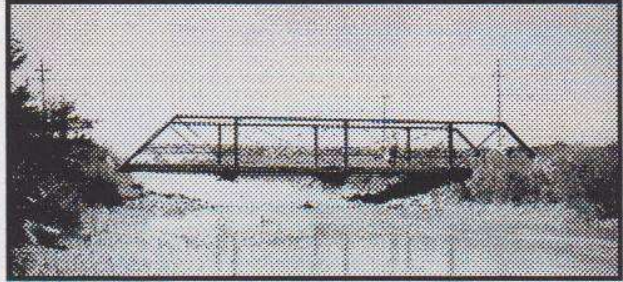
LOCK 52 AT SWAN CREEK

GATEWAY TO THE EAST



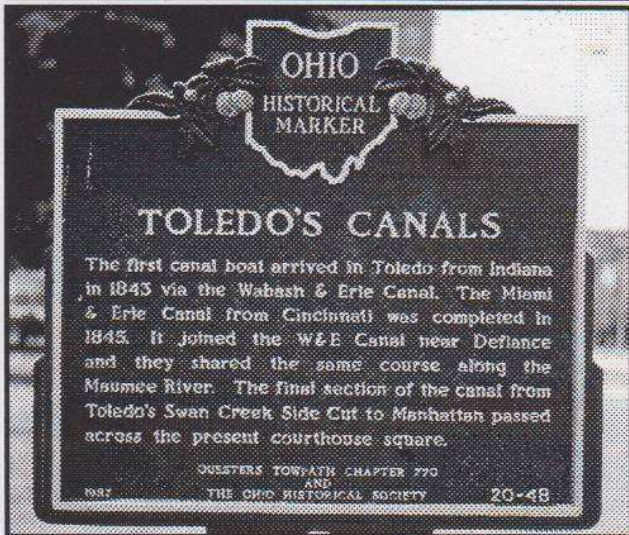
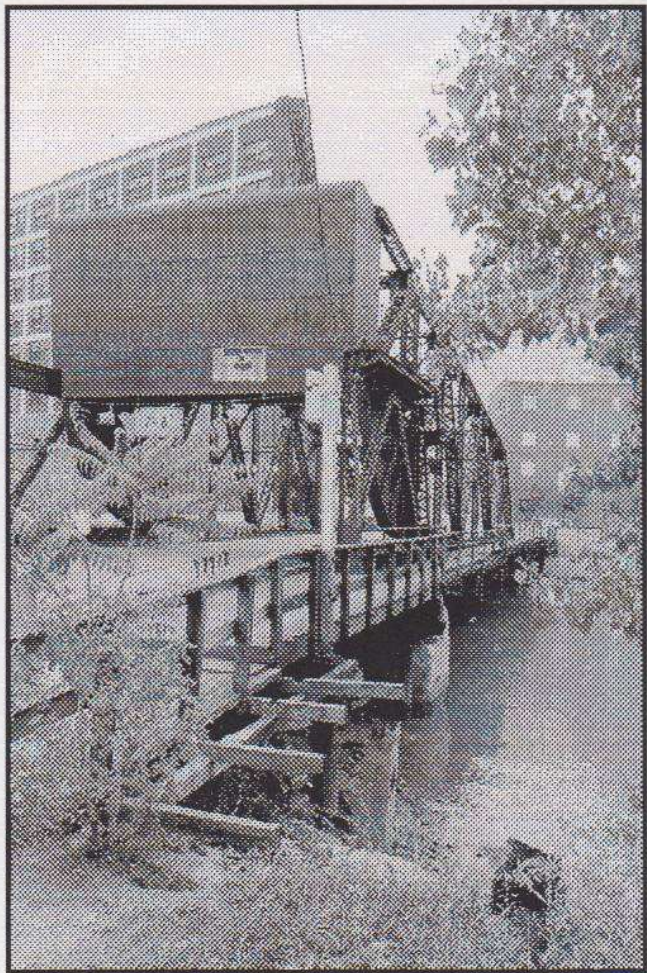
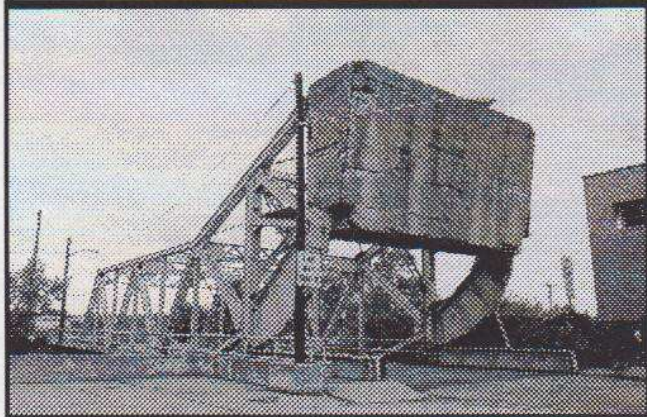
Erie Street bridge over Swan Creek near the entrance of the Swan Creek Side Cut Canal. Toledo/Lucas Co. Pub. Library

Another canal structure not given much notice up to this point in this book were the many styles of bridges that were built to cross the canal. They included swing and turn bridges for the roads and railroads. Today the bridge across Swan Creek by the Corning Glass Headquarters is refurbished.



Above top: Toledo Terminal Railroad Bridge
 Above bottom: Detroit Avenue Bridge
 Right top: Michigan Avenue Bridge
 Right 2: Marengo Street Bridge
 Right 3: Western Avenue Bridge
 Right 4: Glendale Bridge
 Right 5: City Park Bridge, Ohio Electric Bridge

GATEWAY TO THE EAST



Above: This old bridge across Swan Creek right before it enters the Maumee River was of little use (above) until Corning Glass built its headquarters between the creek and the Maumee River several years ago and restored the bridge. Today it is painted a bright eye-catching blue.

Right top: Canal boats once lined the docks along Swan Creek
Toledo/Lucas County Public Library

Right bottom: Toledo Canal Marker on courthouse lawn in Toledo
Other photos by Scott Bieszczad

Toledo is proud of its canal heritage. A two-sided canal marker stands in the courthouse lawn that reads:

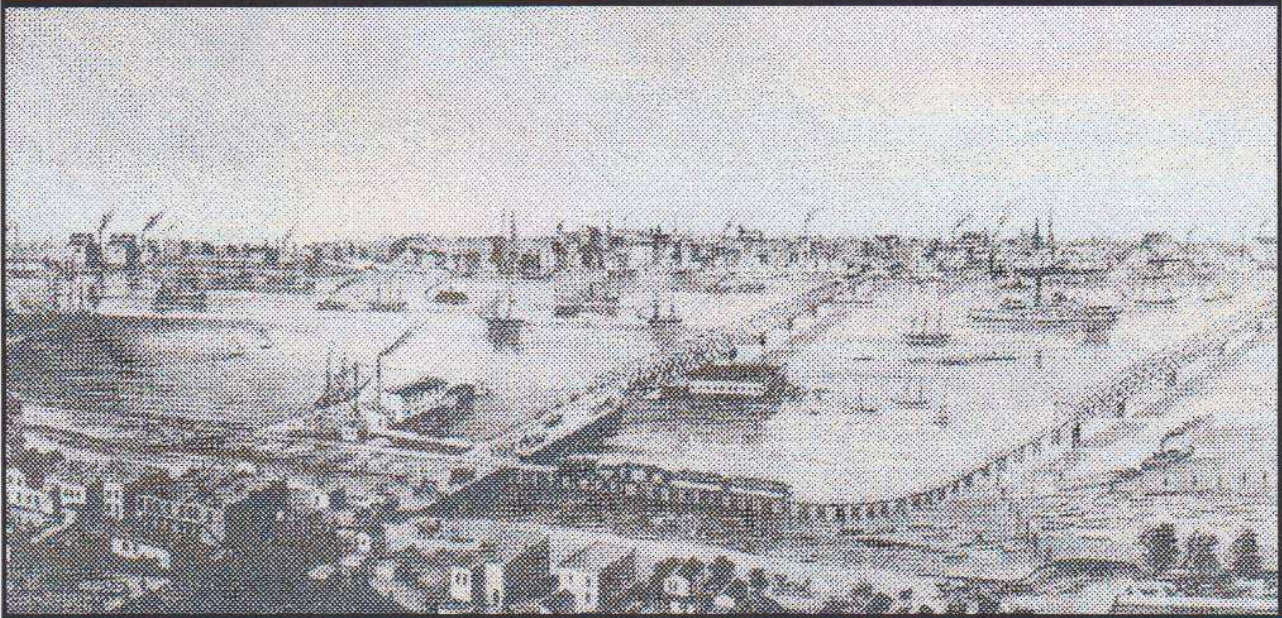
TOLEDO'S CANALS

Toledo won the canal business and became its northern terminus when the state abandoned the Manhattan extension in 1864. The Indiana link ceased operation in 1874. Railroad competition and 1913's severe flooding marked the end of Ohio's canal era. From Waterville to Toledo the Anthony Wayne Trail now follows the historic route of the former canals.

(side two)

The first canal boat arrived in Toledo from Indiana in 1843 via the Wabash & Erie Canal. The Miami & Erie Canal from Cincinnati was completed in 1845. It joined the W & E Canal near Defiance and they shared the same course along the Maumee River. The final section of the canal from Toledo's Swan Creek Side Cut to Manhattan passed across the present courthouse square.

GATEWAY TO THE EAST



This old engraving of Toledo around 1850 was drawn from the east side of the Maumee River looking downtown. It was a busy port city and the (Miami) Wabash & Erie Canal helped it grow. Toledo/Lucas County Public Library

Manhattan Extension

Once the route of the Manhattan Extension had been determined, the Board of Public Works ordered that the final leg of the canal be commenced on August 26, 1836. The specifications that set general guidelines for width, depth, etc. were found in the report of Civil Engineer, John H. Marston, to the Lucas County Court of Common Pleas as follows:

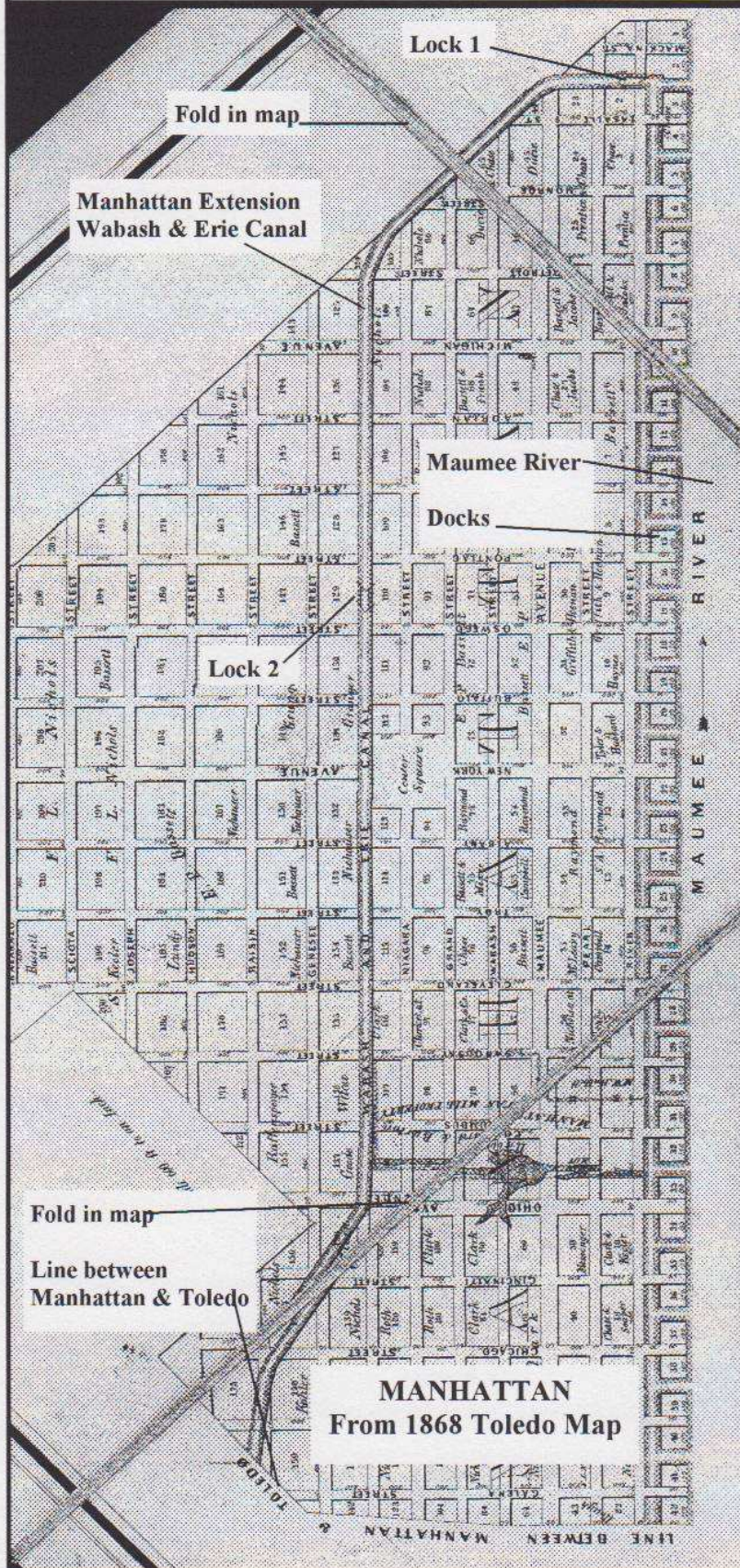
"These specifications however, as well as the dimensions of the water-way and the line of the canal as originally staked out were by the terms of the specifications themselves subject to be modified and were modified from time to time on different parts of the route, while the canal was being constructed, as the nature of the ground and other circumstances, in the judgment of the acting commissioner or engineer in charge, required....The effect of these very flexible specifications and the contracts in which

they were referred to was to leave the details of the route, dimensions and mode of doing the work, subject to the discretion and control of these officers, which control seems to have been very freely exercised."

