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NATIONAL REGISTER

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name THE LANDING HISTORIC DISTRICT

other names/site number _____

2. Location

street & number see continuation sheet (Section 2 Page 1) n/a not for publication

city or town Fort Wayne n/a vicinity

state Indiana code IN county Allen code 003 zip code 46802

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Richard R. Roberts

8-9-93

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Richard R. Roberts

Entered in the National Register

Date of Action

9/16/93

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
18	2	buildings
		sites
1		structures
	1	objects
19	3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed
in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

- COMMERCE / Business
- COMMERCE/ Professional
- COMMERCE/ Warehouse
- COMMERCE/ Specialty Store
- COMMERCE/ Restaurant
- TRANSPORTATION/ Rail-Related
- INDUSTRY/ Manufacturing Facility
- DOMESTIC /Hotel

Current Functions
(Enter categories from instructions)

- COMMERCE/ Business
- COMMERCE/Professional
- COMMERCE/ Specialty Store
- COMMERCE/ Restaurant
- GOVERNMENT/Government Office
- LANDSCAPE/Street Furniture/object

7. Description

Architectural Classification
(Enter categories from instructions)

- Italianate
- Romanesque Revival
- Renaissance Revival
- (See continuation sheet)

Materials
(Enter categories from instructions)

- foundation Stone (See continuation sheet)
- walls Brick
- Wood (See continuation sheet)
- roof Asphalt
- other Iron
- Terra Cotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

(See Continuation Sheets)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Commerce _____
 Transportation _____
 Architecture _____

Period of Significance

c.1868 - 1943 _____

Significant Dates

1881 _____
 1901 _____

Significant Person

(Complete if Criterion B is marked above)

Perry Randall _____

Cultural Affiliation

n/a _____

Architect/Builder

Kendrick, Charles E. _____

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Name of Property _____

County and State _____

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(Enter categories from instructions)

Period of Significance

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Architect/Builder

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- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

The Landing Historic District
Name of Property

Allen County, IN
County and State

10. Geographical Data

Acreage of Property 4.88 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	655980	4549260
Zone	Easting	Northing	
2	16	656240	4549340

3	16	656280	4549140
Zone	Easting	Northing	
4	16	655980	4549100

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Thomas W. Salmon II and Camille B. Fife

organization The Westerly Group, Inc. date April 20, 1993

street & number RR 1, Box 141 telephone 812/696-2415

city or town Farmersburg state Indiana zip code 47850

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Key to Photographs and Historic Maps A & B

Photographs

Representative **black and white photographs** of the property.

(See continuation sheets for photo list)

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section number 2 Page 1

The Landing Historic District

Location

The District is roughly bounded by Calhoun, Harrison, Dock and Pearl Streets and the alley between Columbia and Main Streets.

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The Landing Historic District

Architectural Classification (continued)

Classical Revival
Craftsman
Commercial Style

Materials (continued)

foundation Brick
walls Stone/Limestone

Narrative Description

Summary

The Landing Historic District is located at the heart of Fort Wayne's downtown business and government sector. Within a few blocks of the district are important municipal buildings such as the City-County building, the Courthouse, and private structures such as the Allen County Historical Society (located in the adaptively-used 1893 old City Hall building), as well as many which house commercial and professional enterprises. The Landing District represents one of the few remaining clusters of 19th and early 20th century commercial buildings which still retains much of its integrity. The buildings which make up the district are primarily two part commercial blocks, of brick construction, with decorative details in limestone, iron and wood. Architectural styles include a blend of Italianate, Romanesque Revival and early twentieth century commercial styles.

The district is compact, encompassing only about two city blocks. It is nestled within the arc of the railroad line (formerly the Wabash & Erie Canal bed) and framed on the east by the City-County building complex, a contemporary high-rise structure whose western side is afforded a dramatic view of the district. The name is derived from a feature of the canal, a docking and maneuvering bay which was formed by a widening of the channel and which reached approximately to the north side of West Columbia Street. The present parking lot at the northeast corner of West Columbia and South Harrison, along with a portion of the lot on the northwest corner, loosely represent, in plan configuration, the parameters of this historic feature.

Description

Fort Wayne is the county seat of Allen County. The downtown area is located in the northeast quadrant of Wayne township, close to the center of the county. The location of this center of trade and commerce in Indiana's northeast region was originally determined by the unusual natural waterways which it possessed. The fort from which the community derived its name was an eighteenth century trading outpost, built in 1794. It replaced several earlier frontier outposts, established by the French. The site had been a gathering place however, for native American tribes for many centuries before. The confluence of three rivers, the St. Joseph, the St. Mary's and the Maumee, made the site a traditional trade center for the Miami, Potawatomi, Wea and other tribes which inhabited the Great Lakes region. These waterways provided access to the Great Lakes and much of Ohio, as well as northern and central

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Indiana. In addition, a short, 7-8 mile portage between the Maumee and the Wabash River to the west, gave access to the Illinois lands and to southern Indiana, as well as to the Ohio River, as it flowed westward to the Mississippi. This extensive natural trade network gave Fort Wayne distinct advantages for commerce and settlement. Before the influx of European settlers, the Indian town of Ke-ki-ong-a was known to have flourished at the site.

The land surrounding Fort Wayne is generally flat, with some marked elevations -- the terrain is the result of glacial deposits from the succession of ice age activities, as well as some alluvial deposition through river action. Fort Wayne is known as "summit city", because it was the summit, or high point in the east-west traverse of the Wabash & Erie canal. From here, the canal flowed eastward toward the Ohio line, with an approximate 35-foot descent and in the opposite direction, it dropped over 40 feet as it reached the western boundary of the county.

The district gains its northwestern parameters from its association with the adjacent railroad line (as mentioned before, this is the same right-of-way once occupied by the canal) This track, the former Nickel Plate Railroad, was elevated in 1953-55 to relieve traffic congestion. This barrier effectively separates the district from the mixed commercial, industrial and residential areas to the north and provides a logical association with the historic transportation corridor, although passenger traffic is no longer accommodated.

The general character of the district is commercial. This distinguishing feature has maintained throughout the period of significance. Although no buildings remain from the earliest epoch, the mix of building uses has only slightly changed emphasis. The earliest period saw more light industrial uses, such as a tannery and other factories; later there was increased emphasis on retail and hospitality services -- similar to the mix which is present today. The physical relationship of the buildings is typical of nineteenth century commercial districts -- clustering of two to four story facades along a streetscape, with a recurring pattern of fenestration which offers a rhythm of horizontal openings. This is most apparent along the north side of West Columbia, where most of the buildings which were present during the period of significance are intact. During the early twentieth century two major structures which have now been lost, anchored this block at its east and west ends -- two sections of the Bash Building on the west and a four-story drug emporium on the east (known as the "Old Drug Building". Although the latter was lost in a tragic accident during a 1980-81 restoration attempt, the eastern corner of West Columbia Street today retains, in form, a sense of its original

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The Landing Historic District

character. The contemporary building which has been erected provides, in massing, form and materials, a sensitive addition which helps retain the rhythm and scale of the original streetscape. While the loss of portions of the Bash building (through fire) is regrettable, the open space now represented by the parking lot at the western edge of West Columbia serves as a reminder, in plan, of part of the configuration of the nineteenth century Wabash & Erie Canal "landing" from which the district derives its name. (See historic map B).

