

WABASH & ERIE CANAL (PARTIAL)
Parallel to the Wabash River at the western edge of downtown
Lafayette
Lafayette
Tippecanoe County
Indiana

HAER IN-80
HAER IN-80

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001

HISTORIC AMERICAN ENGINEERING RECORD

WABASH & ERIE CANAL

HAER No. IN-80

- Location: The Wabash & Erie Canal is parallel to the Wabash River, at the western edge of downtown Lafayette, Indiana
- Date of Construction: c. 1840
- Engineer: Jesse Williams, Chief Engineer
Wabash & Erie Canal Board of Trustees
- Present Owner: City of Lafayette, Indiana
- Present Use: Railroad Right-of-Way
- Significance: The timber-reinforced section of the canal, as it passed through the downtown area of Lafayette, gives ample evidence of the intense commercial activity which this nineteenth century transportation structure generated. The standard specification for constructing the canal called for earthen walls, however, here, the canal walls are of wood, supported by timber cribs and backfilled.
- This Wabash & Erie Canal section provides an example of nineteenth century canal construction in Indiana, which has not been available from existing canal plans or construction specifications. Indiana's canal history, which extended from 1837 to 1875, also paralleled a period of urban economic growth, much of it related to the development of the Wabash & Erie. Lafayette was a major center along the eastern division of the canal, which ran in a southwesterly direction, from the Indiana/Ohio border, east of Fort Wayne, to Terre Haute, on the Wabash River, near the Indiana/Illinois line.
- Historians: Recorded by Camille B. Fife and Thomas W. Salmon, II, of The Westerly Group, Inc., Historic Preservation Consultants 556 West 1175 N., Farmersburg, Indiana 47850.

The Canal at Lafayette

The Wabash & Erie Canal, as it passes along the downtown area of Lafayette, Indiana, from approximately South Street to North Street, subscribes a gentle arc, turning from due north, to slightly northeast. During the era from 1839 onward, it was the site of a busy wharf area. Between the canal right-of-way and the Wabash River was a narrow land mass that contained lumber and coal industries, as well as other related structures. At the center of town, west of Main Street, this commercial venture island was approximately 100' wide, and at its southern portions (south of South Street), it widened to more than double that width.

The width of the canal varies from approximately 30' to 36' in this downtown area. From nineteenth century insurance maps, the easternmost border seems to have varied to conform to activities conducted on the eastern (or town side) bank. The site of the canal, which forms a curving western border to the downtown area, obviously provided excellent access to a watering source (the Wabash River) as well as to the businesses and industrial life of the bustling community. During its period of operation, the canal right-of-way was crossed at several points along the section from South Street to North Street. By the late nineteenth century (see Sanborn Insurance Map), an iron bridge crossed at South Street, and immediately to the north, the elevated trestle bridge of the Cincinnati, Indiana, St. Louis and Chicago Railroad crossed over both the canal and the Wabash River. Wood and coal yards and structures associated with that railroad were located in the land between the canal and the river. Other crossings, narrow wooden bridges, occurred at Columbia, Main and Ferry Streets as well as between Main and Columbia Streets at the site of an important lumber yard. The major pedestrian and vehicle crossing over the Wabash was located at Main Street, and several generations of bridges were built to serve this function. During the late nineteenth century, the last of the canal era, an iron bridge, on stone abutments, was present.

The City of Lafayette's central business district, which is located to the east of the canal, contains considerable banking, retail and other commercial buildings. The courthouse has been restored and houses the county's legal and administrative activities. Lafayette City Hall is located on Columbia Street, only a few blocks east. Thus the site of the canal still remains central to the core of the city's downtown activity.

Lafayette is located on a relatively flat stretch of land adjacent to the river. Locks were not required for the canal to function in Lafayette. Lock # 33 (a five-foot lift), near Delphi to the east of the town and Lock # 34 (a ten-foot

lift), west of Wea Creek to the west, were twenty and one-half miles apart. Lafayette was located between the two structures. Thus the construction of locks within this area was unnecessary. West of the town of Lafayette, across the Wabash River, lies West Lafayette which is located on rising ground. The community is the site of Purdue University's major campus and also contains many retail businesses that thrive through the stimulus of faculty and student populations.