Is it any wonder that the specifications needed to be changed at the discretion of the engineer? They were digging through an existing lagoon. The Marston report continues:

"The character of the ground over which this part of the Wabash & Erie Canal passed led to its construction in pursuance of the specifications, on some parts of the route wholly by excavation, and on other wholly by artificial banks raised above the natural surface, and over considerable parts of its course by one artificial bank [the tow path] through the mushy bed of Mud Creek, on one side and the natural bank bordering the marsh on the other....Where it was made with an

GATEWAY TO THE EAST



ROUTE OF THE MANHATTAN EXTENSION OF THE WABASH & ERIE CANAL

An aqueduct built across Swan Creek let the canal go north of Toledo to the town of Manhattan, where boats could lock up or down at the Maumee River. Once across the creek it swung east around the Washington Street hill, followed a line north past what is now the Lucas County Courthouse, then followed the path of present-day Spielbusch Avenue to Champlain and Michigan Street. At one time there was a canal pond near the present day Libbey Glass Company plant on Buckeye Street. Two locks lowered the canal to the river at the present-day site of Harrison



This photo of the Toledo High School on Michigan Street shows the Manhattan Extension Canal in the foreground.
Toledo/Lucas County Public Library

GATEWAY TO THE EAST

artificial bank on one side and a natural bank on the other the artificial bank was constructed for the towing path;...and the water filled the whole distance between the two banks, forming at places basins of considerable extent, which served as reservoirs which prevented fluctuations in the level of the water from the use at the locks as well for the purpose of navigation."

"A consequence of the use of the natural bank of Mud Creek marsh [now known as Manhattan Marsh] for one bank of the canal was the several small ravines which found channels for surface water entering the marsh had their outlets to the marsh cut off by the canal bank [towing path], and were to some extent flowed by the settling back of the water from the canal, and so far as they were so overflowed, were, with the addition of a strip 10 feet beyond the water line on both sides cleared of timber as the channel of the canal and other lands covered by the water were cleared....your Commissioners are of the opinions that the land, so flowed and cleared are within the meaning of the statute under which we were appointed, occupied by the State for the purposes of the canal."

Manhattan was founded in 1835 by Buffalo, New York investors, who were hoping that a canal terminus closer to Lake Erie than the Toledo port at Swan Creek would make them money. It was located on the tip of the peninsula between the Maumee River and Mud Creek Lagoon. When the canal was built the small town was hemmed in on three sides by water and the fourth side was being threatened by the growing of Toledo.

The canal provided the economic base for the town to grow. By 1836 it had 500 residents. However, when a shipping channel was dredged through Maumee Bay from Lake Erie and up the Maumee River to allow passage of the newer and deeper lake vessels thus by-passing Manhattan on the east side of the river, the town struggled to survive. It did manage to attract smaller vessels and stay alive. Once Toledo had won the majority of the canal business, the investors were quick to withdraw their financial support.

The town of Manhattan lacked the finances to purchase the Manhattan Extension when the State of Ohio put the canal throughout the state up for sale. Toledo bought it, Manhattan quickly collapsed and was absorbed into Toledo, and the Manhattan Extension was abandoned by the mid 1860s.

By March 26, 1864, an act was passed to authorize the city of Toledo to enter upon and occupy a part of the Miami and Erie canal as a public highway, and for sewerage and water purposes.

Section 1. *Be it enacted by the General Assembly of the State of Ohio.* That authority and permission shall be granted in the manner hereinafter pointed out to the city of Toledo to enter upon, improve and occupy forever as a public highway, and for the use of water pipes, and for sewerage purposes, all the part of the Miami and Erie canal (known as the Manhattan branch), which extends from a point to be hereafter designated by the board of public works, at or near the southerly bank of Swan creek, where the aqueduct crosses the said creek, and continuing to the Mau-

GATEWAY TO THE EAST

mee river, including the width thereof as scribed for the uses and purposes before owned and held by the state; but the said mentioned, and upon the terms and conditions specified in this act. The attorney grant shall be made subject to all out- standing rights or claims, if any, with which it may conflict; provided, that all material composing the aqueduct, and the locks at the terminus of said canal, are hereby expressly reserved to the state, to be removed by her agents whenever the city of Toledo, by the authority of this grant, enters upon and occupies said canal.

locks at the terminus of said canal, are hereby expressly reserved to the state, to be removed by her agents whenever the city of Toledo, by the authority of this grant, enters upon and occupies said canal.

Sec. 4. This act shall not be construed to confer upon said city any new sources of taxation or to borrow money, or to contract debts in the use as aforesaid of said canal.

Sec. 2. That the said city shall be liable for all damages that may accrue from the vacation of said canal; but it is not intended hereby to relieve the lessees of said canal, or their assigns, from any responsibilities imposed upon them by "an act to provide for the leasing of the public works of the state," passed May 8th, 1861, or by the instrument of lease executed in pursuance of said act, except as and to the extent that they may be interfered with as said city many enter upon and occupy said grant.

Sec. 5 This act shall take effect from and after its passage.

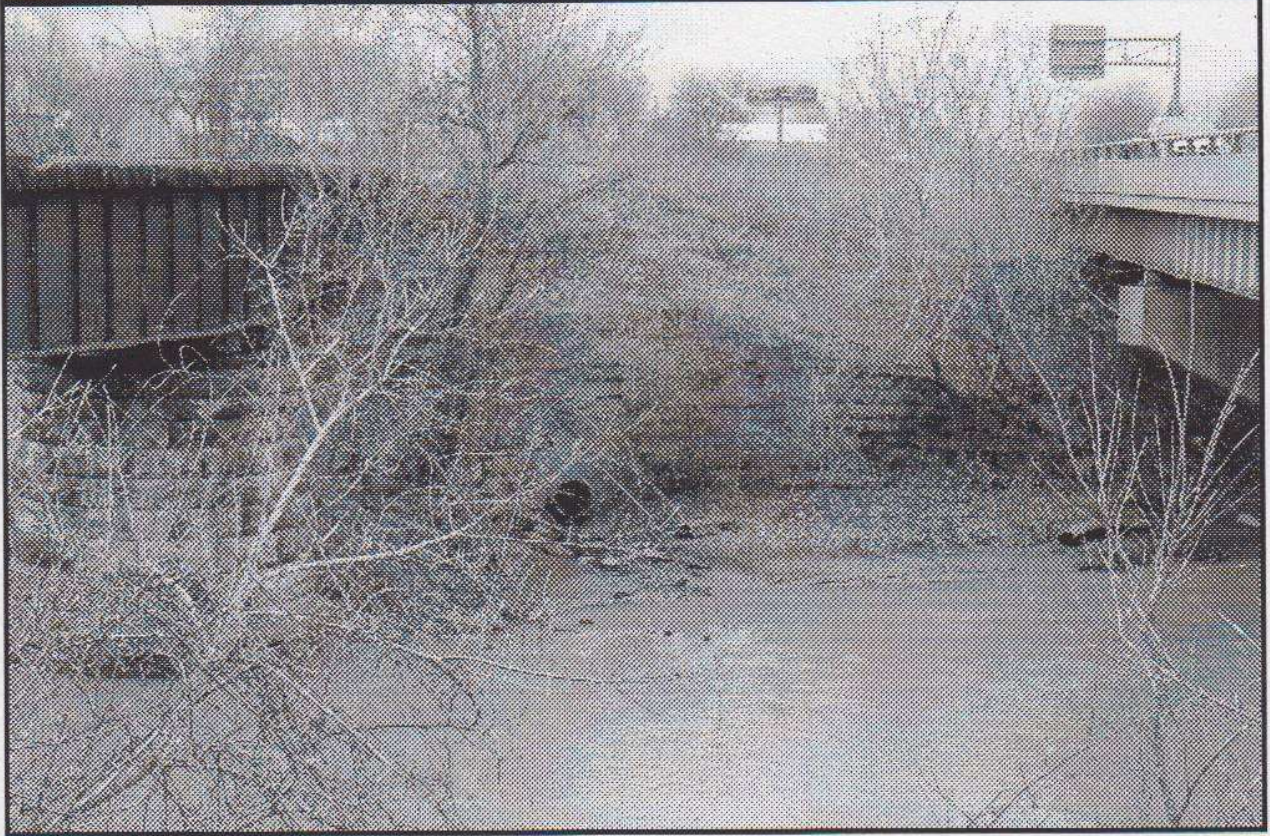
JAMES R. HUBBELL,
Speaker of the House
of Representatives
S. HUMPHREVILLE,
President pro tem. of the
Senate

March 26, 1864

Sec. 3. Whenever the city council of said city, by a vote of not less than two-thirds of the whole number of members thereof, shall decide to use said canal as herein authorized, the said council shall make known the said decision to the governor, and deposit with him a written release executed by the lessees of the public works, relinquishing any rights they may have in that part of said canal, or a bond duly executed and to the satisfaction of the governor, indemnifying the state from all liabilities and damages which may result from said vacation, and thereupon the governor, in behalf of the state, shall execute and deliver to the city of Toledo a grant of that part of the canal herein de-

Once the Manhattan Extension was abandoned, petitioners complained that navigation on Swan Creek was impeded by the aqueduct, which carried the canal extension over the stream. Once the aqueduct was removed, spectators cheered because the stagnant water of the Manhattan "ditch" began draining into Swan Creek. As the channel dried "The Blade," Toledo's newspaper, said that the channel "will furnish no more items of accidental drowning, no infanticides, and will be in suitable condition for an easy change to driving tracks, boulevards, public parks and various improvements of this kind, while Swan Creek navigation will be opened a mile or two above the old aqueduct and the pursuits of trade and commerce will soon extend along the hitherto

GATEWAY TO THE EAST



All that remains of the aqueduct that carried the Wabash & Erie Canal across Swan Creek to the Manhattan Extension is its abutment seen between the railroad and highway bridge. Photo by Scott Bieszczad

quiet banks of that meandering stream.”

A court order declared a section of the (Miami) Wabash & Erie Canal through downtown Toledo a public nuisance. On July 31, 1869 the Lucas County sheriff directed workmen to fill in that section of the canal. The rest of the canal through downtown Toledo sat until 1881.

On August 8, 1881, the Toledo City Council passed an ordinance “grant to the Wheeling and Lake Erie Railroad Company for railroad purposes use of a portion of the abandoned bed of the Miami and Erie Canal, and of certain streets, and part of streets, alleys and parts of alleys in the City of Toledo.” This granted the use of the Manhattan Extension

from Cherry Street to the Maumee River at Manhattan for conversion into a rail transport line. When the extension had been filled in through downtown Toledo, the source of water flowing through raised sections of the canal had been cut off. With just a little amount of fill, the dry canal bed, which had been either built up or excavated, became a low-grade railroad bed. The section between Elm and Cherry became known as the Cherry Street Branch. However, those canal sections, which had been built through the lagoon, remained watered. This was not a problem to the railroad because the levee for the tow path was sufficiently wide and constructed strongly enough that, with the addition of ties and rails, it was converted into an embank-

GATEWAY TO THE EAST

ment to carry the Wheeling & Lake Erie Railroad through the lagoon areas and on to the bridge across the Maumee River to the east Toledo docks. A section of tow path with ties and rails lies along Blair Park today.

Near Cherry Street the railroad constructed a depot and small warehouse in the former canal bed. These have since been razed.

This transportation corridor was later renamed the Buckeye Basin, after the Buckeye Beer Brewery, which located along the railroad and utilized the water of

the lagoon and canal ponds as discharge ponds. Today Suder Avenue cuts through a section of the towpath near Manhattan Marsh and the remains of the canal can be seen by the Chase Urban Renewal Project housing. The canal bed was filled in to create Blair Park with the tow path as its border. The towpath is used as part of a hiking trail in the park.