The Keystone Block, a three-story commercial block which is a major feature of the district encompasses the southwestern corner of South Calhoun and West Columbia and dominates the west side of South Calhoun Street, south to the alley. Along with the three buildings south of the alley, this configuration of structures, with only minor modifications, appears virtually as it did during the period of significance. The small group of historic buildings on the southeast corner of West Columbia and South Harrison, along with the Randall Building, (across South Harrison in a southwesterly direction) provide additional strength to the historic appearance of the district. While a few gaps exist in the rhythm of the streetscape, the district retains considerable integrity in the density of its buildings.

During the period of significance, the Landing District was surrounded by dense development. Numerous commercial blocks, two to four stories high, lined the streets of the downtown area. The high dome of the courthouse, south of the district, and randomly placed church spires were the only features which rose above the general uniform height of the buildings. Today, considerable demolition and replacement in the downtown area immediately surrounding the district has resulted in erratic building density. Interspersed by parking lots, or open spaces, high rise buildings and other contemporary structures predominate. The Landing Historic District is obvious for its retention of the historic complexion.

Italianate is predominant among the architectural styles found in the district, along with notable early 20th century commercial style structures. Among the latter, two retain original terra cotta exterior details. Most of the contributing structures in the district are constructed of brick, with limestone or sandstone trim and details. An exception is a small, one-story structure on the east side of South Harrison, whose cornice, and facade are of wood.

The general condition of the buildings is good. Many have undergone sensitive facade restorations within the last decade. Since these have been primarily accomplished under the auspices of the local historic district ordinance, they have passed through a local

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The Landing Historic District

review process. This has resulted in appropriate restorations which meet the Secretary of the Interior's standards. Where adaptations have occurred, attempts have been made to maintain the materials, forms and scale of adjacent buildings or features. Streetscape improvements and landscaping have been installed along the 100 block of West Columbia. In form and materials they are sensitive to the feeling of the nineteenth century.

The Landing Historic District demonstrates the early commercial development of the city of Fort Wayne, and its relationship to evolving transportation modes. The district, which comprises 22 resources has a ratio of more than six to one, contributing to non-contributing buildings. Several key buildings, such as the Keystone Block and the Randall building are intact or have been sensitively restored; the latter is listed on the National Register. In recent times, the demolition of several historic structures has resulted in the loss of historic fabric, but enough remains to assure the district's essential historic character. There is one, non-contributing object, located on South Harrison street, which was installed after the period of significance, and only two buildings are non-contributing, both of them constructed within the last two decades.

Description of Individual Buildings (Follows numbering system on attached sketch map.)

1. (NC) 100 West Columbia Street - 1987 Modern Construction Photo 31
Replaces historic building which collapsed.
2. (C) 108 West Columbia Street - c.1880 Italianate Photo 6
A two-part three-bay, brick, commercial building, with cast iron piers separating the central entrance bay from the transomed display window bays on either side of the first floor. Three evenly spaced second floor windows are topped by segmental arched heads formed by two header courses of radiating voisoirs. The parapet entablature is comprised of a very simple cornice frieze of plain brick, with two stepped corbells, which once provided space for signage.
3. (C) 110-112 West Columbia - c. 1890 Late Victorian
Romanesque - The Moellering Building Photo 7

This two-part commercial block is composed of brick and the facade contains six bays. The Moellering Brothers Wholesale Grocers was an early, possibly original occupant. The ground floor bays are divided by cast iron pilasters and a strong horizontal member divides the lower display windows from the upper, prism glass

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transom windows. The second floor windows are one-over-one lights with transoms and flat limestone heads. Beginning at the base of the second floor windows, two vertical, corbelled pilasters rise to the top of the building, dividing the six bays into three units, with the central slightly higher than the other two. The third floor windows are one-over-one lights topped with blind arches immediately below the cornice. The cornice is tripartite, with decorative brick corbelling on the left and right bays. The central bay is slightly higher and contains a simple brick frieze of headers. The pilasters which divide the upper bays are topped by four short columnar bartizans.

The rear facade (facing present Dock Street) is unusually elaborate, with cast iron columns dividing the first floor bays (now filled) and with the same cast iron sills and pedimented lintels found on the front facade of 114 Columbia, capping the second floor windows.

4. (C) 114 West Columbia -- c.1870 Italianate Photo 8

This three-bay, three story, two-part, brick commercial building has cast iron columns dividing the first floor bays which consist of a central recessed entry, flanked by transomed display windows topped by a narrow sign frieze. The second and third floor windows are four-over-four lights with cast iron sills and pedimented, pressed metal lintels decorated with a foliated garland. The cornice is of pressed metal, with a row of square brackets at the frieze. Although treated in a simpler manner with plain stone lintels and sills on the upper floors, the rear facade, originally facing the canal, retains the cast iron columns which define the store front division of the first floor bays (now filled).

5. (C) 116 West Columbia -- c.1915 Commercial Style Photo 9

The two-part, three-story, three bay, commercial building is constructed of pressed brick with dark, struck mortar. The entrance door on the first floor is recessed and display windows have been restored above a limestone bulkhead. The lower facade is unified by a tripartite transom and a brick panel (where a sign frieze would be expected), framed in limestone and containing medallions as left and right terminal embellishments. The windows on the second and third floors are four-over-two lights. The brick is corbelled on these floors to form a frame around the fenestration. This framing is closed on the upper level, below the cornice, with a decorative limestone medallion which reflects the classicism of the Beaux Arts influence. The cornice is surmounted

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with limestone trim, raised in the center with a slight pediment and trimmed at each end with limestone shields. A corbelled row of brick soldiers, recalling the frame around the windows, is present below the limestone and is punctuated by two limestone squares.

6. (C) 118-120 West Columbia - 1914 Commercial Style, Fisher Bros. Paper Building Photo 10

This two-part, six floor commercial building contains three bays on the first floor and four on the upper floors. The first floor is divided from those above by a white terra cotta frame which has classic-revival inspired terminal shields, enclosing an initial monogram, as well as modified chevrons on the two central pilasters. A horizontal band of terra cotta highlights the fifth floor windows and decorative brick corbelling is present between each of the bays, topped with a modified chevron and shield motif. The sixth floor windows have broken arches and are surrounded by terra cotta trim, the decorative elements of which include mock quoins, and shields at the corners of the windows. The terra cotta cornice is raised in the center and contains a shield within which is the Fisher Brothers monogram. The cornice is capped with copper. Two raised decorative elements at the upper left and right terminals of the building are composed of scroll, shield and swag embellishments. Decorative brickwork and additional corner terra cotta elements complete the composition. The building housed the Fisher Brothers Paper Company from the date of its construction until recent times.

7. (C) 122-124 West Columbia - c. 1870 Italianate Photo 11

A four-story, brick building of six bays, with two recessed entry doors, at the east and west terminals, flanking a continuous band of display windows above a limestone bulkhead. Windows on the upper floors are two-over-two lights, with pedimented, cast iron lintels. The wide, projecting cornice features repeating indented squares, and a bracket motif, with elements closely spaced and polychromed.

8. (C) 126 West Columbia -- 1895, The Bash Building Romanesque Revival Photo 12

This four story brick, shed-roofed building was designed by Fort Wayne architect Charles E. Kendrick (1860-1950). The remaining portion of the building represents the east wing of what was originally a three-part composition, with each part maintaining a distinct identity. The two western portions of the building were

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lost to fire and demolition in 1975. The first floor of the facade is framed at each end by a limestone Tuscan pilaster topped by a steel lintel and a slight projecting metal cornice. A central, recessed entry is flanked by display windows topped by a prism glass transom which extends the full width of the facade. The bays of the upper stories are divided by brick pilasters, from which spring the round arches of the fourth floor windows. Corbelled brick brackets at the center and the terminals form two panels which are topped by courses of brick corbels. Above the arcade, are projecting roundels of brick and across the top of the facade, a deep brick architrave is crowned by a projecting metal cornice. On the rear facade, the cast iron columns defining the first floor bays are intact although the bays themselves and have been filled.

