

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

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This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic Resources of Canal Winchester, Ohio

B. Associated Historic Contexts

1. Agricultural Commerce: Canal Era, 1827-1868
2. Agricultural Commerce: Railroad Era, 1869-1904
3. Agricultural Commerce: Interurban/Auto Era, 1905-1938

C. Geographical Data

Incorporated limits of the Village of Canal Winchester

☐ See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official

Date

State or Federal agency and bureau

I, hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

Introduction

Canal Winchester is located in Congress Lands first surveyed in 1799. The town was initially situated in Violet Township, Fairfield County, and then six sections in a vertical strip (#6,7,18,19,30,31) were annexed to Madison Township, Franklin County in 1851. Early settlers in this area (arriving in the 1800's and 1810's) were from Virginia (including the Doves who arrived from Winchester in 1811, hence the Winchester name), Maryland, Pennsylvania, Kentucky, New Jersey and other Mid-Atlantic states. Settlers were few in numbers prior to construction of the canal because of a lack of a convenient market for surplus produce, sickness and high taxes. Crop prices were low, and even then there was no market for them, (corn, 10-12 cents/bushel, wheat, 20-25 cents/bushel, and pork, \$1.50/100 pounds) (Bareis, 1902).

Both Violet and Madison Townships are among the most fertile in their counties. The agricultural richness came from the fertile soil well drained by the many existing waterways. Farms in the area were of moderate size and the major emphasis was grain, corn and wheat, in particular, with some livestock.

After the canal was approved by the legislature, c. 1820, the local settlers had the opportunity to work on the canal excavation, providing them with cash to pay their taxes and easing at least one of the many hardships. Once opened, the canal provided access to the expanded markets and the settlers' agricultural products became a means of income. "Before the canal, freight rates from the coast to interior points were \$125/ton; afterward they came down to \$25/ton. Flour that sold for \$3.00/barrel in 1826 brought twice as much in 1835, and wheat rose from about \$.20/bushel in 1823 to as high as \$.70/bushel in 1832." (The Times, 8/30/72) Thus, with the township's excellent agricultural conditions and the active canal, farming prospered. Fairfield County ranked 3rd in the state in wheat production in 1839 (Jones). According to the 1840 U.S. Census, 67% of the total working population of Violet Township (268 out of 398) was employed in agriculture. Agriculture remained the basis of this area's economy well into the 20th century. Canal Winchester, platted in 1828 as canal construction got underway, has functioned as a support community for this agriculturally rich area from its founding.

Canal Winchester was originally platted as Winchester. "Canal" was added after the post office was established in 1841 to prevent confusion with other Winchesters in the state. The town was founded in response to the proposal of construction of the Ohio & Erie Canal through the Dove farm in Violet Township, Fairfield County. Surveys for the canal began in 1822. Henry Dove had divided his holdings of the S.E. quarter of Section 30, equally between his two sons, Reuben and Jacob in 1821. This half quarter section line coincides with the present-day High Street. Jacob's half was sold in 1824 to John Coleman and it was Coleman and Reuben Dove who platted the first lots in Winchester in 1828. Reuben had initially threatened to sue the State for damages to his crops by the canal excavation, but was later convinced of the potential for a town at this location, being midpoint between Columbus and Lancaster, and at the point where the Winchester Pike would be intersected by the Ohio & Erie Canal.

The town expanded eastward to the section line with R. Dove's Addition of

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1829. Subsequent additions were to the west in 1836 and 1839 (David Dixon's 1st Addition, then John Coleman's and Dixon's 2nd Additions, respectively). Not until 1869 did the town expand northward beyond Waterloo Street. Then, concurrently with the construction of the railroad, the William P. Miller 1st and 2nd Additions and John Kramer 1st and 2nd Additions were platted respectively in 1869, 1870, 1870 and 1876. Henry Will's Addition of five lots near Elm St. was platted in 1871 as well as Reuben Trine's Addition on the west side of Trine Street. The town boundary was extended north of the railroad tracks in 1882 only far enough to take in some enterprises on the north side of the tracks. Solomon S. Lehman's Addition of 4 lots in the center of town was platted in 1885.