The Buckeye Basin Greenbelt Parkway was constructed to connect I-280 with downtown Toledo. Before this could be done the tracks of the old Norfolk Western Railroad had to be removed. The Greenbelt followed the route of the canal. Between Cherry Street and Lagrange Street the highway is on the canal. Elsewhere it is beside the canal route

This stone found near Suder Avenue and the Manhattan Extension appears to have rope burns on it.
Photo by Scott Bieszczad



A portion of the Manhattan Extension near Suder Avenue has been listed on the National Register of Historic Places. A double-sided Ohio State Format Marker has been erected on Summit Street near LaSalle and today's Harrison Marina to mark the terminus. It reads:

CANAL TERMINUS

The original northernmost lock in a canal system which linked Lake Erie with the Ohio River was located near the foot of LaSalle Street. Indiana's Wabash & Erie Canal (1843-1847) joined Ohio's Miami & Erie Canal (1845-1913) near Defiance and shared the same course to this location. Toledo's Swan Creek side cut became the northern terminus in 1864.

MANHATTAN

Founded in 1835, by the following year Manhattan was a thriving village of 500 inhabitants. It boasted warehouses, docks, a hotel, a post office, a newspaper, and the first bank in Lucas County. Commercial rival, Toledo, won the canal business and Buffalo investors withdrew their support. Manhattan collapsed overnight. The state of Ohio abandoned the Toledo-to-Manhattan canal link in 1864.

GATEWAY TO THE EAST



Above: This photo shows Lock 1 of the Wabash & Erie Canal (Manhattan Extension) as it appeared in the 1920s. Today all traces of the lock have been removed.

Toledo/Lucas Co. Pub. Library

Right: This is the probable site of Lock 1 at Summit Street in what was once Manhattan, OH.

Photo by Scott Bieszczad



GATEWAY TO THE EAST



Above: When construction began for the Buckeye Basin Greenbelt Parkway these old Norfolk Western Railroad tracks were removed from the canal bed. The canal prism with its tree covered banks is easily see in this photo.

Photo by Fred Folger

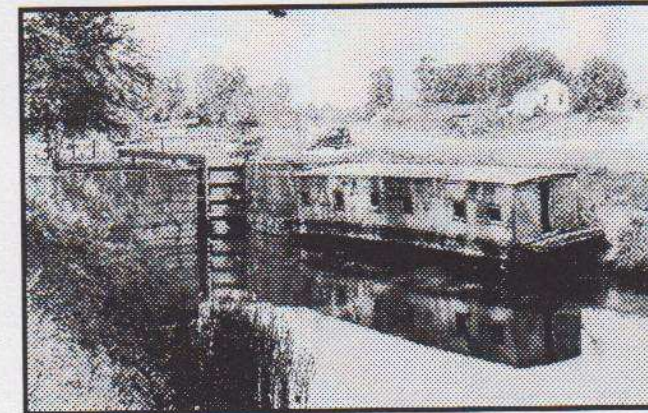
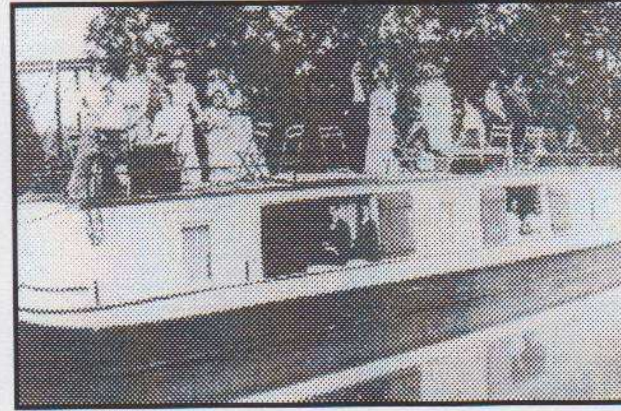
Right: The Buckeye Basin Greenbelt Parkway follows the Manhattan Extension Canal and is at times on top of it.

Photo by Scott Bieszczad



We have few photographs of the pletely abandoned until 1913 when floods Wabash and Erie Canal structures and washed out the locks. Individual photog- boats in Indiana because it was closed in raphers took some of the earlier photos. 1847. However, we have more photo- The 1927 Survey thoroughly documented graphs of the (Miami) Wabash & Erie Ca- what remained at the time. On the next nal and canal boats since it was not com- page are boats on the canal in Ohio.

GATEWAY TO THE EAST



BOATS ON THE (MIAMI) WABASH & ERIE CANAL IN OHIO

Left :

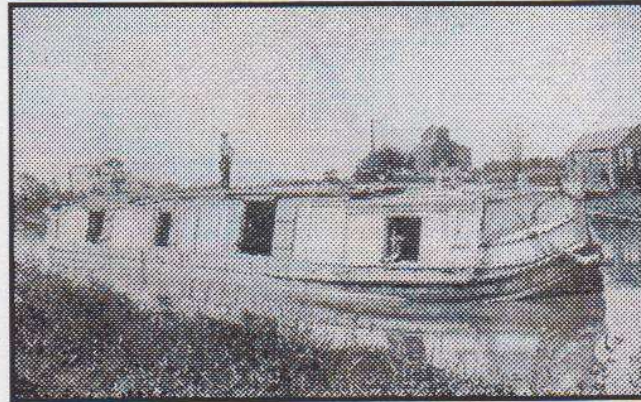
1. "Legal Tender" at Waterville
2. "Tempest" at Waterville
3. "Turtle" at Maumee July 1904
4. "State of Ohio" at Lock 40 Defiance 1930

Right:

1. Toledo Art School Boat
2. Party Boat in 1906
3. Scuttled Boat at Waterville

Toledo/Lucas County Public Library

GATEWAY TO THE EAST



BOATS ON THE (MIAMI) WABASH & ERIE CANAL IN OHIO

Left:

1. "Pearl" trapped in ice at the dock
2. "Pearl" in summer
3. Name unknown in 1898
4. "Ella May" in 1905 curtains in windows

Right:

1. No information known
2. Boat at Grand Rapids
3. Stone scow last boat launched in 1922

Toledo/Lucas County Public Library

GATEWAY TO THE EAST



The "Col. Bachtell" is pictured on the Miami and Erie Canal in July. Toledo/Lucas County Public Library

Last days of the canal

As business waned on the (Miami) Wabash and Erie Canal and prior to the disastrous 1913 flood, a study was conducted on the Maumee River from Toledo, Ohio, to Fort Wayne, Indiana, following the River and Harbor Act approved June 25, 1910. This study dated October 31, 1911, was reported in a letter from the Secretary of War to the Speaker of the House of Representatives. On May 21, 1912, it was referred to the Committee on Rivers and Harbors and ordered to be printed with illustrations. It included a report on the canal as well and speaks to the question of enlarging the Miami and Erie Canal.

"In connection with the general question

of navigation on the Maumee a brief reference to the canal systems of Ohio and Indiana is appropriate. The well-defined valley extending from the head of the Maumee to the headwaters of the Wabash and down the course of the latter stream, which had evidently been cut out by an ancient river of large volume, naturally gave rise at an early date to the suggestions of a canal to connect the two rivers and to replace the portage which was then an expensive and troublesome link in an important transportation route; and other suggestions were made in early times for the construction of artificial waterways to complete water routes between the Great Lakes and the Ohio and Mississippi Rivers. The undertaking of the Erie Canal, completed in 1825, gave the subject added interest and importance, and the construction of a canal to connect Lake Erie with the Ohio at Cincinnati was begun at the southern end about the time of the opening of the Erie Canal. Shortly before this time action was

GATEWAY TO THE EAST

taken by the State of Indiana to inaugurate the construction of a canal to connect the Wabash and the Maumee. After delays and vicissitudes of various kinds the present canal from Lake Erie at Toledo to the Ohio at Cincinnati, known as the Miami and Erie Canal, as well as the Wabash Canal connecting Fort Wayne, down the ancient river channel and the Wabash and into the latter at Logansport, were finally completed for through traffic about 1845, portions of the former having been opened for use a few years earlier. Other canals between Lake Erie and the Ohio were constructed on routes farther east, but detailed reference to these is not here necessary. The portions of these canals that directly concern this discussion for the present are, of the Miami and Erie, that extending from Toledo through Defiance and to the "junction," 8½ miles southwest of Defiance; and of the Wabash, that extending from the junction to Fort Wayne. Modifications have been made in these canals from time to time, but their present condition is as follows. The Miami and Erie has mostly been put in repair and is now in good condition with concrete locks and with two dams in the Maumee made partly of wood and partly of concrete. Its connection with the Maumee at Toledo is through the lower end of Swan Creek, a tributary of the Maumee.

"The canal leaves this creek about three-quarters of a mile above its mouth, rises by 6 locks to a level reach about 20 miles long which follows closely the left bank of the Maumee. After passing more locks it enters this river through a guard lock at the dam just above Grand Rapids. About a mile and a half above the dam the canal leaves the river and follows the left bank to the dam below Defiance where it again enters the river through a guard lock. From this point to Defiance the route is in the slack water of the Maumee, the tow path running along the left bank. At Defiance is a flight of 5 locks and a rise of 50 feet to the level, which extends to 6 miles beyond the junction. This part of the canal has locks 90 feet by 15 feet, and the available depth

for navigation is 4 to 6 feet. The Wabash Canal has been entirely abandoned, and the portion herein referred to is dry and is partly occupied by a railroad and partly under cultivation. Both the Miami and Erie and Wabash Canals were constructed by the respective State in which located, with assistance from the United States in the form of grants of right of way and of land. The right of way of the Wabash Canal is no longer held by the State, either in Ohio or Indiana, except a mile in length of the eastern end, which the State of Ohio still owns.

"Under an act of Congress of August 18, 1891, the question of enlarging the Miami and Erie Canal to form a waterway of about the capacity of the Erie Canal at that time was considered by a board of Engineer officers. Other routes for a waterway of same capacity from Lake Erie to the Ohio River were also considered by the same board. The board did not recommend any waterway of the dimensions prescribed in the law, but it did favor a waterway of sufficient capacity to be navigable by vessels that could also navigate both Lake Erie and the Ohio River, which such a canal would connect.

"The general plans and estimates submitted contemplated an enlarged canal that would follow essentially the line of the existing Miami and Erie Canal from Toledo to Defiance, and from that point it was taken up the valley of the Auglaize. No action has been taken to construct any waterways proposed in this report. In quite recent years the locks on the part of the canal here considered and the dams at Grand Rapids and near Defiance, as well as spillways, bridges, etc., have been rebuilt in whole or in part and repaired in a substantial manner by the State of Ohio, and dredging has been done to clear the canal, but its navigable capacity was not enlarged. There is now very little commercial navigation on any of the artificial waterways connecting Lake Erie with the Ohio River."

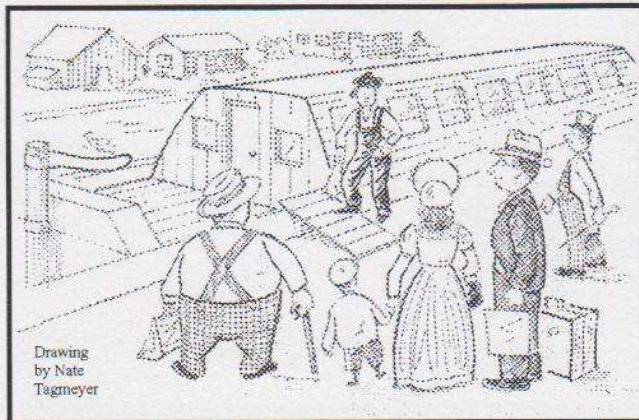
The 1913 flood put an end to the

GATEWAY TO THE EAST

(Miami) Wabash and Erie Canal. The locks were removed or left standing as lonely reminders of the bygone canal era. Boats often were dismantled for their lumber or left to rot in the canal. The canal prism in many areas was filled in. Today it is difficult to trace its old route.

The canal route may have been different if the outcome of the Ohio/Michigan Canal War had been different. Today a concrete marker is placed on Edgewater Drive northeast of Manhattan at the state line between Ohio and Michigan. This is where Ohio's governor Frank B. Willis shook hands with Michigan's governor Woodbridge Ferris in 1915 commemorating the boundary dispute. In 1965 a bronze plaque was added beside the marker.

Today museums display canal artifacts and libraries archive old photographs and documents. Interpretation of the (Miami) Wabash & Erie Canal in Ohio and the canal era is being carried on by Toledo Metroparks at Maumee Side Cut and Providence Park. Each year docents lead hundreds of school children through the old side cut locks and the Isaac Ludwig Mill and portray canawlers aboard "The Volunteer" while gliding down the canal.