9. (C) Brick driveway c. 1890 Photos 25, 26

An L-shaped driveway of brick pavers which extends west from Harrison Street and then turns south and passes between the rear of the Randall Building and the Ft. Wayne and N.I.T. RR Freight Depot. The northern portion of the driveway passed between the Randall Hotel and the N.Y.C. & St. L. RR (Nickel Plate) Freight Depot and was part of its original entourage. Although both buildings are now demolished, the shape of the drive reflects their former locations. The drive is composed of oversize, solid brick pavers, laid flat in a typical running bond, laid on tar with joints of swept sand.

10. (NC) Fountain and entourage c.1975 Photo 27

This area consists of a landscaped, gravel strip separating the site of the former Randall Hotel from the sidewalk. A two-tiered cast iron fountain is situated between two, in line, limestone obelisks, on Harrison Street at the terminus of Columbia Street. The rim of the fountain's lower basin is decorated with leaves and small turtles and features frogs which spew streams of water from their mouths into the basin. The two tall, limestone monoliths, were once wired for lighting; one contains a bronze fixture. A semicircle of yews is planted in front of the fountain and various other yews and large limestone capitals are arranged on either side. The provenience of these objects is unknown.

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11. (C) 220 Pearl Street c.1915, Commercial Style , Ft. Wayne and Northern Indiana Traction Electric RR Freight Depot
Commercial/Transportation related Photo 13

This two story brick freight depot was originally one of two, the smaller one to the west having been demolished prior to 1950. A concrete loading dock is at the front and concrete stairs, with a metal railing lead to the front doors, which have two upper lights separated by a vertical mullion. A metal canopy is installed above the first floor doors. (The dock and canopy were installed in 1980 to mimic the character of the lost originals.) Two sets of paired three-over-three light windows comprise the second floor fenestration. The cornice is of corbelled brick, with a limestone cap.

12. (C) 614-618 South Harrison 1905 Renaissance Revival, The Randall Building Photo 24

Individually listed on the National Register, This five-floor, brick block has a concrete water table at the foundation and limestone tuscan pilasters which divide the ground floor into three bays of uneven widths. The building was constructed by Perry A. Randall (1847-1916), following a fire in 1904 which destroyed several adjacent structures but which left intact an earlier, three story brick building (a former hotel) at the northwest corner of Pearl and Harrison. This was incorporated into the final, five story structure which was completed in 1905.

The east elevation of the building has three, wood frame storefronts on the first floor; two have five bays and the third contains three bays. Second, third and fourth floor windows on this elevation are one-over-one, flat, with brick keystones; these windows on the south elevation are segmentally arched. A corbel table above the fourth floor and a limestone sill form the base for brick pilasters which divide the composition into three bays, echoing the first floor configuration. The fifth floor windows are topped by flat stone lintels and transom lights with round arches of brick headers. Above these arches is a band of brick corbelling and the simple metal cornice is supported by a frieze of brick dentils.

13. (C) 135 West Columbia c. 1880 Italianate Photo 14

A three-story brick, two part commercial block with three bays on all floors on the Columbia Street elevation and six bays on the Harrison Street elevation. The first floor storefront is divided by cast iron, wood and brick pilasters and one iron pillar at the

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corner. Full display windows are wood framed, with clear transoms topped by a plain sign frieze. Second floor windows are four-over-four lights and have limestone sills and segmental arched, stone hoods. The windows on the third floor have stone hoods over round arches and immediately above them, corbelled brick headers form three dentilled eyebrow arches which spring from brick medallions between the arches and at the building corners. This detail is carried to the west elevation where it reinforces the rhythm of the front, though windows are only located below alternate arches. Above this a frieze of corbelled brick brackets, a rowlock course and a row of stretchers, protruding from the bond, form the cornice detail.

14. (C) 133 West Columbia c.1900 Commercial Style Photo 15

This modest two-story brick building is a two part commercial, with two bays on both first and second floors. The first floor contains a single display window with a full light transom above and a wood bulkhead and panel below and two transomed entry doors affording access to the first and second floors. The sign frieze contains a simple wood cornice. Second floor windows are one-over-one lights with limestone lintels and sills. Above the windows are two square attic vents with iron grills and a central recessed brick roundel, topped with a small corbelled arch and keystone. Corbelled brick brackets form the base for the upper frieze, surmounted by a plain projecting cornice.

15. (C) 131 West Columbia c.1880 Italianate Photo 16

This building, exhibits many of the same design elements as number 135 West Columbia street and may have been constructed by the same or a related builder. The first floor is a three-bay facade which contains one full and one half-size display window with transom lights above and low wooden polychromed bulkhead panels at grade. The central wooden door is recessed with full glazed double doors and a transom light above a decorative panel. Two cast iron columns define the entry door area. A second door is ensconced in the east bay. Two brick pilasters define the east and west terminals of the building. Above them, a sign frieze is painted to recall the motif of the bulkhead panels. The second and third floor fenestration and brick detailing is exactly the same as the West Columbia street facade of number 135.

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16. (C) 123-125 West Columbia 1917 Commercial Style/Craftsman, The
Pinex Company Building Photo 17

This three-floor brick building is a three-part vertical block which contains two bays on all floors. The first floor contains two storefronts, each with a central door, and full display windows. Prism glass adorns the transoms and a frieze of white-glazed terra cotta divides it from the upper floors. The building utilizes many of the same materials and details as number 118-120 West Columbia. Built within a few years of each other, this structure contains on the second and third floors, wide, three-part Chicago-style windows with multi-pane upper sash and transoms. Those on the second floor have a flat lintel while those on the third floor are slightly arched. Terra cotta hoods crown the upper windows and a horizontal band of the same material delineates the third or upper part of the block. Within this expanded frieze area are three terra cotta shield medallions, the larger in the center, and square blocks defining panels between them. Originally part of a uniform block which contained the building at number 131 West Columbia, it was rebuilt in 1917 for the Pinex Company's medicine factory whose monogram is found in the central terra cotta medallion. The southern part of the building was enlarged to approximately its present configuration in 1938.

17. (NC) One Rose Marie's Alley c.1975 Modern Photo 30

Contemporary infill building designed to be compatible with character of the street.

18. (C) 602-614 South Calhoun c. 1865, The Keystone Block
Italianate Photo 18

This two-part commercial building, constructed of brick and limestone, encompasses the block between West Columbia and the alley as well as extending a considerable distance onto West Columbia. There are seven bays on the Calhoun Street elevation, each with a separate sign frieze and each containing three round arched openings of cast stone or wood (three southernmost bays), springing from square piers which reduce from base to shaft and which have a slight capital at the springing point. These openings contain either windows or deeply recessed doors. The bays are delineated by stone pilasters, which are rusticated on the first floor, banded and with a rubbed finish on the second and double tied by three horizontal bands on the third. Rosettes decorate the pilasters immediately below the cornice. The same motif, (of groups of three) is utilized in the fenestration of the second and

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third floors. On the second floor, three round arched windows are grouped, with the center one slightly higher than the others. Stone window hoods spring from decorative brackets and have either keystones (sides) or decorative scrollwork (center) at the apex of the arch. The third floor windows are also grouped in threes on the east elevation, but they have deeply labelled segmental arches, topped by keystones. The Columbia Street elevation contains one bay at the east and west ends of the building which matches those on Calhoun. The mass in between (second and third floors) is comprised of alternating large and small individual windows similar to those on the third floor, east facade. On the first floor, a randomly spaced single window, with a segmental arch is flanked by two limestone framed roundels. The building has been accurately restored with the exception of the second and third floor windows in the second, third and fourth bays from the Columbia street corner, which had been drastically remodeled c.1940 and replaced with modern, three-part large windows. The corner bay facing Columbia Street contains brick infill, but it maintains a tripartite pattern through its brick facing and pilasters. The decorative cornice which unifies the top of the entire structure is comprised of brackets, alternating along the soffit with polychromed rosette and square embellishments over a band with a circular motif and a heavy projecting horizontal molding which rests on the third floor pilasters.