The remains of the timber walls of the canal which are present at the site today form a linear resource which incidentally, is interrupted by various disruptions, some of unknown dates. The portion of the canal for which both walls have been revealed is concentrated between Columbia Street and south of North Street. During its history, the canal walls were composed of timbers which were approximately 1' x 1' x 28' long (from evidence observed at the site). These timbers bear evidence of the use of adzes and broad axes, tools common for rough trimming lumber during the early nineteenth century. However, in some places, the timber faces are smooth dressed, a finer treatment. Caulking was not used on horizontal or vertical joints because the wall section fit tightly together. Similar to naval work, when wetted, the oak swelled so that it did not leak. It is possible that jack planes were used for this operation. The canal walls are interrupted at random locations by vertical joints, mortises and the outflow ports for various wood and ceramic conduits. The walls rose approximately four timbers in height (48"-50"), were pinned with iron spikes, and had a timber curb, 1' (by various heights). These members protruded anywhere from ½" to 3" into the canal, ostensibly to form a type of bumper (or wearing surface) which would stand off the barges and prevent undue damage to the remaining timbers.

Throughout much of the length of the canal section, cribbing fabricated from barked, red or white oak timbers had been squared at one end to fit into the aforementioned mortises. The opposite ends were generally saw-cut at a sharp angle. The reason for this is not known. The crib ties are of random length, and as mentioned earlier, they do not appear to have been fitted into a rear crib wall (behind the canal wall), rather their purpose was to keep the canal walls vertical after the entire construction had been back-filled. There is no apparent evidence of stones, boulders or other ballast except gravel in the cribs. Occasionally it was discovered that scantlings had been nailed at right angles to the ties. Several of these were revealed during archaeological exploration of the canal. Box drains of wood, ceramic tile or metal, of various cross-sections (diameters) pass through the canal timber walls. Primarily, they have an upward slope toward First Street and the City of Lafayette. The impression is that they were storm sewers or drains from adjacent buildings.

However a large, sawn timber sluice was encountered in the archaeological explorations, which passed out of the canal on the west side to the Wabash River. This could have been one of several used to reduce the water level in the canal.¹ Most of these features seem to have been installed when the canal was active, however, a number of modern metal, concrete and tile pipes criss-cross the canal at various locations. Some are abandoned, some are active.

Excavation has substantiated the fact that the base of the canal as it ran through this portion of Lafayette, bore a semi-natural bottom, that being known as “puddling,” a mixture of clay, sand and gravel. Apparently the base was capable of maintaining the desired water level in the canal, and today the surface has enough integrity to support the weight of modern construction machinery. A curious, truncated box drain lies about three-quarters across the width of the canal at approximately station 184+00. Its function is unknown.

The coal dock (so named because of its association with a late nineteenth century business at the site) is angled to the east wall of the canal. The jointing is lapped, similar to log structure construction. Alternate ends of the canal wall where it is mitred, have been recessed 12” x 12” x 6” to receive the adjacent member.

Chronology of the Local Canal

The Wabash & Erie Canal at Lafayette was constructed c. 1839-1840. The eastern section of the canal from Lafayette to the Ohio state line was opened in 1843 and traffic along this section continued until the 1870s, by which time most of the canal activity had become defunct. In Lafayette, however, the canal remained open and in existence until the 1890s, although with no traffic. At the latter part of the nineteenth century, it was officially filled in and buildings were constructed over its bed. A portion of wooden wall, located approximately four to six feet east of the east canal wall (approximately station 187+50, see map SK II) and parallel to it, appears to have been constructed after the canal was at least partially filled in, since it sits on fill, approximately to the height of the canal wall. Construction techniques used in this wall are slightly different from those in the outer canal wall. From study of the insurance maps, it appears that this could have been the foundation wall of a lumber shed, since one was located at approximately this site after 1899.

¹ “Wabash & Erie Canal,” Phase I Report, Great Lakes Research Associates, 21 July 1993, 4.

The filling in of the canal bed probably occurred between 1892 and 1899, according to comparisons of the Sanborn Maps for those dates.

Although no plans, specifications or contracts for canal walls as seen in the Lafayette Wabash & Erie Canal have been found to date, several contracts for bridges constructed across the canal, and under the auspices of the trustees, are on record. In September of 1853, a Mr. Flanner was contracted to build the Ferry Street bridge and the Columbia Street bridge. In 1852 and 1850, other bridges were also contracted, which may have been built within the area of the present project.