GEORGE ROMNEY JAMES A. RHODES
Gov. of Michigan Gov. of Ohio

50th ANNIVERSARY OF MICHIGAN-OHIO BOUNDARY SURVEY

ON 18 SEPTEMBER 1965, OFFICIALS OF THE STATES OF MICHIGAN AND OHIO, AND LEADERS OF BOTH STATES IN CIVIC ENGINEERING AND HISTORICAL ORGANIZATIONS, MET HERE TO CELEBRATE THE 50TH ANNIVERSARY OF THE 1915 SURVEY AND MOUNTING OF THE BOUNDARY LINE BETWEEN THESE TWO GREAT STATES OF THE UNION.

"GOOD FENCES MAKE GOOD
NEIGHBORS"

GATEWAY TO THE EAST

PERRYSBURG HYDRAULIC CANAL

Scott Bieszczad in a book prepared for a Canal Society of Ohio Trustee Tour in 1999 of the Perrysburg Hydraulic Canal said,

"Very little has been recorded or written about the Perrysburg Hydraulic Canal which was built with public money from an 1837 tax levy by the town of Perrysburg in an effort to attract industrial and manufacturing interests to the village. This canal was used only for industrial power, not navigation, and seemed to have been plagued with common canal problems such as weather, poor maintenance and local competition for the water supply. Ideally, the Perrysburg Hydraulic Canal would have produced products which could have been shipped across the Maumee River to the Miami & Erie Canal via the Maumee Side Cut."

The Perrysburg Hydraulic Canal carried water to water wheels that were connected to other geared machinery. When the wheels turned, gears were put in motion and saws, lathes, and grinding equipment were driven by leather belts. Today harnessing water to drive machinery can be seen in the Isaac Ludwig Mill in Providence, Ohio.

Located on the Perrysburg waterfront, the canal was a 5¼ mile long ditch. It began a short distance from Waterville above the rapids of the Maumee River about two miles above But-tonwood Island on West River Road where a partial dam was built across the

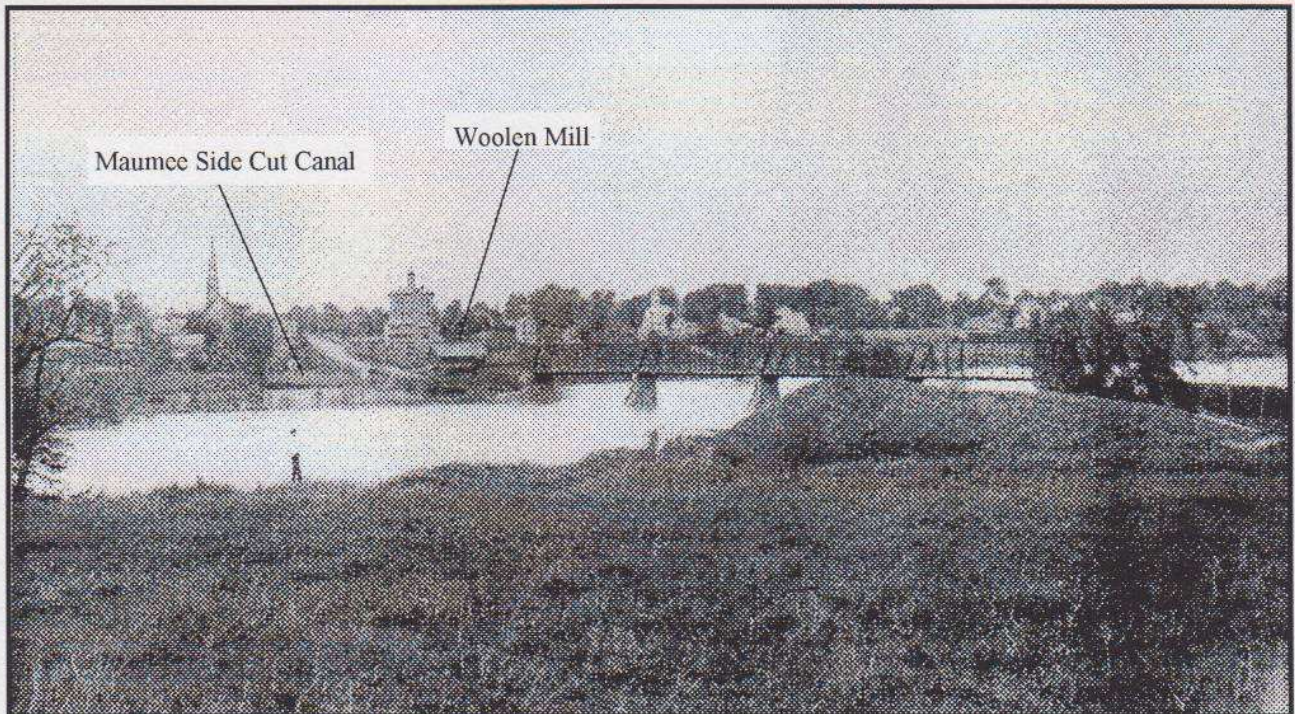
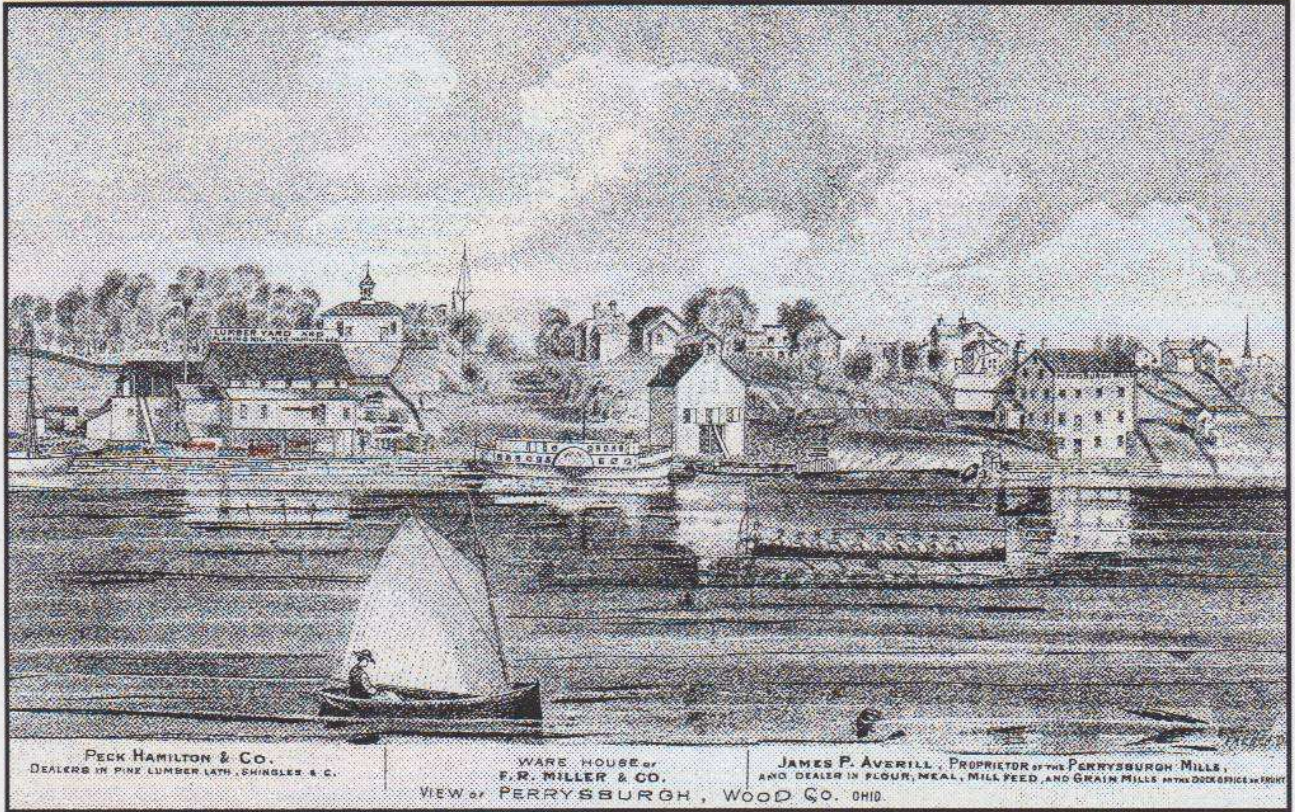
river. This dam diverted water into an aqueduct that flowed into the man-made ditch which ran from there, skirted Ft. Meigs just a few rods south of the fort, and continued all the way to the foot of Louisiana Avenue in Perrysburg. There was a body of water just east of Fort Meigs known as "Hayes' Reservoir," which became a favorite places of skating parties in the winter.

The "ditch," as it was called in Perrysburg after it was abandoned, was from 20 to 30 feet wide and was built along the lower part of the ridge which extends along the Maumee for many miles. Water flowed down it at a depth of four to six feet. For about the last 3½ miles, the ditch had a fall of a foot per mile, which increased perceptibly toward its end. By 1854, this rushing water powered belt-driven machinery for eight to ten firms in Perrysburg. They included a cider mill, a flour mill, a foundry and machine shop, a mill and furniture factory, a paper mill, a sawmill, a sorghum and wool carding operation, and a tannery. All of them were located down below Front Street.

By January 1862, the following plants were getting power from the canal: Crook's cabinet shop; G. W. Brown & Company foundry and machine shop; Hirth's tannery; Lindsey's planing mill; Perrysburg flouring mills, Tefft's saw mill, which turned out 250,000 board feet of lumber annually; Peter Witzler's cabinet shop, sider, sorghum and carding mill; and a new paper mill.

Prior to building the canal, Perrysburg residents had to go all the way to the River Raisin in Monroe, Michigan, for

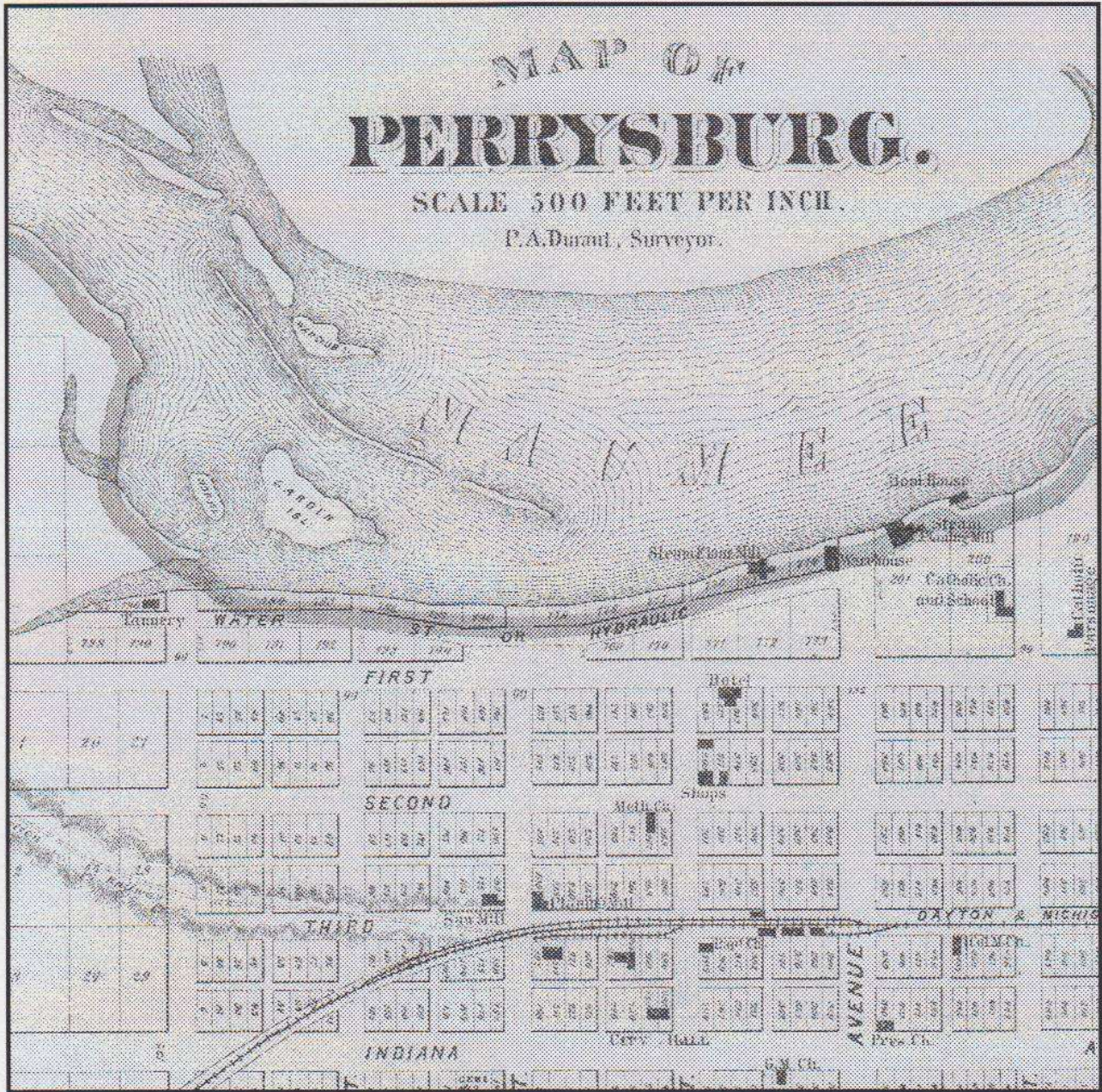
GATEWAY TO THE EAST



Top: This engraving from the 1876 Atlas of Lucas and Wood Counties, OH, shows a fanciful view of Perryburgh, which was at the end of the Perryburgh Hydraulic Canal.