19. (C) 611 South Harrison c.1890 Italianate Photo 19

A modest, one-story, building with a recessed, full light door on the left bay and full, display and transom windows on the right bay. A wide horizontal band separates the two. Wood panelled bulkheads follow grade. The decorative cornice composition is notable, being composed of a simple frieze with a band of molding above, over which are five wood roundels. A central pediment, emphasized by decorative molding, and a bracketed cornice with a wide overhang, and four finials, three of which contain the original shell scrollwork.

20. (C) 613-15 South Harrison c.1900 Italianate Photo 20, 28

This building, a three-story two-part brick commercial block has two bays, a first floor storefront with full display windows and transoms. The recessed double doorway also contains transom lights -- above, a simple frieze is interrupted by the base of a two story bay window. This window contains decorative wood molding between the second the third floors in a "chinoise" motif. The two windows on the right bay have flat keystone brick heads and one-over-one

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lights. Corbelled brick brackets form the cornice above two square attic vents. A simple, one-story contemporary addition to the building on the south elevation, contains contemporary, full-height, multi-paned windows and a single entry door.

21. (C) 618 South Calhoun c. 1915, Commercial Style/Craftsman Photo 21

This three-story brick building is probably a facade remodeling with the older, nineteenth century building remaining at the rear. The first floor facade today contains display windows with full-light transoms and a striped awning overall. There is no entrance in the facade. The second and third story windows are recessed within a corbelled brick frame. The second story has three windows, a large central one, flanked by two smaller ones, treated as a single unit. Above, the transoms contain decorative prism glass. A label which separates the two floors contains square and diamond brick ornamentation and four limestone squares at the corners. On the third floor, three six-over-one light windows are framed between horizontal bands of limestone and the brick pilasters between them are topped with limestone shields. A limestone parapet with a slight projecting cap, crowns the building along with three shield medallions, the center of which is slightly larger and includes scrollwork.

22. (C) 620 South Calhoun c. 1880 Romanesque Revival Photo 22

This three-story, brick, two part commercial building has a single, deeply recessed full-light door on the first floor. A full-light display window is also enclosed within the lower bay. Above, a wood panel covers the transom area. Two rusticated stone piers mark the north and south terminals of the building, and a projecting horizontal lintel spans the building's width. The second and third stories are comprised of a two story bay window with two-over-one lights, vertically separated by a wide band of woodwork with two rows of small square panels, polychromed. Framing this assemblage are two massive brick piers, on stone bases with deep vertical indents. From these springs a wide, segmental arch of brick soldiers which frames the wooden bay window and upon which rests the decorative brick and stone crown of the facade. A mock bracketed cornice and standing seam metal roof is immediately carried above a row of rosettes and, on the left and right terminals, brick pedestals with dentilled, limestone caps. Between these is a brick parapet, with decorative corbelling.

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23. (C) 622 South Calhoun c.1890 Classical Revival Photo 23

A modest remodelling of the first floor storefront of this building has not damaged its integrity. The limestone facade is reasonably intact and the modern entrance is deeply recessed. The two-story building contains three recessed windows on the second floor -- a large central light and two narrower ones flanking. Between the windows are two enframed columns, with modified corinthian capitals. Above, separated by a wide horizontal stone band, three transom lights are framed by curve-cornered stone surrounds. The upper portion of the facade is dominated, above the fenestration, by a projecting, carved, bracketed and dentilled cornice. A parapet frame of smooth, flat stone with square corners, crowns the building.

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Narrative Statement of Significance

Summary

The Landing Historic District derives its significance from association with the history of regional and national transportation networks, and the development of local commercial enterprise. In addition, its nineteenth and early twentieth century structures, taken together, form an architectural assemblage, now unique in Fort Wayne, which conveys a sense of the time and place within which they were constructed. Fort Wayne was pivotal in the history of the Wabash & Erie Canal in Indiana (1832-1881) - the first section of that ambitious waterway developed here and it was the only sector to remain viable throughout the life of the canal. The construction of this early trade and transportation network contributed much to the growth and development of the northeastern segment of the state, which, at the beginning of the nineteenth century, was still an outpost. During the course of the history of the canal, Fort Wayne's population grew more than five times. Although no structures in the district date from the earliest part of the canal period, several along the north side of West Columbia and the Keystone Block on South Calhoun Street date to the last decades of the era. Their development was certainly the result of its effects on local commerce.

Transportation continued to be an important theme in the history of the district. When the canal no longer became viable, the right-of-way was purchased by the N.Y.C. & S.L, known as the Nickel Plate Railroad, thus continuing the district's association with railroad transportation and the trade and commerce which it engendered. Several of the buildings, which developed as warehouses for firms needing access to rail (or canal) transportation still remain within the district's borders. In addition, a brick drive remains, which recalls the location of a former railroad freight and passenger depot as well as a later freight depot (located nearby) which served the local electric rail company.

The Landing Historic District also reflects the growth and resulting development of commerce in Fort Wayne, which blossomed, from a population of approximately 300 people in 1830, to a major urban center in the state. Today it is the state's second largest city.

The district's predominant architectural styles represent the commercial development which was associated with the canal and later the railroad's influence: Italianate, popular during the latter half of the nineteenth century as well as related Renaissance and Romanesque revival styles are present. They demonstrate the affluent commercial enterprises

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which were drawn to The Landing area because of its ready access to markets and its central location near the governmental center of the town. Spurred by the advantages of its unique location, the district also demonstrates the continuing growth which occurred in the early part of the twentieth century. Thus, several excellent examples of commercial style buildings, influenced by the Beaux Arts and Craftsman movements of the early 20th century, proclaim the ascendancy of Fort Wayne's commercial community.

The period of significance, from c. 1868 to 1943, is based on time periods when the earliest buildings which presently exist within the district were functioning at the site. These include the Keystone Block, constructed shortly after the Civil War, and known to have been present at least as early as 1868 according to an illustrated map of that date. The closing date selected for the period of significance encompasses the last facade construction of the early twentieth century and represents a time period, when the district achieved a peak of architectural development and integrity, in addition, the railroad and interurban lines were both active and vital parts of the downtown community - the latter continued until 1935. As it presently appears, only two structures in the district date from later than 1943, and these are considerably younger than the 50-year time period which the closing date represents.

Water Transportation and the Development of Fort Wayne

Although Indiana's first population settlement had occurred in the south along the Ohio River, Fort Wayne was endowed with natural blessings which had given birth to small early settlements during the eighteenth century. The historic trade route which connected the Maumee and the Little Wabash Rivers via a short portage at Fort Wayne, provided early incentive for canal enthusiasm. This natural trade highway made the development of the 468-mile long Wabash & Erie Canal seem highly attractive to entrepreneurs, especially in the Fort Wayne area.