The incorporated limits of Canal Winchester, after its incorporation in 1866 until the early 20th century were basically, the Fairfield County line on the east, the south line of Section 30, the west line of S.E. quarter of Section 30, and a line north of the railroad tracks (after 1882). In the early-mid 20th century, the limits extended slightly westward along Groveport and Winchester Pikes and northward along High Street up to the waterworks. After World War II, the town annexed extensive acreage to the north, south and west, establishing the current incorporated limits (and the boundary for this nomination). As a result, both rural and town property types are included in this nomination. Later platted additions in the 20th century include Lombardy Heights in the 1920's, G.F. Bareis Subdivision, Beckley (Beck) Addition c. 1940, Cherrydale c. 1940, Dye Addition c. 1950's, Kramer Addition c. 1951, Wm. D. Boyer Subdivision c. 1955, C. V. Moore Subdivision c. 1950's, Beatty Addition c. 1960, Winchester Village c. 1973, and Washington Knolls c. 1977.

Canal Winchester historically was a community with well-defined geographical boundaries, including the railroad tracks on the north end, the county line (former section line) on the east, and the Little Walnut Creek on the south. Until recently this has limited its expansion and provided for a constant evolution of change and infill in the existing residential and commercial areas.

Canal Winchester, with a current population of 2,698 (1980 census), is situated in the southeast corner of Franklin County, midpoint between Columbus and Lancaster (two county seats), approximately 20 miles southwest of Columbus. Canal Winchester's growth has been steady throughout its history, however the most active periods of development occurred in response to transportation developments. The first was the construction of the Ohio & Erie Canal (1827), with construction of the Hocking Valley Railroad (1869) and the Scioto Valley Traction Co. Interurban (1905) following. The canal and railroad expanded the markets for the local crops and defined Canal Winchester's role as the local grain distribution center and as the commercial center for the

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surrounding area. The town's prosperity from the agricultural-related activity is illustrated in the general growth and quality of the residential and commercial areas in the 19th and early 20th centuries.

Since World War II, the economy of Canal Winchester has become more diversified and much less dependent on agriculture. Now considered part of the Columbus metropolitan area, the town is being significantly affected by the rapid residential, commercial, and industrial development and general expansion of surrounding communities. This growth is posing serious threats to the agricultural landscape of Madison Township and rural areas within the corporate limits of Canal Winchester. For example, the acreage in the vicinity of U.S. 33 and Bowen Road has been zoned for commercial use, and local tax abatement programs are offered to industrial developers in the U.S. 33 and Gender Road area, although currently zoned for single-family residential use. New residential development is occurring on the town's south side, also extending into what was once prime agricultural land.

The Canal Winchester Area Historical Society, the Canal Winchester Landmarks Commission and the Village of Canal Winchester, as a Certified Local Government, are taking an active role in documenting and preserving the area's historic resources.

"Transportation development in combination with good agricultural land on all sides have meant a uniformly prosperous agricultural economy for Canal Winchester, with easy access to all markets," throughout its history (B.D. Rickey, final report, 1984). The historical development of the village can be traced through the three major thematic eras described below.

(*NOTE: Whenever NR is noted after the mention of an individual or property, it refers to a relevant individual National Register nomination included in this multiple property nomination or one previously listed. Whenever NR-Xdist is noted, it refers to an historic district nomination included or previously listed. The key for districts is as follows:

NR-Cdist: Columbus St. Historic District
NR-Mdist: W. Mound St. historic district
NR-Hdist: N. high St. historic district)

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E. 1. AGRICULTURAL COMMERCE: CANAL ERA, 1827-1868

As early as 1818-19 the state legislature began talking about finding cheaper ways to market for the Ohio farmer. As a result, "Ohio's network of canals, opened in 1827 and completed 20 years later, gave agriculture and the new industries of Ohio many markets, attracted thousands of immigrants to the state, tremendously increased all kinds of traffic and connected interior Ohio with coastal markets." (Canal Society of Ohio)

The Ohio & Erie Canal ran from Cleveland to Portsmouth. Decisions regarding the placement of the canal between these two points, including routing through what is now Canal Winchester, were apparently largely made by the surveyor from New York hired by the Governor, and therefore no local individuals are identified as having been instrumental in its placement through the area. Surveys for the canal were authorized in 1822, construction began in 1827 and the water and first boats in the Canal Winchester vicinity ran in 1832. Originally there were four locks along the Ohio & Erie Canal route between Groveport and Canal Winchester, numbered 22 through 19. Only remnants of number 22 are still in existence east of Groveport in poor condition. Within the incorporated limits of Canal Winchester, the path of the canal is evident from the contour of the land along much of its former route, however there are no intact structural remains.

During the canal era, Canal Winchester was comprised of the original plat of 1828 and early addition of 1829, and the subsequent additions to the west of 1836 and 1839.