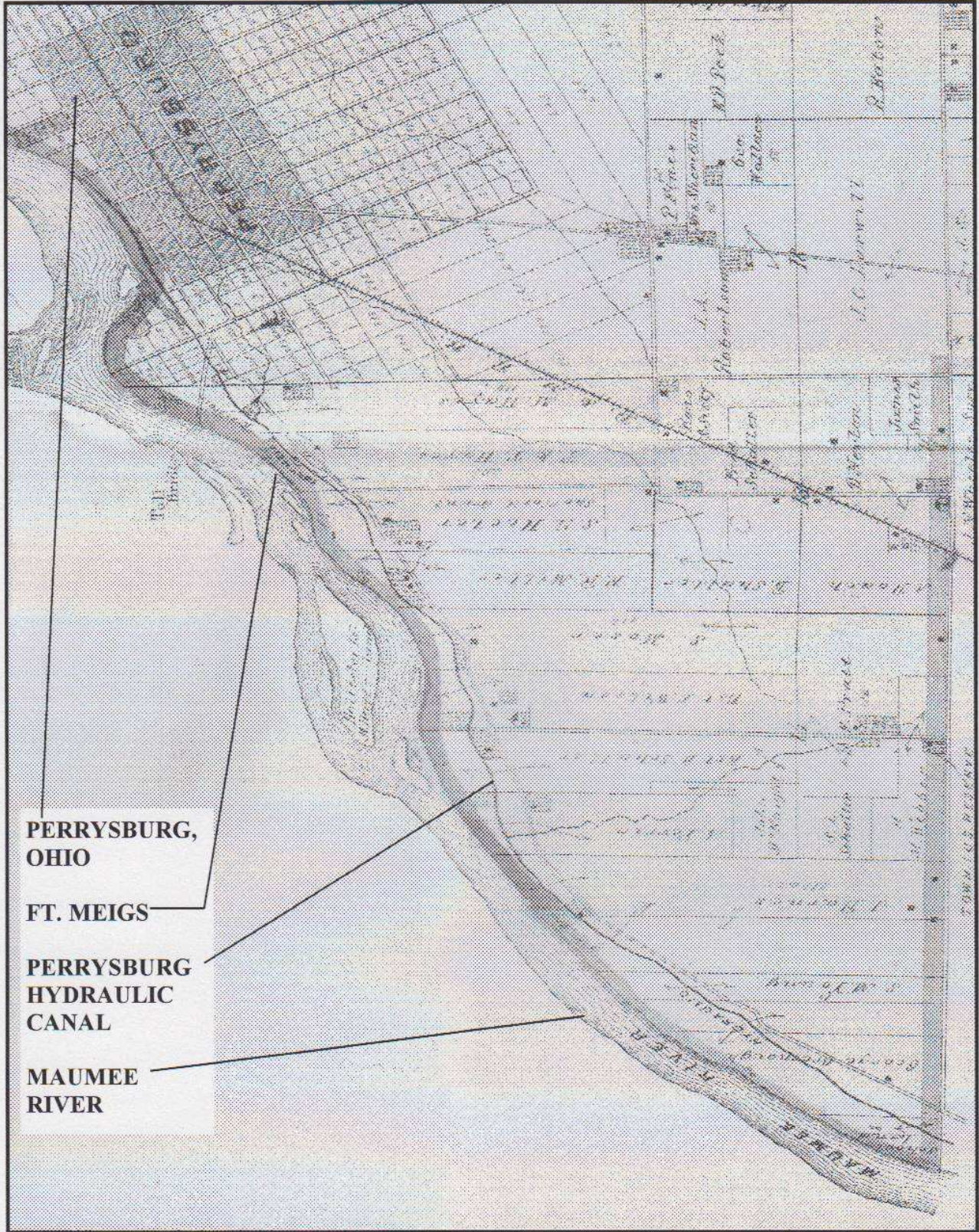
Bottom: This photo shows the bridge across the Maumee River from Perryburgh with the town of Maumee, OH, across the river.

GATEWAY TO THE EAST



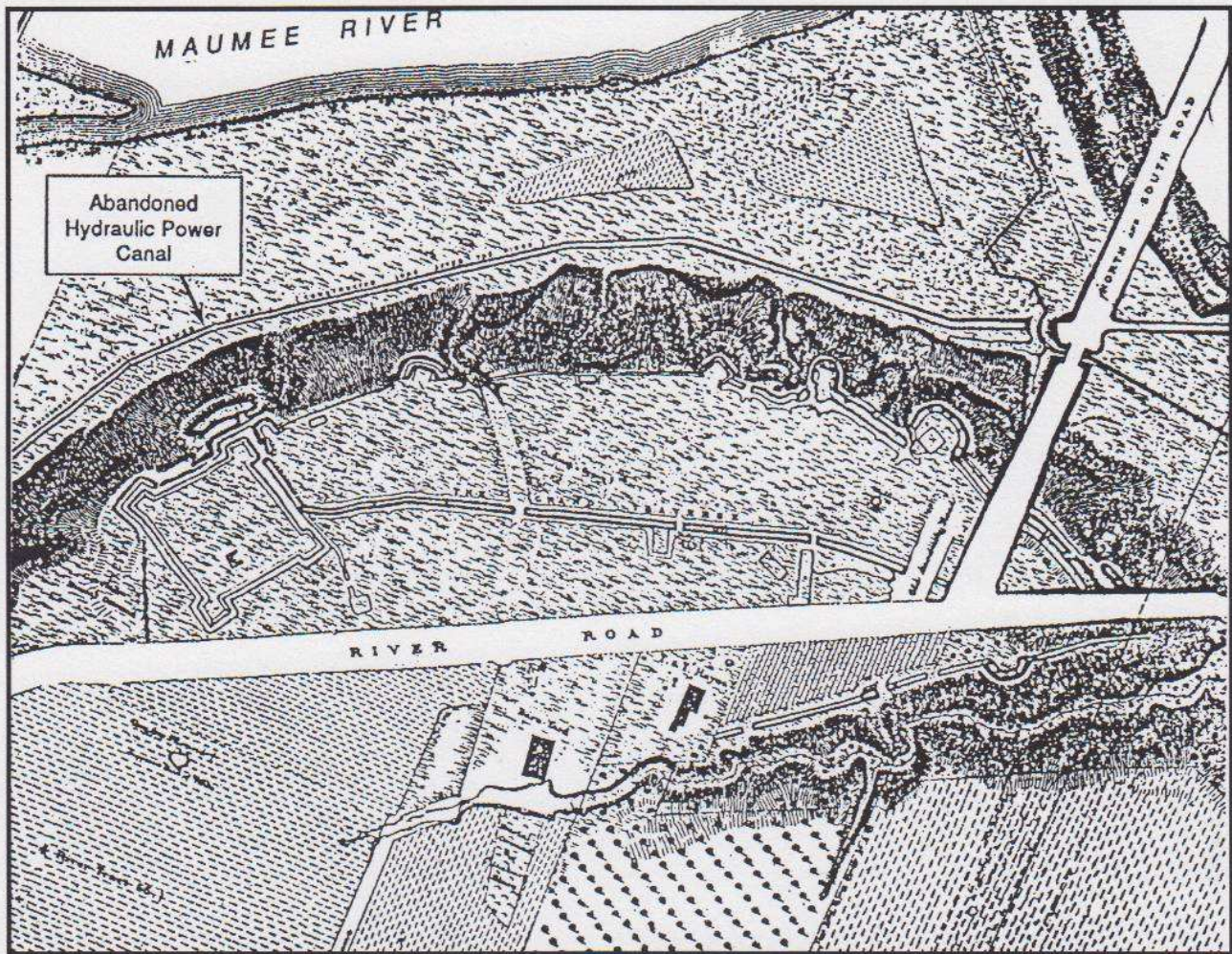
Map of Perrysburg and the downtown portion of the Perrysburg Hydraulic Canal is from the 1876 County Atlas.

GATEWAY TO THE EAST



The Perryburg Hydraulic Canal along the Maumee River past Ft. Meigs and into the town of Perryburg. 1876 Atlas

GATEWAY TO THE EAST



Fort Meigs on the Perrysburg Hydraulic Canal as drawn in the Van Tassel series dated 1901. Toledo/Lucas Co. Pub. Lib.

mill products. Later a mill was built in Mil-
 tonville, which was located at the corner
 just north of the old Riverby Golf club
 where Route 65 drops into the valley.

approximately \$14,177 from 1846 to 1859.
 This is one of the first examples of mu-
 nicipal ownership of a power facility in
 this area.

The Hydraulic Canal Company's in-
 corporation was passed by the general as-
 sembly on April 1, 1837, amended Janu-
 ary 21, 1845, and, later, the completion
 date was extended to February 15, 1849
 by another act. It was paid for by the sale
 of \$25-a-share stock. Interest on the
 stock was paid for by taxes. The towns-
 people had voted for and paid a tax of
 four mills on the dollar for a total of ap-

Four years after it began, Perrys-
 burg sold its ownership in the canal to Dr.
 E. D. Peck. He made an effort to carry it
 on as a private enterprise. Over the next
 22 years it flourished and then eventually
 suffered neglect. There was a continuous
 erosion of the banks by high waters or
 ice, which resulted in breaks and loss of
 timbered dam was a huge problem.

GATEWAY TO THE EAST

One of the most important jobs in mated at a power sufficient to run 120 Perrysburg at the time was that held by run of stone. The bank for nearly a mile the men who daily walked the canal below the head-gates, portions of which banks to find any breaks or damages. Old were formerly washed away at every man Tiff and John Sullivan were two of freshet, has been thoroughly protected by the canal walkers. a rip-rap wall of stone and a substantial break-water one hundred feet long. Two

Around 1872-73 T. P. Brown, a large piers have been built at the head-gates and a channel is being quarried Toledo capitalist, secured the canal. It no longer furnished power, was practically through the rock from the dam to the dry and nearly all the manufacturers along head-gates. Much credit is due the gentlemen living on the line of the canal who, its line had given up. It was badly filled in with one exception have allowed the Brown attempted to inject new life into workmen to cut down their trees and the canal by cleaning it out, repairing the growing crops, flood their fields, tear banks, and, in some places, totally rebuilding it. down their fences and bridges, or do anything else that was necessary to the advancement of the work. Very much credit

In 1874 the ditch was re-dug to a depth of nine feet and other necessary repairs and improvements made including construction of nine small bridges across it. In an undated newspaper article the reworking of the Perrysburg Hydraulic was described by "PED" as follows: is also due the superintendent, Mr. S. N. Beach, for the thorough manner in which he has done the work, and the admirable organization of the workmen."

"The Hydraulic Canal.

Ed. **Journal**: Knowing how much the readers of the **Journal** are interested in the progress of our Hydraulic Canal, I will give you a few of the facts which I learned by taking a stroll to the scene of operations. Under Brown the Hydraulic canal was finished to a point a few hundred feet east of the line of West Boundary Street. Citizens had high hopes that the banks of the revitalized canal would be lined with busy, prosperous factories. But the Perrysburg Hydraulic still failed to live up to its high hopes, although it continued in operation. What was the problem? Too high water rates? Although there was

"There are at present twenty-six teams at work at various points widening, deepening and straightening the water-course and strengthening the banks, at a cost of nearly one hundred dollars a day. factories, the lots remained vacant.

About three miles of the Canal have been completed. I say canal because it is no longer a 'ditch' but a first-class canal capable of carrying a body of water from 40 West Boundary Street on the Maumee to 45 feet wide at the surface, 25 to 30 feet at the bottom and 4½ feet deep, estimated. Only two industries used the new hydraulic canal. One manufactured wood pulp for paper making. It was located in the previous paper mill building of Clafin & Campbell Company a short distance from West Boundary Street on the Maumee Road. Operated by junior partners Dr. L. S. Bowers and Freeman E. Bowers and

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their associate, Alf. Shepard, the raw material used for this pulp was mostly bass-wood. They shipped the pulp to paper mills in cities nearby.