In the early 1820s, they petitioned the Indiana legislature for a study of a canal route in the northern sector of the state, but they were rejected on the grounds that it was "premature". At that time, the area around Fort Wayne was still a wilderness. Much of the state north and west of the small outpost was reserved to the Miami and Potowatomi Indians. In 1826, an act was passed by Congress which granted land to Indiana for the 'purpose of aiding the said state in opening a canal...' The land, which would be sold to help finance the venture, consisted of alternating tracts of land, five sections in width, on either side of the proposed canal route. A Board of three Commissioners was created

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and in 1827-8, Samuel Hanna of Fort Wayne, along with two others were selected to serve.

The Hoosier state's enthusiasm for canal building reflects a broader historic theme -- part of a national "spirit of improvement" which was underway during the early part of the 19th century. Between 1815 and 1840, 3,000 canal miles were built in the United States and another 1,000 would be completed during the following decade. Because of its strategic location, Fort Wayne became pivotal to Indiana's canal operations -- The Landing, West Columbia Street and the blocks immediately surrounding it were the heart of this enterprise.

By 1836, Indiana had passed a bill providing for mammoth state internal improvements -- eight turnpike, canal and railroad projects for approximately \$10 million - one-third of which was dedicated to the Wabash & Erie Canal. A young engineer, Jesse L. Williams, relocated from Ohio to Fort Wayne in 1832 to assume his duties on the Indiana canals. By 1836 he was named the chief canal engineer for the state. He would be associated with Fort Wayne for many years and continue his involvement in both canal and railroad activities.

Fort Wayne celebrated the onset of preliminary canal planning in 1832 with a gala ground breaking ceremony, but only a few miles of canal work would be finished in the first year. The first section of the Wabash & Erie Canal, from Fort Wayne west to Lagro was complete in 1837. By the end of the year, chief engineer Williams reported that the section between Fort Wayne and Huntington was complete and had been operating successfully, but it would be several years before the canal would fulfill its promise to tie commerce in Fort Wayne to the east via Ohio and the Great Lakes.

A 19th century account recalled the celebration of the opening of the canal, from Toledo, Ohio to a point on the Wabash below Lafayette, Indiana, on the 4th of July, 1843. General Lewis Cass 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 ... "

Once the canal was finally open, Fort Wayne enjoyed the benefits of the dramatic increase in transport of goods and raw materials. Between 1843 and 1845, canal tolls more than doubled along the eastern division. In 1859, a contract for private maintenance of the canal, from the state line to Terre Haute in the west, had been signed by several Fort Wayne businessmen, including Pliny Hoagland and Alfred P. Edgerton, serving as

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trustees of the public-spirited venture, known as the Wabash & Erie Canal Company.

However, railroad competition continued to erode canal receipts. While the entire southern division, from Terre Haute to Evansville had been abandoned in the mid-1850s, the section of the canal in the environs of Fort Wayne continued for more than twenty years. When travel to the Lakes was no longer possible, short term commerce along the eastern line helped to maintain it. The demise of the canal, however, was inevitable. In 1876 the Orbison Basin was filled in and finally, in 1881, the canal bed, from the state line to Lagro was sold to the New York, Chicago and St. Louis Railroad, better known as the Nickel Plate Railroad.

The Landing enjoyed the benefits of both passenger and freight transport. A freight depot for the Nickel Plate RR had been erected by 1885, south of and parallel to the right-of-way, and just west of Harrison Street. Merchants could receive shipments from points east and west, and put them on the shelf in a twinkling -- the depot was only a handcart walk away. Wholesalers could move shipments out just as easily. Passengers found the hotels along West Columbia convenient -- the passenger station was located to the northwest, only a short block and a half from The Landing. Just after the turn of the century, in 1901, Fort Wayne's first interurban electric railway station was located in the building at the northeast corner of Pearl and Harrison Streets. Tracks along Columbia, Harrison and Pearl Streets carried a consistent flow of traffic, to points in Ohio, and surrounding counties in Indiana. Circa 1915, two freight depots were built west of the Randall building, on Pearl Street. Interurban services were discontinued north and into Ohio in 1935. But The Landing area was a hub of both interurban and rail traffic, well into the 20th century. The building at 220 Pearl Street and the brick drive which connects Harrison and Pearl are both vivid reminders of the dynamism of the rail area in The Landing Historic District.

Commercial Development along Columbia Street

The four-block area of Columbia Street, from Harrison Street on the west to Lafayette Street in the east, which paralleled the Wabash & Erie Canal, was demarked by basins, or docking bays on both its eastern and western boundaries. This auspicious geography contributed to the rapid commercial and industrial development of Columbia Street as the heart of Fort Wayne's early central business district. It was probably not entirely coincidental that Samuel Hanna and James Barnett's successful business, a log trading post and Fort Wayne's first post office, had

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been located at the corner of Barr and Columbia Streets since its founding in 1820. As mentioned previously, Samuel Hanna, sometimes called "the father of Fort Wayne", was appointed one of the first three members of the Wabash & Erie Canal Board of Commissioners.

Some of the earliest ventures to benefit from access to transport of goods were the milling operations. When the canal opened to eastern navigation in 1843, farmers could ship grain from the outlying areas along the canal to Fort Wayne where it would be ground into flour, bagged and often re-shipped to the burgeoning northeastern markets, via Ohio's canals, the Great Lakes and the Erie Canal in upstate New York. One of the earliest mills to operate in the general area of The Landing was the Hill and Orbison Mill, in operation in the 1840s (the basin at Harrison Street was known as the Orbison Basin). Other mill operations included Joseph Hughes linseed oil mills at 120 West Columbia. These were followed by related businesses, including the Mayflower Mill, which occupied the same building after a fire in 1887, as well as the various enterprises of Solomon Bash, the Volland Mills and Wayne Feeds, all of which operated within The Landing Historic District.

Another result of the influences of both canal and rail transportation in the vicinity of The Landing was the early development of hospitality services for travelers. During the early part of the nineteenth century, Columbia Street was home to the Columbia House, from which it derived its name; from the middle of the nineteenth century until well into the 20th, the street (or adjacent Harrison) contained the city's most important hotels. On the south side of Columbia, at the site of the present building at One Rose Marie's Alley, various owners had operated hotels from mid-century, some of the best known were the American House, the Tremont House, the Wayne Hotel, the Jones Hotel and the Rosemarie. By 1885, four hotels were operating in The Landing Historic District, the Tremont (mentioned above, at 115-119 W. Columbia), the Nickel Plate Hotel (at 131 West Columbia), the Robinson Hotel (later the Randall) at the head of Columbia St. on Harrison and the Ervin Hotel (later the Clifton). Two of the buildings which these establishments occupied are extant within the district: The three-story Ervin/Clifton Hotel was incorporated into the Randall Building when it was remodeled; The site of the Nickel Plate Hotel is presently used for offices. The hospitality industry is still well-represented in The Landing, with several restaurants, and tavern/restaurants.

Retail and wholesale merchants also benefitted from the easy access to transportation afforded by The Landing's strategic location. An early Fort Wayne grocery store (possibly the first) was located on the site of number 108 West Columbia sometime after 1844 - the building which stands on the site today probably dates from a later owner,

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Mr. Horatio M. Ward who opened a crockery and glassware business in the 1870s and continued to operate at the site until 1899 when a fire occurred. A few doors west, at number 112, a former harness business gave way to an implement emporium and later, an iron, steel and hardware store. In the 1890s, the Moellering Brothers & Millard wholesale grocery had moved into number 110 and shortly thereafter, leasing both properties, operated it as one location. The present facade and configuration probably date to their occupation, or slightly before, although this adaptation was undoubtedly only a remodeling of the front facade, since the rear of the building retains features, facing the railroad or canal, which are similar to the front of its neighbor to the west.