Population statistics help illustrate the township's growth in response to the canal operation. From 1820 before the canal to 1830 after it was under construction, the population of Violet Township increased 62% from 1123 to 1821. After the canal opened, the population jumped another 31% to 2,378 in 1840.

Regarding the village itself, for which there are no available early population statistics, c. 1832 there were only two frame buildings and twelve of log construction. But the growth escalated from this point on and many stores and houses were constructed in the mid-late 1830's and 1840's, most of which were frame with a few brick residences. By 1841 Canal Winchester had its own post office, "taking" it from Waterloo, a rival community to the east. By 1850 the township growth had slowed, increasing only to 2,545. However, there were 103 households in Canal Winchester. In 1851, the town and 6 nearby sections to the north and south were annexed to Madison Township, Franklin County, the same year

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Samuel Bartlit built the first documented brick commercial building. Approximately 110 structures are shown in Canal Winchester on an 1856 map, and by 1860 the village's population was 460 (U. S. Census). The village was incorporated in 1866 and such improvements as the grading of streets and the addition of sidewalks, sewers, and gutters were made by the late 1860's.

Several roads, turnpikes and bridges were constructed in this era, further facilitating the growth and development of the community. Prior to 1830 Winchester Pike was an active road leading between Columbus and Lancaster. In 1865 this road became the Columbus and Winchester Pike (now, W. Waterloo and E. Columbus Streets) which was built by subscription and operated as a toll road until 1868. The Groveport, Winchester & Lancaster Pike (now, Groveport Road and E. Columbus Street) was subscribed to and built in 1863.

Canal Winchester area farms of the 1840's and 1850's were typically mixed livestock and grain operations. Corn was the predominate crop with wheat a poor second. Potatoes and garden produce were grown for personal use. Butter was processed by most of the farms with the average farmer producing over 5 lbs. of butter per week. Wool was a common farm product of those keeping sheep, and slaughtered animals contributed to the value of each farm's production. In 1860 in Madison Township, there were 258 farms listed with 125 acres as the average size and \$6,775 as the average value. This was more than double the 1850 average value for Madison Township farms of \$2,941 (U.S. Agriculture Census). During this period, the Franklin County Agricultural Society was formed and its first fair was held in 1852. By 1857 the township had its own Agricultural Society and fair.

The impact the canal had on the farm economy is well illustrated in the following quotation:

"It was not uncommon for a pre-canal farmer to take an entire week away from his work and family to haul a 20 bushel load of wheat to a distant market. For his trouble, he may have had 2 barrels of salt to take home. Or, if he lucked out and found a cash buyer, he may have realized 20 cents/bushel. The canal changed all that. Wheat immediately jumped to 50 cents/bushel and later to 75 cents with the canal's opening. By 1858 wheat was bringing \$1.08/bushel in non-inflated currency. It was a single matter of being capable of getting the produce to better markets economically." (Schumick, 1972)

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With the improved market accessibility, agricultural activity increased in this area and as a result, Canal Winchester grew. An array of grain warehouses, grain elevators, and grist mills were constructed. The concentration of these storage and processing facilities in town was along the canal on both sides of High Street during this thematic era.

The first grist mills in the eastern part of Franklin County had been constructed in Madison Township. The first grist and sawmill near what is Canal Winchester today was constructed about a mile from the village along Little Walnut Creek, c. 1806-7, by Lewis Kramer. Subsequent owners during this period were Henry Fictone (1852), George Fisher, Fisher & Markley (1858), Fisher & (Ervin) Moore (1859), and Moore & (George, Sr.) Bareis (1861) who finally abandoned the mill soon thereafter. Another mill was built by George Sharp in 1810. (Judge) John Chaney Sr. began in business in the area in 1816 with the purchase of a sawmill, gristmill and distillery. Prior to the construction of these area mills, or when they were not in operation due to low waters, the closest alternative facilities were in Springfield, Zanesville, and Chillicothe.