General History of the Wabash & Erie Canal

Indiana was a mere infant when canal fever burst upon the nation. In 1817, less than a year after Indiana's statehood, ground was broken at Rome, New York, on the famous Erie Canal. This pioneer waterway, which wended its way across 362 miles from Buffalo to Albany, was to become known as the most profitable canal in America. Residents of the western territories made note of Governor De Witt Clinton's "ditch" with an eye toward their own prosperity.²

The notion of an Indiana canal had been put forward earlier, at the beginning of the nineteenth century, with the formation of the Indiana Canal Company in the southern part of the state. This venture was the brainchild of New York State's General Benjamin Hovey and the notorious Aaron Burr, along with several other speculators. They proposed a two-mile canal in the heel of southern Indiana, to bypass the "Falls of the Ohio" at New Albany, the only natural barrier to navigation along the great Ohio River. The Ohio crosses the heartland of the Midwest from Pittsburgh to the Mississippi and forms much of the southern Indiana border. Although ambitious, the plan faltered under the less than efficient handling of its managers, leaving the construction of a canal to bypass the "Falls of the Ohio" to the state of Kentucky, which finally completed the project in 1831 under the auspices of the Louisville and Portland Canal Company.³

The presence of an ancient trade route in the northeast quarter of the state provided local incentive for canal enthusiasm on a grand scale. Although the largest population settlement during the early nineteenth century had occurred along the Ohio River in the south, northeast Indiana was endowed

² Paul Fatout, *Indiana Canals* (W. Lafayette: Purdue University Studies, 1972), 12.

³ *Ibid.*, 6-20.

with natural blessings that had given birth to small early settlements during the eighteenth century at Fort Wayne and other areas. The historic trade route ran southwest from the Indiana/Ohio border and connected the Maumee and

the Little Wabash rivers via a short, seven or eight mile portage near Fort Wayne. From there, the Wabash River carried goods and materials west and south to the toe of the state, where it joined the Ohio River. This natural trade highway made the parallel development of the 468-mile long Wabash & Erie Canal seem almost inevitable. The extensive waterway would also connect the vast new western territories to eastern markets via Ohio's canals, the Great Lakes, and the Erie Canal.⁴

A preliminary federal survey along the portage route between the Wabash and Maumee Rivers had been accomplished as early as 1819. Enthusiastic entrepreneurs petitioned the Indiana legislature for a state engineering study of a longer canal route in the northern sector of the state. They were rejected on the grounds that it was "premature," a determination that was surely correct. The area around Fort Wayne was a wilderness and much of the state north and west of the small settlement was reserved to the Miami and Pottawatomie Indians.⁵ A map of 1826 also shows that a Miami Indian Reserve bordered and extended southward from the Little Miami River. Any canal built along this route would necessarily travel through Native American lands.⁶

By 1822, canal plans were beginning to look hopeful. The following year, a favorable bill was reported in the U.S. Congress, largely due to the efforts of Fort Wayne's Judge Samuel Hanna and others. In 1824, Congress authorized a survey for a canal route through public lands, to connect the two rivers in the northeast. The task proved daunting. Two of the three Army Corps of Engineers surveyors assigned to the job were felled by malaria before it could be completed.⁷

In 1826, the authorization of the Wabash & Erie Canal accelerated with the passage of an act granting land to Indiana for the "purpose of aiding the said state in opening a canal...." The land consisted of one-half of five sections in width on either side of the canal, one alternate section on each side of the

⁴ Ronald E. Shaw, *Canals for a Nation: The Canal Era in the United States 1790-1860* (Lexington: University Press of Kentucky, 1990), 135.

⁵ Fatout, 25.

⁶ *Ibid.*, 13.

⁷ B. J. Griswold, *The Pictorial History of Fort Wayne, Indiana* (Chicago: Robert Law Company, 1917), 281-282.

canal to remain for the United States. The act stated that a Board of three commissioners should be elected to serve two years. In the winter of 1827-28, Samuel Hanna of Fort Wayne, David Burr of nearby Jackson County and Robert John of Franklin County were selected.⁸

Native American title to the reservations that lay in the path of the proposed canal had been transferred, late in 1826, through negotiations conducted by a commission consisting of Indiana's Governor Ray, General Lewis Cass, and the Hoosier politician and speculator, John Tipton. Following several days of speechmaking during which untold amounts of whiskey and a reputed \$60,000 worth of trinkets were distributed, the Miamis and the Pottawatomies relinquished about a million acres on Lake Michigan and along the Wabash River and agreed to allow the state to build a road or canal through their property. The Native Americans received, in return, increases in annuities from the government, about \$41,000 worth of goods, plus cattle and hogs, a grist mill and for each Miami Chief, a wagon, oxen, and a \$600 house.⁹