Several other buildings in the District demonstrate the vitality of early Fort Wayne's retail businesses, including the Bash Building and the Randall Building. Charles Bash (1853-1916), the son of Solomon Bash (1827-1912) constructed a large, three part building which extended from number 126 West Columbia westward to the end of the block. This building, the eastern third of which still remains, is a reminder of the enterprise of the Bash family. Solomon Bash, came to the city in 1849 and founded a fur and grain trading business. Thanks to the canal and rail connections to eastern markets, Bash interests grew to encompass a wide range of goods. Charles Bash was a principal of the Salamonie Mining and Gas Company, which, in 1890, became the first natural gas provider to the city. Other interests of Charles Bash included holdings in the B. F. Skelton Grocery Company, the Home Telephone and Telegraph Company, the Wayne Knitting Works, as well as serving on the Boards of the Hamilton National Bank and the Fort Wayne Electric Works (later merged with Edison to form General Electric).

The Randall Building derives much of its significance from its association with Perry Randall (1847-1916) who purchased and then developed both the existing building and the adjacent hotel which once graced the site on Harrison Street and the juncture of West Columbia. Perry Randall graduated from law school in 1873 and settled in Fort Wayne. By 1881 he had become one of the initial investors in the Fort Wayne Jenney Electric Company and served as its first vice-president. Randall influenced the development of Fort Wayne through investment in several other downtown properties and through his activities as a developer with the city's first homebuilding company, the Tri-State Building and Loan, organized in 1889. He built over 600 homes in the city as well as platting Randall's Addition. A man of many interests, he also had holdings in the Randall Lumber Company, and the Tulsa Oklahoma Brick and Cement Company, among others. His contributions to civic affairs were numerous, and at his death in 1916, a grateful

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community raised \$3,500 in unsolicited donations to create a permanent monument to him in a local park.

The Keystone Block, constructed shortly after the civil war, demonstrates in a unique way, the cosmopolitan vitality of retail activity in downtown Fort Wayne during the nineteenth and early twentieth century. The impressive building, a full half-block long and with an extensive facade along West Columbia, housed a variety of enterprises from the start. Its accommodations were said to include the city's first running water and central heating. Even its architecture, with recessed doors and windows and multiple arches and bays, had an inviting appearance, designed to appeal to shoppers and imbibers alike - the building was home to purveyors of dry goods and ice cream, as well as spirits and tobacco. One of the first occupants was a retail outlet of Solomon and Benjamin Rothchilds', the Red Front Clothing Store, which was widely known throughout the midwest for men's clothing. Another early firm was the Taylor and Freeman Drygoods Company, succeeded c. 1866 by the Nirdlinger & Oppenheimer Drygoods firm, whose proprietor also contributed to the community's development as a member of the City Council.

As the new century dawned, commerce in Fort Wayne continued to grow, but the complexity changed and small manufacturing began to play a role. 1910 saw the Pinex Company move to 123 West Columbia Street. Founded by William H. Noll, the firm manufactured a variety of "patent medicines" at the site, including the cough syrup, Pinex. Their success was amply demonstrated c.1917, when they unified two structures (123 and 125 W. Columbia) and added a new, modern facade decorated with glazed white terra cotta trim. The company was sold to Revlon of New York in the 1960s, but the proud facade, with its monogrammed shield, still stands on West Columbia Street.

The Fisher Brothers Paper Company, whose monogram adorns the building at 188-120 West Columbia, first occupied the central section of the Bash Building. Following a 1911 fire at the Mayflower Mills, which formerly occupied the structure, the present facade was completed, one of several early twentieth century buildings in The Landing Historic District which utilizes white terra cotta decorative elements.

Architectural Significance

The Landing provides, within a compact area, a collection of buildings which together demonstrate many elements of significant nineteenth century architectural design concepts. Most notable of the early structures is the Keystone Block, which provides an example of the exuberant Italianate style as it was often adapted to post-bellum

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commercial structures. Several buildings along the north and south side of West Columbia also demonstrate typical Italianate detailing including embellished metal and stone window hoods, repetitive fenestration and bracketed cornices. The assemblage along West Columbia provides an unbroken streetscape of nineteenth and early twentieth century fronts, a situation unique in downtown Fort Wayne, where extensive demolition has virtually eliminated views which recall such sense of history and place.

One of the late nineteenth century buildings, the Bash Building has been identified as the work of the local architect, Charles E. Kendrick (1860-1950) who was active in Fort Wayne from 1891 until 1907, when he relocated to Gary, Indiana. In addition to several residential commissions, Kendrick also designed the Fort Wayne Commercial Club, the Lau Building, and the Dewald-Kaag Building, all of which have now been lost to demolition.

The three facades on West Columbia Street which were constructed between 1900 and 1917 (no.s 116, 118-120 and 123-125) along with the modest building at 618 South Calhoun, all demonstrate aspects of Commercial Style/Craftsman influence features. Most notable, as mentioned before, is the use of white glazed terra trim and detailing.

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1885, 1890, 1902, 1906, 1918.

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Allen County/Fort Wayne Historical Society:

1842 MSS map of early Fort Wayne
Skinner, Map of Fort Wayne, c. 1860

View of Fort Wayne (c. 1855), J. T. Palmatary, Pub., (Reprint of
illustrated birds-eye map by the Allen County/Fort Wayne Historical
Society)

Birds-eye View of the City of Fort Wayne, 1868, (Reprint by the
Allen County/Fort Wayne Historical Society)

Allen County/Fort Wayne Public Library

Nirenstein's National Realty Map Co., *Business Section, City of
Fort Wayne, Springfield, Mass, Nirenstein's, n.d. (c. 1930)*

Town of Fort Wayne, Plat Map, as recorded 1833, plus MSS.

de la Camp, John, *Map of the City of Fort Wayne, Ind: Compiled from
the original records to date, 1874 (Reproduction)*

**City of Fort Wayne, Community & Economic Development, Historic
Preservation office:**

Sanborn & Co., Insurance Map updated to 1958.

1992 Downtown Fort Wayne Map.

Other Sources:

The above office also shared photographs, maps and files containing
background information on most of the buildings in the district, which
have been included in the local Historic District since 1980.

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Verbal Boundary Description - Beginning at the southwest corner of South Calhoun and Dock Street, proceed in a westerly direction along the north side of Dock Street to South Harrison Street, crossing South Harrison street, and following the southern limit of the Norfolk and Western railroad right-of-way, proceed in a southwesterly direction to the west side of the building located at 220 Pearl Street. Turn south, proceeding along the west property line of the building to the north side of Pearl Street, then turn 90 degrees east, continuing along the north side of Pearl Street to South Harrison, crossing to the east side of South Harrison and turning 90 degrees south to the northeastern corner of South Harrison and the alley which functions as an eastward extension of Pearl Street and which is parallel to and between West Columbia and Main Streets. Continue eastward along the north side of the alley to the rear property line of number 618 South Calhoun Street, turning south to encompass the rear property lines of number 618, 620 and 622 South Calhoun Street, and 90 degrees east to South Calhoun Street. Follow South Calhoun Street north, along the west side, beginning at the southern property line of number 622 and continuing to the starting point. (See Sketch Map of District)

Boundary Justification - The Landing Historic District is a compact area, the northern boundary of which follows the nineteenth century canal bed and the later, railroad right-of-way. The core of the district is West Columbia Street, a one-block area which contains a number of nineteenth and early twentieth century resources and within which considerable historic preservation efforts have been concentrated. Allied to this are significant structures on adjacent blocks of South Calhoun and South Harrison Streets. With the exception of number 622 South Calhoun Street, a modest early 20th century commercial building, which contributes to the district, the boundaries of The Landing Historic District duplicate those of the local Fort Wayne historic district of the same name.