The first grain warehouse was built north of the canal basin in town in 1833-4 of log construction. In 1837, Hathaway & Glendening built a frame warehouse east of the basin. Carty (NR) & Rogers built a frame warehouse west of the High Street bridge over the canal in 1834-5 and a large elevator was constructed there in 1841. Samuel Bartlit became a prosperous grain dealer and merchant who arrived in Canal Winchester in 1839 (NR - Cdist). He built a large warehouse near the site of the log warehouse in 1847-8. After Bartlit's partner, Pond, died, he sold his grain business to (Nathaniel) Tallman, (Wm.) Stevenson, & (Henton) Tallman Co. In 1851, (Judge) John Chaney Sr. and his son O. P. Chaney constructed the Empire Mills west of town near Lock 20, "one of the best mills in central Ohio" (Bareis, 1902). Subsequent owners of this operation were Joseph Rodenfels (1865); Rodenfels, (Moses) Seymour & Co. (Peter Brown); and Samuel Bartlit (from assignee's sale). In 1868 the Winchester Mills were built on the north side of the railroad tracks (then under construction), by Jacob Carty (NR), John Game, Abraham Lehman (NR), and M. C. Whitehurst. This facility operated as a burr mill throughout this period.

Judge John Chaney moved into town from Violet Twp., Fairfield Co., to East Columbus Street in 1861. M. C. Whitehurst also built his house on E. Columbus Street in 1865 and O. P. Chaney's residence was built there in 1866 (NR - Cdist). Jacob Carty lived at the southwest

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corner of High & Waterloo Streets during this period. These were some of the most prominent citizens and businesses during this time period, beginning the long history of agricultural business in Canal Winchester which spanned to 1978 when the last elevator closed. Throughout this era and much of the next, the grain business was so major an enterprise that it was these grain dealers who served as the bankers in the community.

Other industries of this era included a carding/fulling factory built in 1833 at Lock 19 by Cowden & Thompson. It was later purchased by John Chaney & Schock, and then solely owned by Chaney (1850). In 1851, he moved it to the west of Lock 21, building a new building and making improvements. Other industries were a slaughterhouse, several wagonmakers, a linseed oil mill, tanners (c. 1840, Sommerville), a cooper, blacksmiths, a brick yard, a lumber yard (1840's, Tallman, Helpman & Allen Co., 1849-1850's, Helpman & Son) (NR-Cdist, NR) and a planing mill (1857, Helpman-Shaffer). Other businesses in the village included several taverns, cabinet shops, shoe shops, general stores, tailors, dressmakers, weavers, milliners, grocery stores, harness shops, picture galleries, plasterers, carpenters, brickmasons and doctors' offices. Also illustrating the growth in Canal Winchester following the opening of the canal, the number of businesses increased from 20 to 68 between the 1830's and 1840's, and then began leveling off at 75 in the 1850's.

Travelers appeared after the construction of the canal and the first hotel, The Commercial Hotel, was constructed by Peter Krag in 1852. It served those who worked and traveled on the canal and those who came to the village on business. The Hawk stage coach, another means of transportation which contributed to the growth of the town, operated out of this hotel and ran through town 1860-9 until the railroad came through. The stage coach route was from Columbus to Lancaster.

Following the operation of "subscription schools", a system of township schools was established by the Ohio legislature in 1829, setting up township districts and providing a tax for their support. Under this system, in addition to the construction of several rural schools, the first school in Canal Winchester was built of frame construction in 1834 on North High Street. A brick schoolhouse was constructed in 1848 near the same site and another was built on East Columbus Street in 1849. Of these only the High Street building remains. It was remodeled into a residence, c. 1870 (NR - Hdist).

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In 1853 the township system was reorganized, making each township a district with sub-districts and establishing a township Board of Education. Canal Winchester area schools were in the 18th sub-district of the new township system. In response to the growth in the community and overcrowding in the area schools, this sub-district sold their other buildings and built a 4-room brick schoolhouse which was first occupied in 1862. A "special district" was then established for Canal Winchester in 1868. The 1862 building continues to function as a part of the school in operation on Washington Street today. It recently has been designated the oldest school building in operation in the state by the State Board of Education. The Prentiss School, a brick one-room rural schoolhouse built c. 1850, which stood along Gender Road, north of the Hocking Valley Railroad tracks, was moved to a site along the tracks near High Street by the local historical society for preservation purposes.

Early church history includes the arrival of Methodists into the township in 1806. The United Brethren Church was founded in 1813-15, the Reformed Church in 1836, the Methodist Episcopal Church in 1837, David's Lutheran Church in 1839, and the Mennonite Church in 1843. None of the original church buildings of these denominations are existant.