Although the way was now clear for the passage of the canal route, matters concerning the state's remaining Native Americans were by no means settled. Ultimately, all the tribes were relocated to lands beyond the Mississippi. Only a few individuals would remain, primarily tribal chiefs and family members of Frances Slocum, the white woman who had been abducted as a child from her Pennsylvania home and raised by Native Americans. As a grown woman she had become the wife (and widow) of two important chiefs. During the summer of 1838, in a tragic and unnecessarily cruel act, more than 850 people, the last members of the Pottawatomie tribe, were forcibly marched out of the state. Many who succumbed to the heat were left by the roadside. Babies died, still strapped to their mothers' backs, as the pitiful passing moved westward through the state.¹⁰ Even before the canal was complete, the drive for "progress" had stacked up an incalculable debt in human lives.

Between 1826, when Congress authorized the sale of land and 1832, political wrangles at the statehouse delayed the onset of canal work. By 1830, Indiana had set up an Internal Improvements Commission to deal with roads and canals as well as railroads. This entity, through a Board of Internal

⁸ Thomas B. Helm, *History of Allen County, Indiana With Illustrations and Biographical Sketches of Some of its Prominent Men and Pioneers to Which is Appended Maps of its Several Townships and Villages* (Chicago: Kingman Brothers, 1880), 56-57.

⁹ Fatout, 35-37.

¹⁰ Madiline Sadler Waggoner, *The Long Haul West; The Great Canal Era 1817-1850* (New York: G. P. Putnam & Sons, 1958), 240-241.

Improvements, operated for about ten years as the major governing body for canal development. Three additional canal routes had been investigated for Indiana. Two located in the central part of the state were planned to connect with the Wabash & Erie. A third, the Whitewater Canal, would connect portions of the east section of the state with the Ohio River and points in the State of Ohio. Only portions of these canals were ever built.

Indiana's enthusiastic canal building plans were part of a national "spirit of improvement" which was underway during the early part of the nineteenth century. During the quarter-century between 1815 and 1840, 3,000 canal miles were built in the United States; another 1,000 miles would be completed during the following decade. Unfortunately, not all of this enthusiasm was merited. By 1868, Henry V. Poor, a noted transportation authority, found that only three canals in the country, the Chesapeake & Delaware, the Erie, and the Delaware & Raritan were commercially successful. All were located in the populous east.¹¹

In the years 1834-36, momentum for Indiana's canal system began to build. In 1836, Governor Noah Noble signed into law a bill providing for mammoth internal improvements in the state. Eight turnpike, canal, and railroad projects were planned and an appropriation of \$10 million was authorized, one-third of it for the Wabash & Erie Canal. Of course, the act merely empowered borrowing. Cash was a scarce commodity in the coffers of the young state, but canal advocates predicted swift repayment of these loans from canal tolls. The bill also called for simultaneous action on all of the projects at once, creating a frenzy of construction activity and a corresponding surge of borrowing at excessive rates.¹²

Canal Building

Jesse L. Williams had been appointed an engineer for the Indiana canals in 1832 and had surveyed routes for both the Wabash & Erie and Whitewater Canals in Indiana. By 1836 he was named the chief canal engineer for the state. Born in North Carolina in 1807 of Quaker parentage, he had gained his canal experience on the Ohio system where he had eventually supervised an entire section. He relocated to Fort Wayne in 1832 with his young wife, as an

¹¹ Ralph E. Gray, *The National Waterway, A History of the Chesapeake and Delaware Canal, 1769-1985*, 2nd ed. (Urbana: University of Illinois Press, 1989), xvi, 109, and 152.

¹² Shaw, 137-138.

enthusiastic twenty-four year old, ready to begin a new and challenging adventure.¹³

Although initial construction had been slow, funds were finally authorized and thousands of men went to work, completing the first section of the Wabash & Erie Canal, from the summit at Fort Wayne west to Lagro in 1837. A year later the work progressed further westward toward Logansport.¹⁴ In 1836, the Board of Internal Improvements authorized 180 miles of canal to be put under contract. By the end of 1837, the chief engineer's report to the General Assembly recalled that 128 miles were let, the section between Fort Wayne and Huntington was completed and operated successfully during the year.¹⁵