The eastern edge of the district, along the west side of South Calhoun Street, delineates one of the last remaining clusters of nineteenth century buildings located within the original city plat (which included the eastern half of the 100 block of West Columbia Street and both sides of South Calhoun Street). Construction of the City-County Building in the 1960s and its attendant parking facilities, caused the demolition of all of the buildings along the east side of South Calhoun Street, from the railroad south to Main Street. The three structures south of the alley contribute to the ambiance of the nineteenth century commercial district. The alley itself provides a view of the rear of several of the buildings on the south side of West Columbia and some of the facades on the north side of the street - it is, in essence, an extension of Pearl Street, on which one elevation of the Randall Building faces (the

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building is individually listed on the National Register). Continuing westward, the boundary allows the inclusion of a modest, early twentieth century structure, (220 Pearl Street), as well as an L-shaped brick drive , both of which are related to the transportation themes of the district.

Summary: The north and east boundaries of the district are clear due to the visual barriers of the elevated railroad and the contemporary City-County Building. The areas immediately to the south and west of the delineated boundary are characterized by new construction, parking lots and loss of integrity.

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HISTORIC MAP A

Map of Fort Wayne & Vicinity
c.1880, Source: Helm, T. D.,
History of Fort Wayne, 1880.

HISTORIC MAP B

Excerpt from 1842 MSS map of Fort Wayne
showing canal basin.
Courtesy of Allen County/Fort Wayne
Historical Society

Contemporary and historic photographs:

The following information is the same for all photographs, unless otherwise noted.

1. The Landing Historic District
2. Fort Wayne, Allen County, Indiana
3. Camille Fife and Thomas W. Salmon, The Westerly Group, Inc.
4. March, 1993
5. WGI, RR 1 Box 141, Farmersburg, IN 47850

HISTORIC PHOTO #1

1. Calhoun Street
3. Unknown/rephotographed from print by WGI
4. Post-1882
5. Original photograph is a print, source: Allen County/Ft. Wayne Public Library
6. looking north from Main Street on Calhoun Street toward Columbia
7. 1 of 31

HISTORIC PHOTO #2

1. Calhoun Street
3. Unknown/rephotographed from print by WGI
4. c. 1900 or later
5. Original photograph is a print, source: Allen County/Ft. Wayne Public Library
6. same view as HP #1, note remodeled facade of number 622 South Calhoun (third building south of alley).
7. 2 of 31

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The Landing Historic District

HISTORIC PHOTO #3

1. Columbia Street
3. Unknown/rephotographed by WGI.
4. 1906
5. Original is a print, source: Allen County/Ft. Wayne Public Library
6. North Side of Columbia Street, looking toward Harrison, showing the Randall Hotel and buildings along 100 West Columbia.
7. 3 of 31

PHOTO #4

1. West Columbia Street
6. View looking east along West Columbia from Harrison Street, conveying the ambiance of the district.
7. 4 of 31

PHOTO #5

1. South Calhoun Street
6. View looking south along South Calhoun from the northeast corner of South Calhoun and West Columbia Streets. The distinct boundaries of the district are obvious in the change in streetscape rhythm and the contrast between historic and contemporary buildings.
7. 5 of 31

PHOTO #6

1. 108 West Columbia Street
6. View from south side of West Columbia.
7. 6 of 31

PHOTO #7

1. 110-112 West Columbia Street
6. View from south side of West Columbia.
7. 7 of 31

PHOTO #8

1. 114 West Columbia Street
6. View from south side of West Columbia.
7. 8 of 31

PHOTO #9

1. 116 West Columbia
6. View from south side of street.
7. 9 of 31

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The Landing Historic District

PHOTO #10, The Fisher Brothers Building

1. 118-120 West Columbia
6. View from south side of street.
7. 10 of 31

PHOTO #11

1. 122-124 West Columbia
6. View from south side of street.
7. 11 of 31

PHOTO #12

1. 126 West Columbia, the Bash Building
6. View from south side of street.
7. 12 of 31

PHOTO #13

1. 220 Pearl Street, Ft. Wayne & N. I. T. electric railway freight building.
6. View from the southwest, looking north, northeast.
7. 13 of 31

PHOTO #14

1. 135 West Columbia
6. View looking south from the northwest corner of Harrison and West Columbia.
7. 14 of 31

PHOTO #15

1. 133 West Columbia
6. View from the north side of West Columbia.
7. 15 of 31

PHOTO #16

1. 131 West Columbia
6. View from the north side of West Columbia.
7. 16 of 31

PHOTO #17

1. 123-125 West Columbia, The Pinex Company Building.
6. View from the north side of West Columbia.
7. 17 of 31

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Continuation Sheet**

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The Landing Historic District

PHOTO #18

1. 602-614 South Calhoun Street, The Keystone Block.
6. View looking south, southwest from the east side of South Calhoun Street.
7. 18 of 31

PHOTO #19

1. 611 South Harrison Street
6. View looking east from the west side of South Harrison.
7. 19 of 31

PHOTO #20

1. 613 South Harrison Street
6. View looking east from the west side of South Harrison.
7. 20 of 31

PHOTO #21

1. 618 South Calhoun Street
6. View looking west from the east side of South Calhoun, on the steps of the modern City-County building.
7. 21 of 31

PHOTO #22

1. 620 South Calhoun Street
6. View looking west from the east side of South Calhoun.
7. 22 of 31

PHOTO #23

1. 622 South Calhoun Street
6. View looking west from the east side of South Calhoun.
7. 23 of 31

PHOTO #24

1. 614-618 South Harrison Street, the Randall Building.
6. View looking northwest from the east side of South Harrison Street.
7. 24 of 31

PHOTO #25

1. Brick Drive
6. View looking north from Pearl Street along drive, between the rear of the Randall Building and the east side of the electric RR freight depot. Patch in bricks at left of view may be left from location of tracks.
7. 25 of 31

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Continuation Sheet**

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The Landing Historic District

PHOTO #26

1. Brick Drive
6. View looking east from west side of lot, toward S. Harrison Street. Building in background is the Bash Building.
7. 26 of 31

PHOTO #27

1. Fountain and entourage
6. View looking north, northwest from S. Harrison Street, with elevated tracks visible in the rear.
7. 27 of 31

PHOTO #28

1. 613-615 South Harrison Street
6. View showing contemporary addition. Taken from southwest corner of S. Harrison and Pearl Street, looking northeast.
7. 28 of 31

PHOTO #29

1. Dock Street
6. View looking east along Dock Street from parking lot on east side of S. Harrison showing rear facades of 1) Bash Building, 2) Fisher Brothers Building, and 3) balance of buildings toward S. Calhoun street.
7. 29 of 31

PHOTO #30

1. One Rose Marie's Alley
6. View looking toward building from north side of street.
7. 30 of 31

PHOTO #31

1. 100 West Columbia Street
6. View looking toward building from east side of South Calhoun Street.
7. 31 of 31