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E. 2. AGRICULTURAL COMMERCE: RAILROAD ERA - 1869-1904

In 1834 Hon. John Chaney of Canal Winchester, who was then a Congressman, introduced legislation regarding placement of a railroad from Lancaster to the Ohio River. This legislation was defeated, but it is interesting to note that it was introduced three years before there was a train in Ohio, and 16 years before railroads came to Columbus (1850). As early as 1853 Canal Winchester citizens raised \$32,400 in subscriptions for the Columbus & Hocking Valley Railroad, with the stipulation that it run within 1/4 mile of the village. There were 44 subscribers from Canal Winchester whose \$50 shares ranged in number from 2 to 60. Those subscribers who donated 20 shares or more included: J.B. Potter (60), Samuel Bartlit (50), William Fry (50), H. Tallman (50), Samuel Loucks (40), D. Bergstresser (20), John Helpman (20), Reuben Dove (20), A. Hathaway (20), A.D. Benadum (20), Elias Kemerer (20), John Chaney & Son (20), W.L. Stevenson (20), Abraham Lehman (20), John Kramer (20), Nathaniel Tallman (20), and Jacob Powell (20). The railroad was not constructed at this time, but by 1864 discussions picked up again and subscriptions were solicited for the Mineral Railroad in 1865-6, with Canal Winchester raising \$30,000. A subscribers list has not been found for this solicitation, but it was likely to have been many of the same prominent citizens of the community as in 1853. In 1867 Mineral Railroad changed its name to Columbus & Hocking Valley Railroad and the train's proposed route ran from Columbus to Gallipolis. Canal Winchester was presumably an attractive station point for the railway because of the already existing canal station and established business. Construction began on the railway in 1867, leading to the arrival of the first train through Canal Winchester in 1869. This signaled the beginning of a new era of growth for the community.

The first depot in Canal Winchester was constructed in 1869, the year the railroad was completed. In 1881 the Columbus, Hocking Valley and Toledo Railway was formed by the consolidation of the Columbus and Hocking Valley, Columbus and Toledo and the West Virginia Railroads. A second depot (NR - 1/88) was built on the same site after the original depot was destroyed by fire in 1894.

Following construction of the railroad, the area of town north of Waterloo Street and south of the railroad was soon platted and annexed to the city. This included the William P. Miller 1st and 2nd Additions in 1869 and 1870, and the Kramer 1st and 2nd Additions in 1870 and 1876. Business in the community thrived during this era and many of the successful merchants constructed houses in the North High Street and West Mound Street areas. The merchants and business

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people were then in close proximity to the many new commercial buildings also being constructed in the commercial district along High and Waterloo Streets. Some of the structures along North High Street between the depot and commercial district had combined residential and commercial use. In 1882 the town expanded north of the railroad only far enough to incorporate the few businesses on the north side.

Population statistics help illustrate the growth experienced in Canal Winchester as a result of the railway. The population in 1870 had increased from 460 in 1860 to 670, and peaked the following decade at 850.

Canal Winchester, having incorporated in 1866, purchased an existing building for the town hall in 1875 and built an addition on it in 1877. In 1890 the prison cages were added. Other public improvements during this era included the establishment of a fire department in 1883, called the Winchester Protectors. The engine house was moved to the town lot in 1898. The Winchester Times began publication in 1871. The newspaper operated out of three other locations before building The Times Building (NR) in partnership with the Masonic Lodge in 1902. This building remained their headquarters until 1976. The first telephone line in Canal Winchester operated in 1882, run by the Franklin Telephone Co.. The telephone company was also located in The Times Building. The first store was lighted by gas in 1900 by the Consumers Gas Co. of Canal Winchester, a local division of Federal Gas & Fuel of Columbus.

Farming patterns in the township during this era were similar to those of the previous era. The average farm acreage had dropped from 125 acres to less than 100, but more of the unimproved acres were converted or improved, making the average productive farm acreage (80 acres) approximately the same. Farm prices had increased to \$75 per acre by 1880 and the average farm value increased to \$7,000. Wheat gained prominence as a grain crop over corn, with more acreage going into wheat production. Wool production diminished, Abraham Lehman being one of only a few farmers in the township still producing it in 1880 (U. S. Agricultural Census, 1870-1880). Between 1865 and 1885 in Ohio, "agriculture declined as manufacture was expanding.... Agriculture had to be improved and diversified to survive." (Ohio Almanac, 1980). Statewide activities promoting agriculture included the start of several farm publications: "Ohio Cultivator", "Ohio Farmer", and "Farm & Fireside". The Ohio Grange, among the first in the country to be organized, served educational and social purposes. County fairs were also organized to help report on farming progress.