Economic Hazards

Indiana's major canal building boom occurred just as economic crises were looming in the nation and in Europe. Indiana was not alone in her enthusiasm for internal improvements and she would not be alone in suffering the economic consequences of over-optimistic planning. In nineteenth century dollars, considerable sums were at stake. An estimated \$188 million was invested in U. S. canal construction before 1861. Of that amount, \$137 million was provided by state and municipal governments. Of this latter amount, more than ninety percent or \$127 million was raised through loans. An additional amount of estimated loans, made on behalf of privately financed canals, increased the reliance upon borrowed money for such improvements to a whopping \$150 million. At least three-quarters of these funds were obtained through the sale of state government bonds to bankers, insurance companies and brokerage houses and nearly a third of the total construction funds were provided through bond sales to foreign banking houses (primarily in Great Britain). Most of the foreign loans were concentrated during the peak period of Indiana's early canal building, between 1835 and 1840.¹⁶

This considerable amount of borrowing occurred during an era when such lending institutions were fraught with instability. The stark realities of

¹³ Bessie Keenan Roberts, *Fort Wayne's Family Album*, (Fort Wayne, Indiana: Cummins Printing Company, 1960), 51-53.

¹⁴ Shaw, 139.

¹⁵ "Board of Internal Improvements, Annual Report to the Senate and House of Representatives of the General Assembly of Indiana," 1837, 2-7.

¹⁶ Carter Goodrich, ed., *Canals and American Economic Development*, (New York: Columbia University Press, 1961), 179-180.

economic life in the early nineteenth century meant that money could abruptly dry up in the face of political or business disturbances. Such a cyclical contraction occurred in the 1836-38 era (sometimes called the Panic of 1837). A more severe downturn, in 1839-40 succeeded in stopping the flow of foreign capital for improvements. The collapse of a major New York investment bank in 1839 slowed progress to a near halt in Indiana. By the fall of that year, the situation had grown progressively worse. Defaults by Indiana, Pennsylvania, Maryland, and Illinois on foreign-held canal debts made it virtually impossible to obtain further loans.¹⁷

A nineteenth century account recalled the celebration of the opening of the canal, from Toledo, Ohio, to a point on the Wabash below Lafayette, Indiana, on July 4, 1843. General Lewis Cass, who was instrumental in clearing the way for the canal through Native American lands, provided the oration: "We come here to ... witness the union of the Lakes and of the Mississippi, to survey one of the noblest works of man in the improvement of that great highway of nature, extending from New York to New Orleans, whose full moral effects it were vain to seek even to conjecture. ..." ¹⁸

In the meanwhile, aided by the issuance of "Blue Dog" non-interest-bearing state scrip printed in five-dollar notes, work continued southward along the balance of the Wabash & Erie Canal route to Evansville and the Ohio River. It would be another ten years before a complete trip could be enjoyed along the line. Work on the Whitewater Canal, which had been halted because of financial problems, moved forward, thanks to the formation of a privately held company which financed its continuation. The Central Canal, after a brief spate of building activity, remained unfinished until it was auctioned to private owners in 1850 for a fraction of the cost of its construction.¹⁹

The Indiana legislature of 1841-42 abolished the Board of Improvements and allowed continuation of work only on the Wabash & Erie Canal, which operated as a separate board using receipts from tolls and a series of useless scrip to pay contractors. Indiana, along with several other Midwestern states, had gone broke under the weight of her mammoth improvements programs.²⁰

¹⁷ Ibid., 183, 197-198.

¹⁸ Helm, 57.

¹⁹ Fatout, 108-109; 143-147.

²⁰ Ibid., 106-107.

The Decline

By mid-century, railroad competition was taking its toll. Canal receipts at Fort Wayne (for a section of the eastern division) peaked at \$66,357 in 1851, then declined to \$15,859 by 1858. Results at Lafayette and other junctures along the line were similar. Early in 1859, the beleaguered state board had signed a maintenance contract with local citizens for the eastern division from the state line west to Terre Haute. Pliny Hoagland and Alfred P. Edgerton of Fort Wayne were among the public-spirited and canal-minded investors who were trustees of this company. The contract that they signed in April of 1859 and that continued through 1863 (renewed in 1861 for an additional ten years, to 1873), allowed the company to take timber from Wabash & Erie lands and to collect the tolls and revenues from this portion of the canal (with certain expenses excepted) for their work. All repair work was to be accomplished under the general supervision and with the approval of the chief engineer.²¹