NORTH



0 20 50 100
SCALE IN FEET

NON-CONTRIBUTING

HISTORIC DISTRICT BOUNDARY

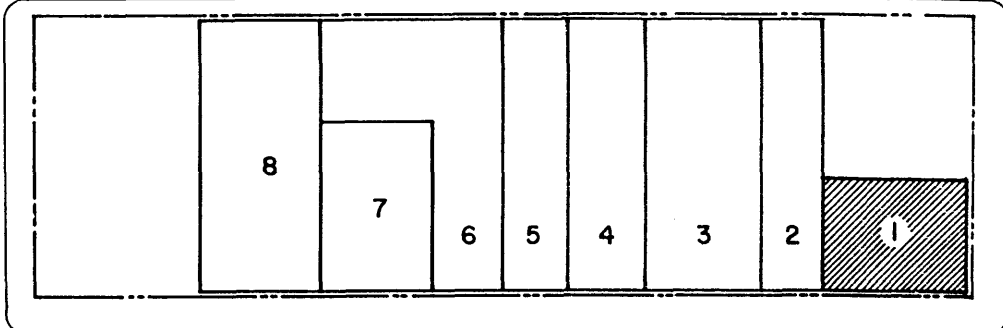
FORMER NICKEL PLATE RAILROAD

VBD STARTING POINT

WEST DOCK STREET

HARRISON STREET

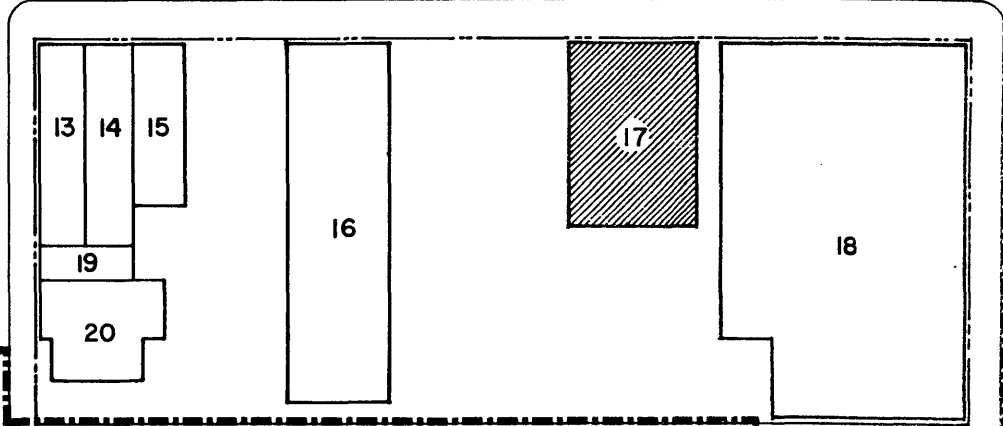
SOUTH STREET



WEST COLUMBIA STREET

HARRISON STREET

SOUTH CALHOUN STREET

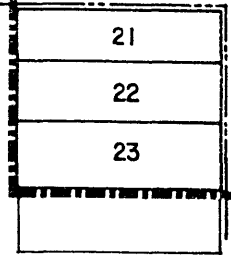


PEARL STREET

ALLEY

S

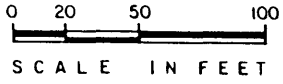
SOUTH STREET



THE LANDING · HISTORIC DISTRICT

FORT WAYNE, INDIANA

SKETCH MAP



NON-CONTRIBUTING

HISTORIC DISTRICT BOUNDARY

FORMER NICKEL PLATE RAILROAD

VBD STARTING POINT

WEST DOCK STREET

WEST COLUMBIA STREET

PEARL STREET

ALLEY

HARRISON STREET

SOUTH CALHOUN STREET

SOUTH CALHOUN STREET

SOUTH CALHOUN STREET

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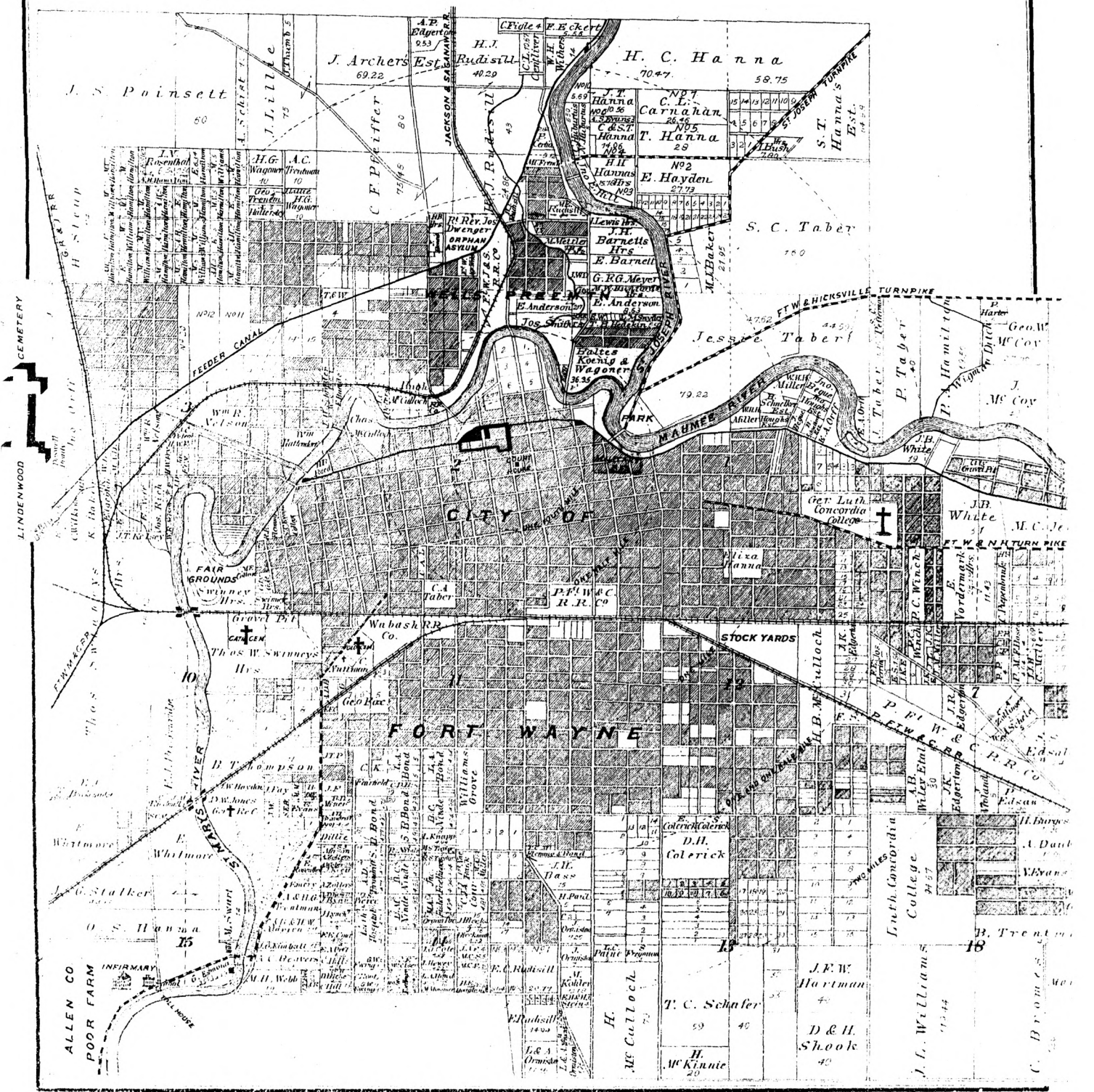
THE LANDING · HISTORIC DISTRICT

FORT WAYNE, INDIANA

KEY TO PHOTOGRAPHS

HISTORIC MAP A
Map of Fort Wayne & Vicinity
c.1880, Source: Helm, T. D.,
History of Fort Wayne, 1880.

MAP OF FORT WAYNE VICINITY





HISTORIC MAP B
Excerpt from 1842 MSS map of Fort Wayne
showing canal basin.
Courtesy of Allen County/Fort Wayne
Historical Society