The other industry using the "new" canal was that of Mr. B. F. Stonewell from Quincy, IL. He invented and patented a double edged garden hoe, which was manufactured in Perrysburg in a new building built for that purpose on Green Lane Road. It had modern machinery and did a thriving business. When the canal no longer supplied water, Stonewell dismantled his shop and moved his machinery to a plant in another city.

The good fishing at the dam was one of the reasons that the power venture ended. The dam formed a barrier so that some fish could not get upstream. At this barrier were pools in which white fish, muskellunge, pickerel, sturgeon and big cat fish could be caught. Fishing was so good that some folks made as much as \$1,500 in a season on their catches.

Catching a big sturgeon was related by Lester Lyons, who fished and skated on it as a boy and who remembers its demise. "One time I remember him [Wes Cripliver] pushing his boat towards shore with a pike pole. The water was rather shallow there. He saw a great big sturgeon, probably six feet long and he dived right in after this fish and had him out of the water several times only to be thrown back in by the swishing and thrashing of the big fellow. He stuck out the battle and drifted at least a quarter-mile down stream until he finally landed the fish."

Lester heard two big booms as he

was going home one day from Waterville. He learned that the dam had been blasted out by someone from the back country in protest against the fish monopoly.

The damage caused by high water, ice, and blasting out the dam along with battles over property rights discouraged the owners and operators of the canal. It lay unused except by village youngsters who enjoyed swimming in it in the summer and ice skating on it in the winter. One of Lester's brothers skated into town to go to school and others along its 5¼ route used is as a skating rapid transit line to town.

Lester reported that during the hydraulic's life, there was a grist mill located at the foot of Louisiana Avenue near the present day monument of Perry. Farmers brought their grain to a weighing house. After its weight was determined, the grain was carried along a trestle to the mill at the edge of the water. This mill saved the long trip to Monroe, MI, or to Miltonville.

Several efforts were made in the early 1900s by private owners to use the hydraulic to generate cheap electricity for public street lighting and for the electric trolley cars then operating there. There were rumors that the canal was to be revived for commercial purposes. They led to a scramble to buy stock in the canal in 1907. Nothing came of the rumors and that was the end of this then 70-year-old enterprise that helped Perrysburg industry get started.

The Perrysburg Hydraulic Canal was eventually filled in. It is now under Water Street in Perrysburg. At one time the outer bank of the canal could be seen

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with a row of piling set about twenty feet which is unknown to me, but which ob-
apart on top of it. It is long gone. Further tained power from the hydraulic. The mill
up the river the owners of the land races led into the old bayou and were fa-
through which it ran have plowed it up vorite places for the boys to hunt for
and added it to their crop land. The same blood-suckers. What was manufactured in
was done with Hayes' Reservoir. There is these two buildings I cannot say, but it is
hardly a trace left of any of the manufac- a safe guess that one of them was used
turing buildings. Many Perrysburg resi- as a furniture factory for some time.
dents aren't even aware a canal was ever
built in the town.

In an article about his recollections of the hydraulic that appeared in the **Perrysburg Messenger-Journal**, John Himmelman (1861-1922) writes:

"My first recollection of the hydraulic canal was in 1866, while a pupil at the primary school at that time, near the head of Walnut Street. The scholars were often warned to keep away from the "hydraulic," as it was commonly called, but there were very few of the school boys who could resist the temptation to use it for sailing their little boats in, or throwing stones into it to hear the "chug,"....

"...There was...a paper mill, owned by the Clatlin & Campbell Paper Manufacturing Co., located on the canal near the Maumee Road, a short distance from West Boundary Street [now Ohio 25]. The product of this concern was mostly wrapping papers, and straw was the principle material used. There was a nice little iron bridge, always painted red, on the Maumee road near the paper mill, and when the canal was abandoned this little bridge was used to span Grassy Creek out on the Fremont Pike, and was still in use a short time ago. Just east of the "Green Lane" road, on the canal, were two frame factories or shops, the ownership of

"It was at the mill race of one of these abandoned mills that an occurrence took place that might have turned out to be a fatal accident....One of the chums of my schoolboy days, Charlie Kelley, and myself, were playing at one of the mill races. Part of the wooden frame work was still in place and a long plank projected over the race just where it entered the old bayou. Charlie crawled out on this plank and began showing how nice he could 'teeter' on it, as it was rather springy, when suddenly the plank snapped and my chum disappeared, dropping about twenty feet to the bottom. ... he landed in a nice soft place - mud and water - and how nice and soft the old bayou mud used to be. I clambered to the edge of the race and looked for little Charlie, but he was out of sight. But very soon I could hear him, and making my way to the bayou end of the race, helped him out of the mud. Then he was not "out of sight" - he was a sight. Mud from head to foot, the kind of mud that likes to cling to you. And my goodness, gracious how that Kelley could cry. Oh, it was awful! I took a stick and scraped off as much of the mud as I could and helped him to get some of it out of his hair, and off his face and neck, and then gently led him home, that is as far as his front gate....

"There was a tannery owned and operated for many years by John M. Hirth

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on the hydraulic in the rear of the residence occupied by the Late Will Powell, near the head of Mulberry Street, receiving its power from the hydraulic....

"Lindsay's Mill," a sash, door and blind factory, was located on the hill just above the head of Cherry Street. There was no doubt in my mind that at some time or other this mill used water power from the canal. The mill was discontinued as a manufacturing place in the sixties.

"The pumping station of the old D. & M.R.R. was located on the hill between the hydraulic and the river, about midway between the foot of Louisiana Avenue and Walnut Street, and it is almost a certainty that water power from the canal was used to operate the pumps as long as sufficient power could be obtained, and when this could no longer be depended upon the place was equipped with a boiler and engine. The railroad has two immense water tanks in a brick building near the old depot, and these tanks had to be filled daily.

"Just east of the railroad pumping station was located the old flouring mill, one of the old landmarks of this section of the country, and which was destroyed in a fire in recent years. This grist mill was the last of all establishments along the line to use water power from the old hydraulic canal, and the old overshot waterwheel was still there for several years after the installation of a steam engine for motive power. Yes, the boys used to have a whole lot of fun with this big waterwheel in their daily swimming fests, as it was right over the edge of the river.

The hydraulic extended over to a

big red warehouse at the foot of Louisiana Avenue...the upper portion of it was used for the storage of grain by the firm of F. R. Miller & Co., who also had a mammoth corn crib on the ground where the soldiers' monument now stands. There was a large overshot waterwheel at the southwest corner of the red warehouse, indicating that at some time the building had been used for purposes other than the storage of grain. Once a crowd of us boys, being in need of a little money to properly celebrate the Fourth of July, succeeded in getting old iron out of this abandoned waterwheel which was disposed of to our old friend, Jimmie McKeever, who used to tour Perrysburg Township every week with a little white horse and a nice red wagon, with an iron railing on top, loaded with tinware, which he would exchange for rags, iron, brass, etc.

"The hydraulic between the flouring mill and the red warehouse had been filled in and was used as a roadway long before the water gave out. The hydraulic canal had practically been abandoned as a means of furnishing power to the manufacturing establishments along its line in the early seventies. It may have been that the expenses of its upkeep, which were always large, were too great to be met by the gross receipts for power furnished and still leave a balance out of which to pay a reasonable dividend on the investment, or it may have been caused by internal dissensions among those having the enterprise in charge....But it is an undisputed fact that the originators and promoters of the Perrysburg Hydraulic Canal Co., were sorely disappointed, and justly so, that their efforts to make a thriving and prosperous manufacturing town out of our nice little village came to naught."

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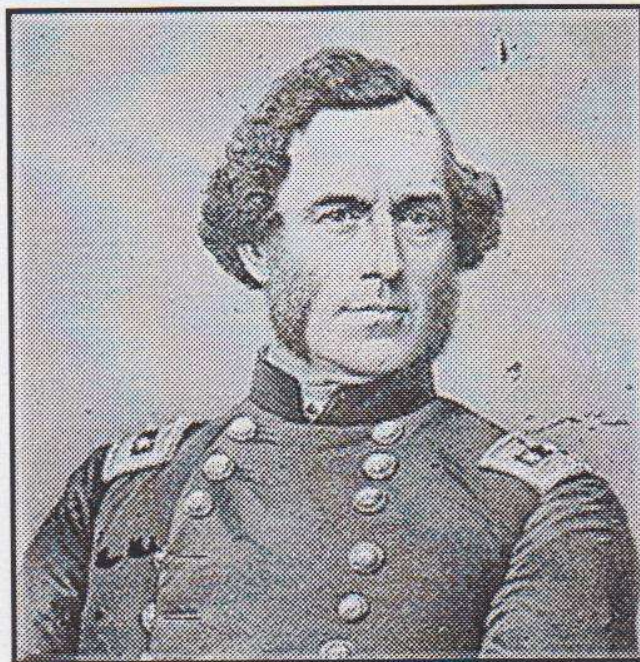
CANAWLERS AT REST

MAJOR GENERAL JAMES BLAIR STEEDMAN

b. July 29, 1817
d. October 8, 1883

By Carolyn Schmidt

Photo courtesy Hist. Of the City of Toledo and Lucas Co.



James Blair Steedman was born on July 29, 1817, in Chillisquaque Township, Northumberland County, Pennsylvania. He was the eldest of three children born to parents from Scotland. They died when he was 13 years old from a scarlet fever epidemic. Finding himself in charge of his sister and brother he had little time for formal education. He found work and by age 15 was apprenticed in the office of the **Lewisburg Democrat** in Pennsylvania as a type setter. After two years he moved to Louisville, KY, where he worked at printing for awhile on the **Louisville Journal**. Fairly soon he became caught up in the independence movement in Texas and joined General Sam. Houston's campaign.

When James returned to Pennsylvania, he was employed on the Public Works and ran a gang of canal workers. He followed the canal boom west to Napoleon, OH, in 1838. After failing to obtain a canal contract, he helped his brother-in-law and partner, Elijah Dodd, a canal contractor and his crew, build the double dam across the Maumee River from Providence to the island in the river and from the island to Gilead (Grand Rapids) in 1838. It backed up a pool of water to feed the Wabash and Erie Canal. He then once again became involved with the newspaper business and established the **Northwestern Democrat** at age 21.

James married Miranda Stiles in 1838 in Napoleon, OH. She was from New Jersey. Her sister Malvina Stiles was married to Elijah Dodd. The two men applied for and were awarded contracts to build a section of the (Miami) Wabash & Erie Canal near Waterville, OH. James later helped build the Toledo, Wabash and Western Railroad while publishing his newspaper.

At age 24 James ran as Representative to the Ohio State Legislature but was defeated. He then served as Supervisor in Waterville Township road district #4.

In 1847-48 James served two terms in the Ohio House of Representatives. But he caught "gold fever" and was diverted from politics. In 1849 he and a party of Ohioans traveled overland to California in search of it. Elijah Dodd protected his family while he was away. He stayed a year and then returned to Ohio. In 1850 Dodd sold River Tract #39 (Roche de Boeuf farm) to James, who made it his home.

In 1852 James was elected a member of the Board of Public Works and re-elected to that position again in 1855. Most of the time he served as President of the Board. He was chosen to be the Congressional Printer in December of 1857.

In 1857 James was elected to the office of Major-General of the Fifth Division, Ohio, Militia. He still held that position when the Civil War broke out. That same year and until 1861 he was the Editor of the **Toledo Times**. In 1859 he was admitted to the Bar and practiced as an Attorney-at-law in Toledo.

James was a member of the Democratic National Convention held at Charleston, S.C., in 1860. There he began working with friends of Stephen A. Douglas. At a later Convention held in Baltimore that year, he took part in the independent nomination of Douglas for President of the United States. The same year James ran against James M. Ashley (Republican) in the Toledo District as a Democratic candidate for Congress. Ashley probably won because of James'

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hands-off view of slavery.

At the opening of the Civil War at Fort Sumter, James was said to have stood on the hay scales on the Public Square in Waterville telling everyone to support the government. James enlisted on April 25, 1861. He co-operated with the government by raising and organizing the 14th Ohio Volunteer Infantry in 9 days. It was composed of men from Toledo and other northwest Ohio towns. He was chosen Colonel. He and his men were some of the earliest troops to move into Confederate territory and occupied Parkersburg. On May 27 they moved out and covered the distance of 80 miles to Clarksburg in four days and three nights. They repaired a bridge. The first land battle they fought was at Phillipi, in western Virginia. Early that June they routed 2,000 Confederates and were the first Ohio regiment to unfurl its colors in battle.