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In response to this movement, local agriculture-related activities included the founding of the Madison Grange in 1873. In 1887 the Franklin Farmers Institute was organized holding meetings in Canal Winchester in 1892, 1894, 1897, 1898 and 1901 and during the 1890's, annual agricultural/art fairs were held extending into the early 20th century. With increased agricultural productivity and continued prosperity, the township population increased from 3,418 to 3,853 between 1860 and 1880.

During the canal era the handling of grain was laborious. "Before the introduction of the modern unloading devices, the corn had to be shoveled off by hand and the wheat elevated by horse power. This slow process often congested the movement of grain until almost every street in town was filled with teams waiting their turn. By the time navigation opened up in the spring the large cribs and bins would be filled and loading boats would be the 'order of the day,' employing many men, carrying ear corn onto the boats in one-bushel baskets. What corn was shelled was run through a 'pot-lid' sheller and fed in by hand one ear at a time." (Bareis, 1902).

The construction of the railroad provided for expanded markets and faster service and in combination with the construction of grain elevators and milling complexes, facilitated the handling of the greater yields of grain from the township. For example in 1877, Canal Winchester "grain dealers shelled eighty car loads of corn ... and O. P. Chaney shipped 52 cars, Bartlit & Speaks 32 cars and Whitehurst, Lehman & Carty 25 cars - a total of 109 cars shipped out in one week." (Bareis, 1902).

In the late 19th century, the construction of other railroads in Ohio, including the Norfolk & Western and Ohio Central Railways, reduced the territory from which grain was hauled to the Canal Winchester market, however, the farmer's yield had significantly increased, continuing to stimulate the local economy. "Still the fact remains that now farms on which then only three to five hundred bushels were grown, now yield as many thousand bushels" (Bareis, 1902).

As the surrounding agricultural lands prospered, so did Canal Winchester. The agricultural facilities expanded, there was commercial growth and intensive new construction of commercial and residential architecture. Once the railroad was constructed, a new concentration of agriculture-related structures were built at the tracks in the vicinity of High Street. As agricultural implements were beginning to be made elsewhere and shipped by rail, several agricultural implement dealers also situated themselves near the tracks.

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The O. P. Chaney Grain Elevator (NR - 1/88) was first built along the tracks in 1878 and rebuilt after a fire in 1880. Chaney was also the owner of several grain warehouses which stood near the basin of the canal in 1878 when they all burned in a catastrophic fire which burned for 10 days. O. P. Chaney is recognized for first developing the use of canvas sacks for grain sales in place of wooden barrels. He served on the State Board of Agriculture between 1880-1882. Other grain merchants in business at this time were the M. C. Whitehurst & Co., and the Empire Mills, now operated by C. B. & D. H. Cowan, nephews of Samuel Bartlit. M. C. Whitehurst & Sons installed a roller mill in replacement of the burr mill at the Winchester Milling Company in 1884. Whitehurst died in 1893, and his heirs ran the mill for another two years. C. P. Bauman purchased the complex in 1896 at a receivership sale, enlarged the facility, and renamed it the Winchester Milling Company. Jacob Carty, one of the founders of this company, built a new residence on Elm Street, just south of the railroad tracks and milling complex, in 1874 (NR).

Industry continued to be agriculturally based. Mills and tanneries predominated, but the 1870 U. S. Industrial Census also lists 3 blacksmiths, 2 wagonmakers, a tin shop and carpenter. In addition, George Powell manufactured drain tile, force pumps and fences, and John Helpman ran a lumber company and planing mill. Helpman died in 1883 and George Bareis then purchased the company. Chaney's woolen mill operated until 1878.

In 1887 the first bank, Canal Winchester Bank, was established in town in its own building, eliminating the role of the grain dealers as bankers. The bank's founders were Clement V. Moore (NR-Cdist), William Game (NR-Hdist), and Ervin Moore (NR). A second bank, the Peoples Bank was established in 1904. Its first location was in the S. Lehman Block where they stayed until 1924. The bank then built the Peoples Bank Building (NR) at the northwest corner of Waterloo and High Streets. Overall commercial growth during this era is reflected in the increase in number of businesses operating; 20 in 1830 compared to 89 in 1860.

Much of the commercial district of Canal Winchester developed after the railroad went through, with several new two-story brick commercial buildings being built, most with cast iron storefronts and Italiante bracketed cornices. Many of the original 19th century structures are still standing in the village. They are concentrated in the center of town, on High and Waterloo Streets, and most have been extensively altered in the mid-20th century, by the addition of fixed canopies, new store fronts, and new exterior surfaces,

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significantly affecting the integrity of the original structures. The Solomon S. Lehman Block, built in 1884, is one of the best preserved of the late 19th century commercial buildings, retaining its pressed metal hoodmolds and ornamental Italianate cornice. A well-preserved example of the cast iron storefronts is located at Conrad's Market at the northeast corner, although its exterior surface and cornice are altered.