Before Edgerton's second maintenance contract expired, devastating floods in 1866 and 1867 again threatened the eastern division which, by now, was the only remaining portion of the Wabash & Erie Canal still operating. Once again, local citizens came to the rescue and raised a subscription to manage repairs. The contract with Edgerton, Hoagland and others was replaced by one that would accommodate the new investors.²² By 1874, the contract system had to be abandoned and responsibility for canal maintenance was divided among many local groups and individuals, including sections in Allen County. Costs for repairs during that year exceeded toll income. Even under these trying circumstances, the superintendent of the eastern division felt compelled to call the attention of the Board to the bad condition of the locks and the bottom of the canal, saying: "... without a single exception, every lock on the entire line, from the State line of Ohio to Terre Haute, is in bad condition..."²³

²¹ *Documentary Journal of Indiana: Board of Internal Improvements, Annual Report to the Senate and House of Representatives of the General Assembly of Indiana*, (Indianapolis: John C. Walker, 1860), 294-301 (for text of contract and amounts of investment). The investors purchased shares, at \$100 per share, in amounts ranging from \$1,000 to \$5,000 each. The initial total investment was \$35,500.

²² *Documentary Journal of Indiana: Board of Internal Improvements, Annual Report to the Senate and House of Representatives of the General Assembly of Indiana*, (Indianapolis: Samuel M. Douglas, 1866), 6.

²³ *Documentary Journal of Indiana: Board of Internal Improvements, Annual Report to the Senate and House of Representatives of the General Assembly of Indiana*, (Indianapolis: The Sentinel Company, 1874).

In 1875 short trips were still being made along partial sections of the canal, but the waterway was no longer navigable to Toledo. Canal trustees relinquished their posts and submitted their twenty-eighth and final report. Trips within the eastern division, especially near Lafayette continued into the early 1880s, but otherwise for the next decade, the canal was only used by frogs, fish and an occasional farmer. A financial failure, it had nonetheless encouraged the development of the northern and central sections of the state where the population had increased five times since 1830.²⁴

Project Information

The City of Lafayette undertook an extensive project to relocate three rail lines that run through the downtown area, under the auspices of the City of Lafayette Railroad Relocation Project. Previous efforts were made, as part of an Environmental Impact Statement, to identify significant buildings and archaeological features that might be eligible for inclusion on the National Register of Historic Places. It was not anticipated that the canal remnants would be present within the area of the newly relocated railroad corridor. During the construction project, the canal timber walls were discovered. The project proposes to replace structurally unsuitable material in the new rail locations, but leave the original canal timber in place, with approximately 4' between the top of the canal wall and the top of the new rail, except for two sections totaling 230' along the east wall, which may be demolished. The Division of Historic Preservation and Archaeology (DHPA) stipulated archaeological investigation and recording, as well as Historic American Engineering Record (HAER) documentation of the resource, to mitigate any adverse effects. This documentation fulfilled the latter part of these requirements.

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²⁴ Fatout, 175.