After serving for three months James and his men returned to Toledo where they received a hero's welcome. This was short lived as they were mustered once more on August 16, 1861, to serve a three year term this time. By October they were fighting again. In 1862 James took part in the Battle of Mill Springs and marched on Corinth, Mississippi. He remained with the regiment until he was promoted and made Brigadier-General on July 16-17, 1862. (sources vary on date)

On October 9, 1862, James led his brigade in the Battle of Perryville, KY. For this he received special recognition from General Buell. He also took part in the battle at Stone River. He commanded a Division in the Tullahoma campaign, where he was complimented by General Thomas.

James was assigned to command the First Division of the Reserve Corps under Major-General Gordon Granger in July 1863. The division moved to Chattanooga where it was in charge of Red House Bridge. On September 20, the second day of Battle at Chickamauga, James' division under the command of General Granger made a successful march to support General Thomas against the South's Generals Bragg and Longstreet. During this march General James Steedman played a conspicuous and effective part in the wise judgment and prompt action of General Granger. James' activity and courage and the heroic service of his command led to his promotion to the rank of Major-General on April 20, 1864. He was nicknamed "Old Chickamauga" by his troops.

It is said that when Granger saw Steedman about to go into battle he asked, "...if anything should happen to you, is there anything you would like to have me do in case of death?" James answered, "If I fail in the fight, please see that I get a decent burial, and that

my name is spelled correctly in the newspapers." This request is not as unusual as it may seem. Steedman was actually pronounced Steadman and many times was spelled that way.

Under James' leadership 5,200 troops were rushed from Chattanooga to Nashville as the Confederates were approaching. Following orders, James drove the Confederates back over half a mile and captured two lines of earthworks. This was a great Union victory. James played a prominent role in the Atlanta Campaign, where he was assigned the commander of the District of Etowah when General Sherman started his "March to the Sea."

At the end of the Civil War in April 1865, James was assigned the Military Commander (governor) of the State of Georgia. Only one other non-West Pointer was named to this position. He also took part in other postwar administrative duties. He resigned his volunteer commission on either July 19 or August 18, 1866 according to different sources.

One historian notes the James was on specially favorable terms with President Johnson through their associations during the Civil War in Kentucky and Tennessee. If Johnson had had the ability to vacate the office then held by Edwin M. Stanton, James would probably have become Secretary of War. Instead James was appointed the Collector of Internal Revenue for the New Orleans District during reconstruction. In January 1869 he resigned that office.

James returned to Toledo and lived at the corner of Superior St. and Jefferson Ave. Acting as Editor of the **Northern Ohio Democrat**, he continued in this position until his death. After he moved from the house sometime around 1872-73 it was used commercially. Later it was moved to 424 Eleventh Street and the Commodore Perry Hotel built at its old site.

In 1872 his wife of 34 years, Miranda Stiles Steedman, passed away. She, their only son Lewis Cass Steedman (1849-1876) and his wife Edith K. Steedman (1852-1877) are all buried in Waterville's Wakeman Cemetery. James was left with two young grandchildren who were made his wards.

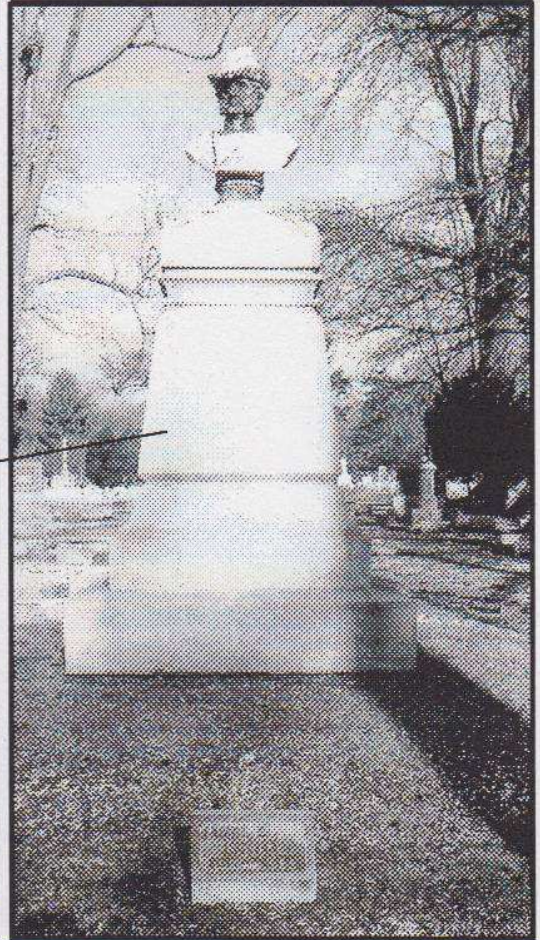
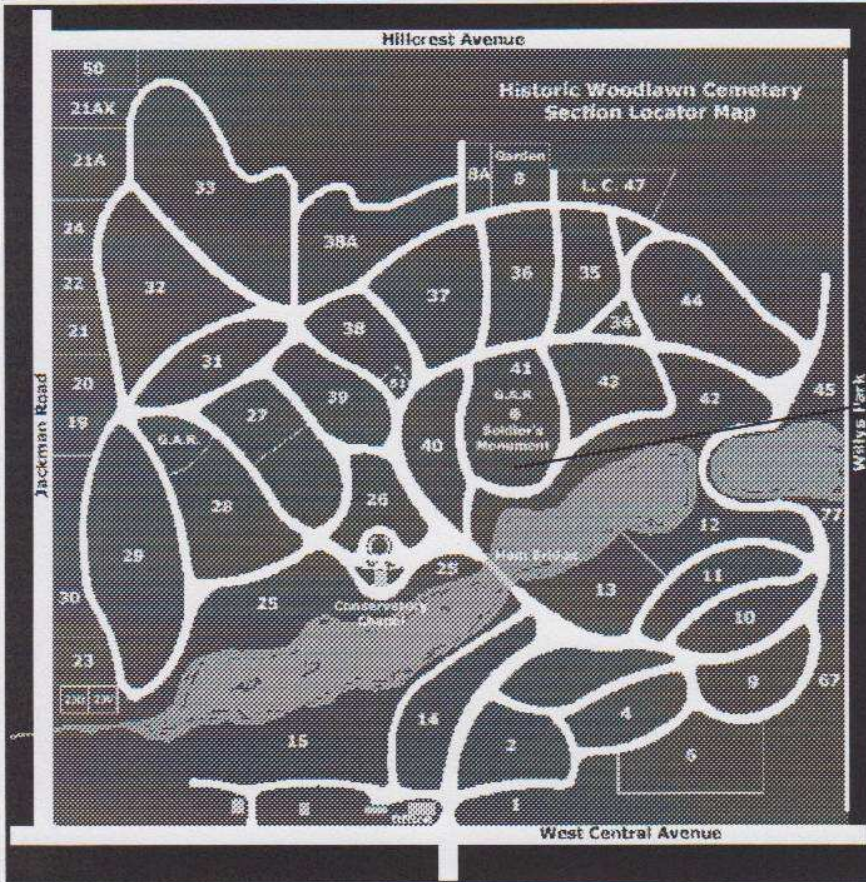
James remarried a lady who had caught his attention by knocking down someone who yelled HURRAY FOR JEFF DAVIS! His second wife was Rosa Barr.

In 1874 James was elected a member of the State Constitutional Convention. In 1876 James tried marriage for the third time. A handsome, dashing-looking man at age 61, he wed 16 year old Margaret Gildea. They had three children: Rebecca Blair, Mary

GATEWAY TO THE EAST

James Blair Steedman's monument and grave stone are in Section 41, Lot 190, Grave 1 of Woodlawn Cemetery in Toledo, OH. This is very near the G. A. R. Soldier's Monument. The cemetery is located at the end of Auburn Avenue at

This monument and grave stone for Major-General James Blair Steedman are in Toledo's Woodlawn Cemetery. Photo by Bob Schmidt



Moore and Samuel J. Tilden Steedman. Margaret died in 1948.

James was a Senator from the Toledo District in 1877, a delegate to the Democratic National Convention in 1880 and a candidate for State Senator in 1881, but was not elected. The last public position he held was Chief of Toledo Police to which he was elected in May 1883.

A one time Commander of the Grand Army of the Republic for Ohio, James played a prominent role in public life for about 40 years. He was an exceptional leader in whatever he did.

James B. Steedman died from pneumonia on October 8, 1883 at Toledo. He was 66 years old. He left behind a widow, children and grandchildren. A huge number of people from all walks of life including representatives from the Grand Army of the Republic and City authorities attended his funeral. He was laid to rest in Section 41, Lot 190, Grave 1 of Woodlawn Cemetery in Toledo.

A bronze bust of James B. Steedman perched on top of a seven-foot-high pedestal stands at his gravesite near the Lucas County Civil War monument in Woodlawn Cemetery. A small stone marks his grave.

William J. Finlay, a brewer who lived in Toledo and was a close friend, suggested erecting a monument in James' honor at St. Clair Place where Summit and St. Clair Streets joined. The Toledo City Council set aside the land for the statue and changed the site name to Finlay Place. The statue cost around \$25,000.

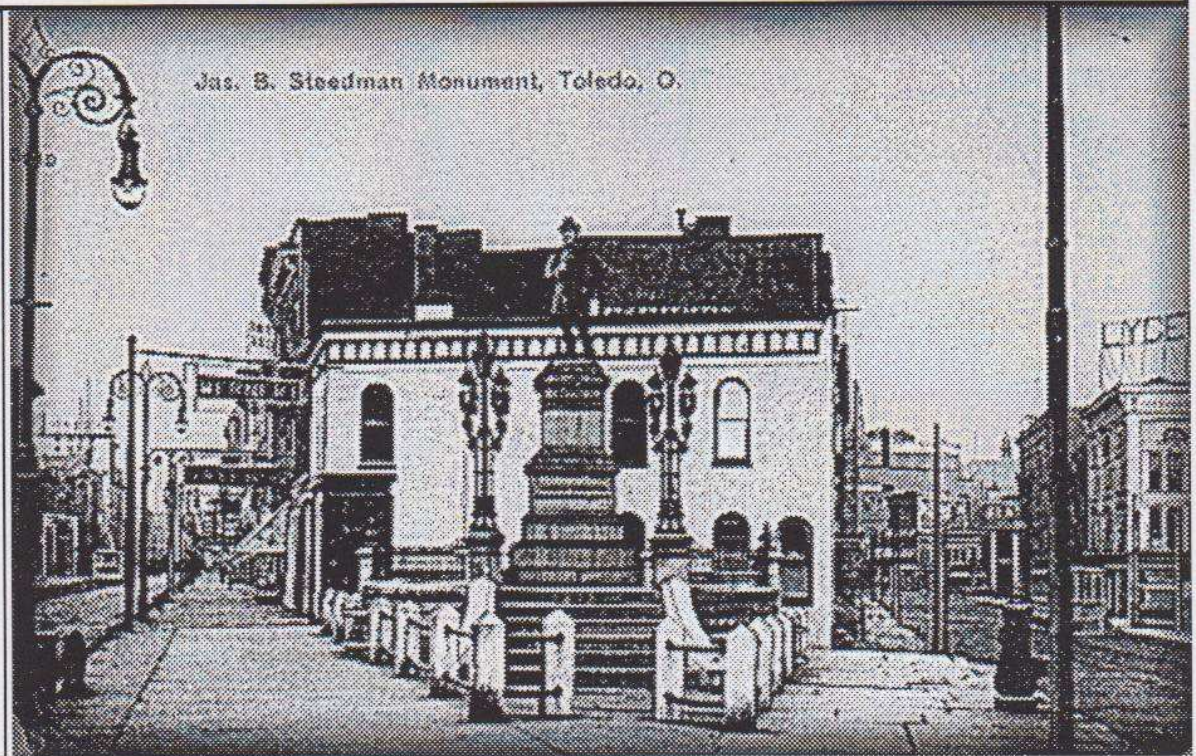
General Steedman's bronze statue is the work of Alexander Doyle (1857-1922), who was born in Steubenville, OH.; went to live in Italy with his family when he was nine; and studied sculpture in Florence and Rome before returning to the U.S. in 1878.

The pedestal was put in place in August 1886 and topped by the statue in March 1887. Public ceremonies were held on May 26, 1887 to unveil the monument. It is made up of the following four parts:

GATEWAY TO THE EAST

Top: Finlay's monument to James Blair Steedman as it appeared on an old postcard from around 1909-1915.

Bottom: The statue now stands in Jamie Farr Park.
Photo by Bob Schmidt



Base: Vermont marble, 9 feet square, sets in the center of a terrace

Die: Three sides bear these inscriptions: "JAMES B. STEEDMAN, Major-General, U.S.V.," "Born 1817, Died 1883," and "Erected by W. J. Finlay"

Shaft: Four sides bear the words "Chickamauga," "Carrick's Ford," "Perryville," and "Nashville" referring to battles in which he participated

Statue: A cap is on top of the shaft on which stands the bronze statue of General Steedman having just dismounted with a field-glass in his hand. The monument is 26 feet high.