Fraternal organizations were popular during this time period, the importance of which is reflected in their impact on the built environment of the town. The trend began with the founding of one local chapter of International Order of Odd Fellows (Gordian Lodge) in 1853, then the Lee Lodge (I.O.O.F.) in 1867, the Daughters of Rebecca Lodge local chapter in 1879, the Knights of Pythias in 1881, and the Masonic Lodge chapter in 1885. Spaces in Canal Winchester first utilized as lodge halls include the "upper west room of the old brick schoolhouse" (on N. High St.?) (1853-1864)(I.O.O.F.), the Bergstresser Hall (now demolished) (1867-1868)(I.O.O.F.) and the third floor of the Town Hall building (now demolished) (1876-19--). The first space outfitted as a lodge hall was the upper story of C. P. Rees Store (now Roman's Pizza, 17 N. High) (1868-1883, c.1884-1888) (I.O.O.F.) which burned in 1883 and was rebuilt. Commercial buildings which incorporated lodge halls at the time of construction were the Grange Hall (NR-Hdist), built in 1874, the Solomon S. Lehman Block/Lodge Hall (1885-1899, Masons; 1900-1988, Knights of Pythias), the I.O.O.F. Hall (1888-?, I.O.O.F.; 1901-2, Masons) which is in the upper story of the commercial building at the northeast corner of High & Waterloo (now Conrad's Market), and the upper stories of the Times Building (NR) (1902-c.1980, Masons & Eastern Star).

As the agricultural traveler population of salesmen and grain dealers increased, so did the construction of hotels. The Merchants Hotel was built by Isaac Ebright in c. 1875 and the Leonard House by Fred. Leonard in 1879 (NR-Hdist). The Conn House was built in 1884 and burned in 1896. The Commercial Hotel continued in operation. Road transportation continued to be improved and the Bergstresser-Deitz Bridge (NR 1974) was constructed over Little Walnut Creek on Ashbrook Road in 1887. It is the last remaining covered bridge in Franklin County.

East Columbus Street is known locally as "bankers' row" because so many of the bankers in town resided there. Clement Moore, Warren Moore, Ed Woods and William Boyer were among them. A concentration of merchants and professionals resided on Mound, High, and Waterloo Streets.

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All 4 major church structures standing within the incorporated limits were constructed during this era. They were built in 1881 (David's Reformed - NR, and Lutheran - NR-Mdist), 1886-7 (United Brethren - NR-Cdist) and 1902 (Methodist - NR-1982) respectively. In regard to the schools, an addition was put on the original "south building" of the school in 1874.

Throughout this era, the railroad was the predominant mode of transportation, supplanting the function of the canal soon after its completion. However, the canal continued in operation throughout this era, with the last boat coming to town in 1905. This was the same year that the Scioto Valley Traction Line Interurban was completed and the first interurban train arrived in Canal Winchester.

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E. 3. AGRICULTURAL COMMERCE: INTERURBAN-AUTO ERA: 1905-1938

The Interurban-Auto Era in Canal Winchester commenced with the introduction of the interurban, and later, the automobile, which provided the town with two new passenger-oriented modes of transportation. These means of transport increased the flow of people in and out of the community, providing additional accessibility, visibility and a steady growth throughout the era.

Columbus was among the first cities in the country to have an electric railway line (early 1890's). From this point on electric interurban traction development spread all over the country. There were several interurbans which trespassed Franklin County in the late 19th and early 20th centuries, including the Scioto Valley Traction Company which incorporated in September, 1899. Individuals responsible for this company were W. F. Burdell, Alex Renick, T. King Wilson, E. K. Weaver, H. D. Bennett, Edwin R. Sharp, H. M. Daugherty, B. Mahler, the majority of them being from Lancaster, Circleville and Chillicothe. The Scioto Valley Traction Company successfully beat two competitors to the construction of an electric interurban route between Columbus and Chillicothe. The competitors were the Columbus & Lancaster Traction Company (with founders from Dayton, Columbus and others nearby cities) and the Columbus, Winchester, & Lancaster Traction Company (with founders in Columbus and New York City). Individuals from Canal Winchester who were responsible for "giving all the assistance possible" to the Columbus and Lancaster Traction Co., the line initially favored by the local people, were W. H. Lane, Esq. (NR), James Palsgrove, E. C. Gayman (NR), Dr. L. W. Beery (NR), and Dr. G. F. Owen. Although this was not the company that constructed the interurban, it is assumed that the above-named people still played an influential role in bringing the interurban through Canal Winchester. Other local individuals who played an important part were the village council officials and members at that time: O. P. Gayman, Mayor (NR); E. C. Chaney, Treasurer, ; W. D. Beeks, Clerk; Sam Rush, Marshall; D. E. Alsbaugh (NR); A. A. Chaney; J. D. King (NR); S. H. Saylor (NR); R. J. Tussing (NR); and Phil Weber. "All members of the Council worked for the road, although it was opposed by some citizens who believed it would ruin business" (Highlights of Our First Century, 1949). Canal Winchester was one of 23 stops on the Scioto Valley Traction Line, which, contrary to some of the citizens beliefs, marked the beginning of a third era of growth and impact on the town.