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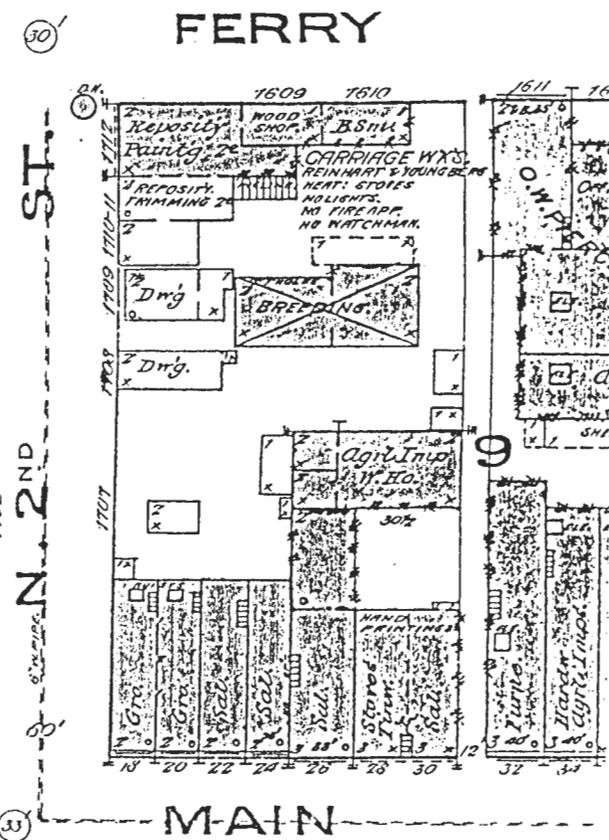
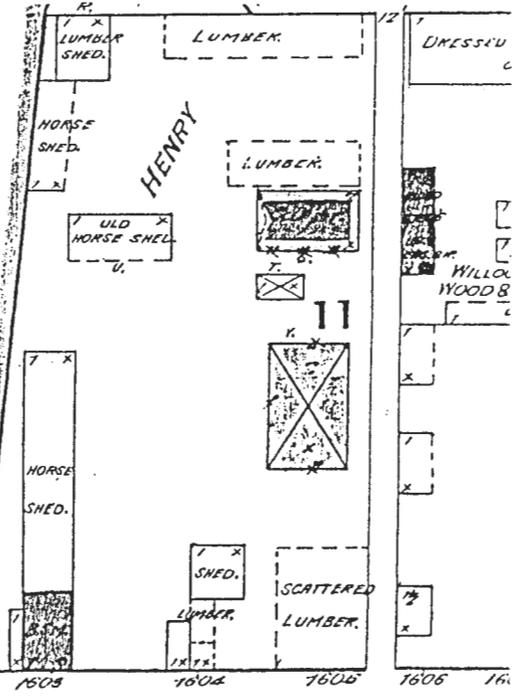
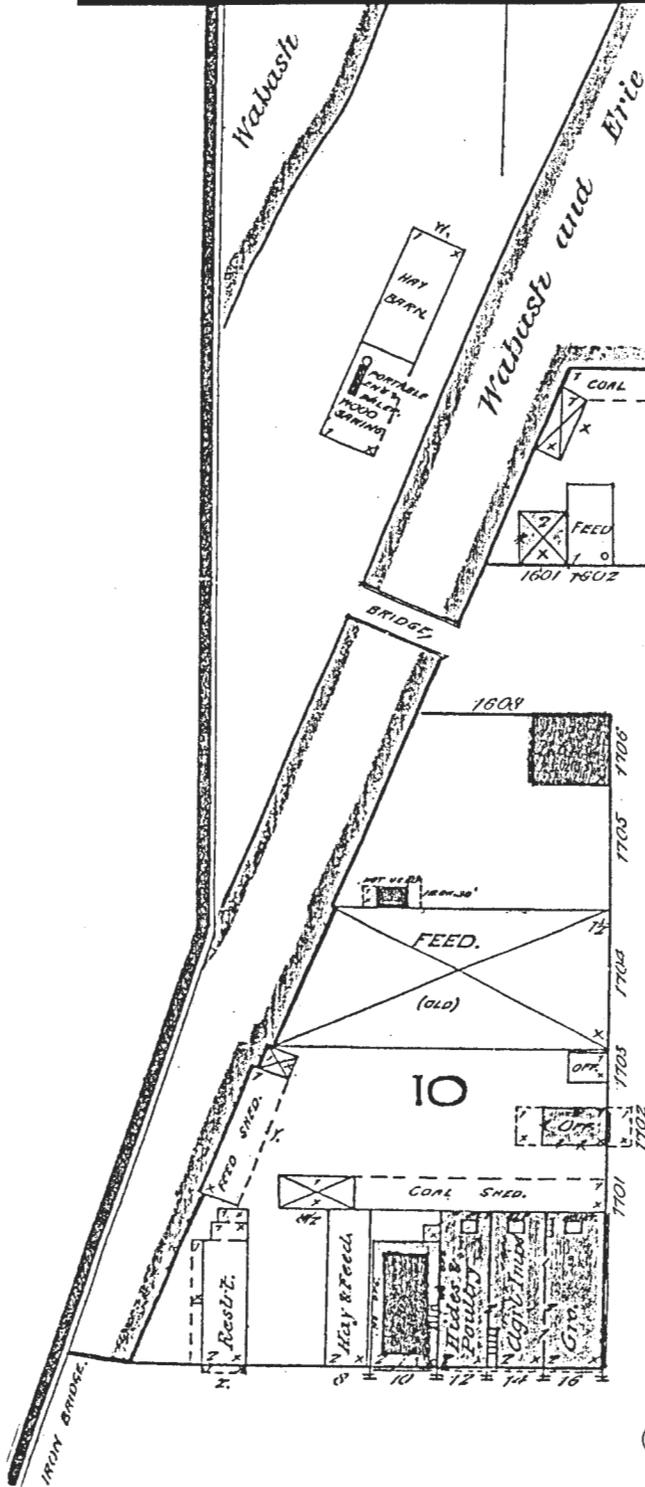
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SANBORN INSURANCE MAP
LAFAYETTE INDIANA
1885