In 1920 someone proposed building a public restroom beneath the statue. Steedman's widow led an outraged delegation and successfully kept the restroom from being built. The statue was then moved to Riverside Park, but in the late 1970s it was rammed by a speeding motorist, who failed to make the turn. General Steedman was knocked off the base and was damaged extensively. After several years of repairs the statue was put back into place. Today Jamie Farr Park surrounds the monument.

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GATEWAY TO THE EAST TOUR ROUTE

Friday:

7:40 a.m. Carpools leave and meet in Hood Park, Perrysburg (no caravan) at 8:00 a.m.

Exit Red Roof Inn lot and go right to Reynolds Road (US 20)

L on Reynolds Road (US 20)

Reynolds road angles left and becomes Conant St.

Continue down Conant, cross US 24, cross bridge over the Maumee River

Curve L following Ohio 65 signs onto Front Street

L into parking lot just before reaching Louisiana Street and walk into Hood Park

8:00 a.m. See statue of Commodore Oliver Hazard Perry, walk down the hill to see the Perrysburg Hydraulic Canal (5½ mile long canal from Louisiana Street in Perrysburg to a dam near Waverly, Ohio)

Return to parking lot

L on Front Street then immediately -

R on Louisiana Avenue (3 blocks)

R on Indiana Avenue (about 10 blocks)

(Indiana Avenue becomes River Road)

R into Ft. Meigs and park in lot



8:45 a.m. Docent led tour of Ft. Meigs

10:45 a.m. Must leave Ft. Meigs Parking Lot

L on Indiana Ave. (River Road)

L on Boundary Street (Ohio 25)

L where Boundary combines with US 20 (25N)

Proceed across Maumee River bridge to Broadway

R on Broadway at light (Broadway becomes River Road)

Drive by:

House of 4 Pillars on your right, which has a marker

Old Plantation Restaurant on your left, which has a marker

Maumee Library on left, which has marker for Dudley's Massacre

Wolcott House Museum on left

Pull into Wolcott House parking lot on left

(To the right of the museum canal water was diverted from the (Miami) Wabash & Erie Canal located where Anthony Wayne Parkway is today and carried under Broadway toward the river via a culvert to an electric generation plant. The plant was used later by the Edison Club and members walked to the club via the culvert.)

L on Broadway/River Road

Fort Miamis Park is located where Michigan Avenue runs into Broadway (River Road)

L on Michigan Avenue

R on Anthony Wayne Trail (US 24 -Ohio 25)

(This is the route of the (Miami) Wabash & Erie Canal and you are on the canal to Toledo.)

(Canal Lock #45 Stones are just after Lockhaven Street and before Town Street on your right.)

Continue on Anthony Wayne Trail after US 24 turns off

(Lock #46 was between Toledo Christian Academy and Our Lady of Perpetual Help Catholic Church - a slight dip in the road indicates where the lock was located)

(At Delaware Creek there was a 300-400 ft. wide canal culvert)

(Canal made a big turn before Glendale Avenue)

(Pass Toledo Zoo on right where about half of the zoo was built using old canal stones when concrete replaced them in the locks)

(At Emerald Street an aqueduct (under Anthony Wayne Trail) crossed the New York



Central Railroad)

(Locks 47, 48, 49, and 50 lowered canal boats before the junction of the Manhattan Extension and the Swan Creek Side Cut Canal) as you turn down toward before Collinswood Blvd.

R to Collinswood Blvd. about one block

(Here on left Locks 51 and 52 lowered canal boats from canal (Anthony Wayne Trail) into Swan Creek, from which they traveled one mile to the Maumee River harbor)

L on Erie Street

Cross Swan Creek

(Locks 52-53 Swan Creek Side Cut Locks once were to the left as you crossed the bridge and dropped canal boats into Swan Creek on right of the bridge)

Continue on Erie Street past 5th 3rd Field

R on Jefferson Avenue (one way) toward Maumee River

R on Water Street

L into city paid parking lot or into City Parking Garage across Water Street

Walk east to Sandpiper at the foot of Jefferson Avenue

(Must be there no later than 11:45 a.m. to load boat)

12 Noon Boat tour of Maumee River Harbor

(Lunch aboard the Sandpiper)

Return to cars

L on Water Street

R on Monroe Street

R on Summit Street

R on Cherry Street, which crosses the Maumee and becomes Main Street

R immediately on Boers-Boyer Way into International Park and proceed to Willis B. Boyer parking lot



2:30 p.m. Docent led tour of Willis B. Boyer

Left from Boyer to Main Street

L on Main and cross Maumee River, becomes Cherry Street and cross Summit Street

L on Spielbusch (Ohio 25), which eventually becomes Anthony Wayne Parkway to Maumee, OH

R on Conant Street in Maumee which becomes Reynolds Road

R just past Friendlys to Red Roof Inn on left



Time to refresh for evening banquet (Allow at least 20 minutes to get to The Carranor Hunt & Polo Club)

Exit Red Roof Inn lot and go right to Reynolds Road (US 20)

L on Reynolds Road (US 20)

Reynolds road angles left and becomes Conant St.

Continue down Conant, cross US 24, cross bridge over the Maumee River

Curve L following Ohio 65 signs onto Front Street

R on Hickory Street

L on Second Street to The Carranor Hunt & Polo Club parking lot on right

6:00 p.m. Banquet at The Carranor Hunt & Polo Club Speaker: Fred Folger

Reverse instructions back to Red Roof Inn

GATEWAY TO THE EAST TOUR ROUTE

Saturday:

7:45 a.m. Carpools follow directions below on your own (no caravan) and meet at Towpath Park parking lot in Maumee, Ohio

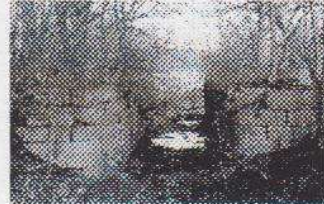
Exit Red Roof Inn lot and go right to Reynolds Road (US 20)

L on Reynolds Road (US 20) which angles left and becomes Conant St. and go to Broadway

L on Broadway at light

R on White Street

L on Harrison into Towpath Park



8:00 a.m. Tour Lock #6 in Towpath Park

Leave Parking Lot

R on White Street to Broadway

L on Broadway which becomes River Road

R into Maumee Side Cut parking lot and Lamb Center

8:30 a.m. Docent led tour of Maumee Side Cut Park

R onto River Road from parking lot

Follow River Road into Waterville

Stop near corner of Farnsworth Street in parking lot on left

See the Columbia House (Canal Inn) now a private residence

Continue west on River Road to Roche de Boeuf

Park alongside the road

See Roche de Boeuf and deteriorating railroad bridge across the Maumee River

Continue to US 24

L on US 24 to Grand Rapids, Ohio

L on State Road 578 (Grand Rapids Road)

R on Front Street and park along street

Walk to Gilead Side Cut Canal on brick walk with restrooms buildings



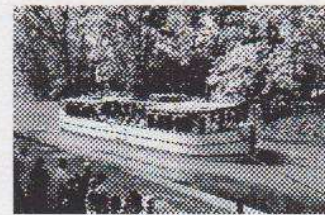
11:15 a.m. Lunch at Cousin's Restaurant in Grand Rapids

Return to cars on Front Street and proceed to Maumee Bridge on State Road 578

Left on State Road 578 and cross the river

Right on US 24 to Providence Park entrance

Park in lot, walk across pedestrian bridge to boat dock



1 p.m. Canal boat ride at Providence Park

2 p.m. Docent led tour of Isaac Ludwig Mill

3.p.m. Go to Dam across the Maumee River

L on US 24 from parking lot in Providence Park to Grand Rapids

L on State Road 578

R on Front Street

L on Wapakoneta

R on Second Street

R into Dam park and Gilead Side Cut guard gate entrance just beyond the village

See dam across the Maumee River that created a slackwater pool so that canal boats could leave the (Miami) Wabash & Erie Canal, be polled across the slackwater, enter the Gilead Side

Cut, and deliver goods to local businesses

See guard gate where canal boats entered the Gilead Side Cut Canal

L on Second Street



R. on Beaver

R on Front Street and you may shop or have dinner in Grand Rapids (on your own)

DIRECTIONS TO RED ROOF INN

L on State Road 578 across the Maumee River

R on US 24 to Maumee, Ohio

L on Conant Avenue, which becomes Reynolds Road

R after Friendly's to Red Roof Inn

(dinner on own at many neighboring restaurants — evening program — time to visit with friends)

GATEWAY TO THE EAST TOUR ROUTE

Sunday: Carpools follow circle route and return to Red Roof Inn before Noon
8:00 a.m. From Red Roof Inn go to Reynolds Road (US 20)

R on Reynolds Road
R onto Interstate 80 east
Get toll ticket, Cross Maumee River, (about 2 miles)
R on exit 64 Cleveland (East) Pay \$.50 toll
R on 75 (North) Toledo/Detroit
R on exit 201B Erie Street Market-Court House
Straight on 25 (North) Erie Street and pass court house
R on Lagrange

(Vistula Historic District Marker on right at Summit Street. Vistula was one of the towns that became Toledo along with Port Lawrence)

L on Summit Street (Ohio 2)
Go under new bridge being built across the Maumee
Follow curve at Jamie Farr Park past statue of Gen. James Steedman
(MASH's Klinger)TM
R on Cincinnati Street into park parking lot

See statue of Gen. James Steedman
(Contractor for W & E Canal and Toledo, Wabash & Western RR. Called "Old Chickamauga" after his command prevented serious disasters for Union forces there. Also in Sherman's Atlanta campaign.)

R on Summit Street
R on LaSalle



See the Manhattan terminus

(Shortly up the Maumee River from Maumee Bay boats entered/left the Wabash & Erie Canal near the end of LaSalle Street where the Harrison Marina is today. This entrance was eliminated later when more boat traffic traveled further up the Maumee River and entered the canal via Swam Creek Side Cut or went even further and entered the canal via Maumee Side Cut.)

Curve around through alley and park along entrance to Harrison Marina

See Manhattan Canal Marker

CANAL TERMINUS The original northernmost lock in a canal system which linked Lake Erie with the Ohio River was located near the foot of LaSalle Street. Indiana's Wabash & Erie Canal (1843-1847) joined Ohio's Miami & Erie Canal (1845-1913) near Defiance and shared the same course to this location. Toledo's Swan Creek side cut became the northern terminus in 1864.

MANHATTAN Founded in 1835, by the following year Manhattan was a thriving village of 500 inhabitants. It boasted warehouses, docks, a hotel, a post office, a news paper, and the first bank in Lucas County. Commercial rival, Toledo, won the canal business and Buffalo investors withdrew their support. Manhattan collapsed overnight. The state of Ohio abandoned the Toledo-to-Manhattan canal link in 1864.



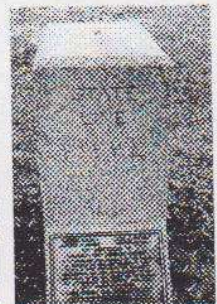
R on Summit Street

R on 131 Street by SUNOCO Station

L on Edgewater to Ohio/Michigan border and park at entrance to Lost Peninsula Marina Sign

See Ohio/Michigan Boundary concrete marker

(Michigan's Gov. Woodbridge Ferris and Ohio's Gov. Frank B. Willis shook hands here in 1915 after ongoing border dispute.)



L on Edgewater

R on 131 Street

L on Summit Street

R on Manhattan Blvd. Get in left lane

L on Suder

Drive slowly past (Miami) Wabash and Erie Canal prism

(The canal prism is on your left beside the apartments after crossing a marshy area, which is not the canal)

R on Summit Street

R on Galena Street at Jamie Farr Park

Pass exit to I-280

L on Ohio 25S and get on Greenbelt Parkway

(As you travel down the Greenbelt past Libbey the (Miami) Wabash & Erie Canal ran behind the buildings on your left. Before Lagrange Street to Cherry Street the highway lanes on your left are on the Canal.) *See "before" picture by Fred Folger*



R on Monroe Street (Ohio 51) past the art museum

R on Auburn Avenue, which dead ends into Woodlawn Cemetery

(Opens 10 a.m. on Sunday)

Enter Cemetery and pass the street by office

Next L to bridge across lake

Next R

R again and park along drive

See grave of Gen. James B. Steedman and Civil War Soldiers Monument nearby



Follow caravan out of cemetery

R on Central Ave (about 4½ miles until next turn)

L on Reynolds Road

(In about 6 miles you will reach I 80-90 West or go a little further to get back to Red Roof Inn)

We hope you have enjoyed the tour. Have a safe journey home.