(Shows area from Main to North Streets)

WABASH & ERIE CANAL
HAER NO. IN-80 (Page 15)



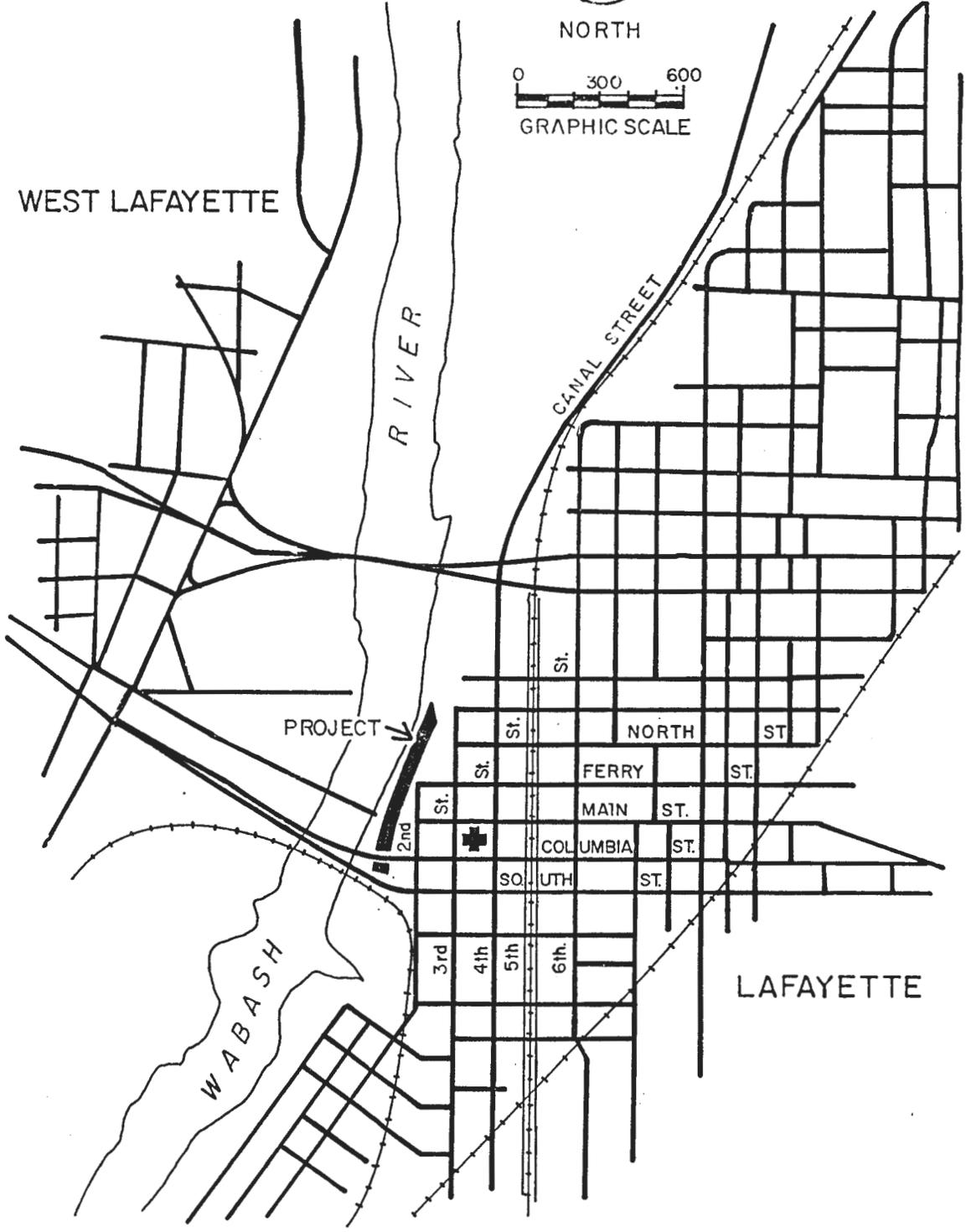


NORTH



GRAPHIC SCALE

WEST LAFAYETTE



RIVER

CANAL STREET

PROJECT

2nd

St.

St.

St.

St.

NORTH

ST.

FERRY

ST.

MAIN

ST.

+

COLUMBIA

ST.

SO.

UTH

ST.

3rd

St.

4th

St.

5th

St.

6th

St.

LAFAYETTE

WABASH