The Scioto Valley Traction Company's purpose was the construction and operation of an electric third rail interurban railway system between Columbus/ Obetz/ Circleville/ Lancaster & Chillicothe. The first leg

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completed was between Columbus and Lancaster, and the first train which passed through Canal Winchester ran in 1904. Once established, the train ran through town every two hours.

"Shaded, macadamized streets bordered by handsome residences are commendable examples of the thrift and energy pervading the community" (Canal Winchester, Ohio: Historical & Industrial, 1907).

Population statistics help reveal that the town's business did not suffer as a result of the interurban, but in fact, continued to prosper. The town's population was 666 in 1900 and grew steadily throughout the early 20th century, to 740 in 1910, 791 in 1920, and 906 in 1930. Subdivisions which occurred during this time period include Lombardy Heights (1920's), G. F. Bareis Subdivision, the Beckley (Beck) Addition (c.1940) and Cherrydale (c.1940). Public improvements included construction of the town's first water tank was built in 1916, and the waterworks in 1917. The water works was remodeled in 1934 in a Tudor Revival style. It was designated a landmark by the American Water Works Association in 1987, and is currently undergoing a major expansion. Canal Winchester's growth continues to correspond, as it did in the past, to the prosperity of the surrounding agricultural area.

Madison Township also grew steadily in the early 20th century. The township population was 3,217 in 1900, growing to 3,419 in 1910, 3,495 in 1920, 4152 in 1930 and 4,400 by 1940. The 1912 Ohio Almanac shows corn, wheat and livestock continuing to be the principal farm crops throughout the county, and the majority of farms being between 50-97 acres, virtually unchanged from previous eras. A 1930 rural directory lists 724 landholders in the township. Circa 1930, Madison Township was the "largest in the county, and also one of the most prosperous of the agricultural districts of the state...The land of the township (was) wonderfully fertile and the value of the farm lands (was) higher than anywhere else in the county." (Moore, 1930) Rural electrification through the Rural Electric Cooperative, soon controlled by South Central Power in this area, also had a major impact on the continued success of the farmer. In 1937, the first house in the rural vicinity of Canal Winchester was electrified.

New farmhouses and related outbuildings continued to be constructed in the early 20th century, for example, the Morgen Thrush Farm Complex (NR), and the Parley Haffey Farm Complex (NR). These new houses reflect a confidence in the farming business in Madison Township. Those building new houses on the farms included established farm families replacing earlier homes, or building new homes for their

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younger generations at other locations on the family farm (Thrush), as well as those establishing new farms in this area (Haffey).

The agriculture-related businesses in Canal Winchester during this era illustrate the importance of agriculture to the economy in the early 20th century. The town continued to serve as a trading center for a rural population of 5,000 or more "progressive agriculturalists" (Canal Winchester, Ohio, Historical and Industrial, 1907). C. 1930, "the country lying around Canal Winchester (could) not be excelled in productiveness of corn and naturally the business of the village center(ed) around grain. An enormous amount of corn and wheat (was) bought by the granaries of the town every year and shipped to the larger markets. There (were) several elevators, warehouses and mills...." (Moore). Of the two main villages in Madison Township, Canal Winchester and Groveport, Moore summarizes, "Groveport (had) become more of a pleasant small town residential center, while Canal Winchester (had) taken on more business airs.... Both (were) beautiful villages and Canal Winchester (was) one of the most business like small communities in the entire state."

Regarding agriculture related businesses of Canal Winchester during the 20th century, the Winchester Milling Company continued in operation, having been acquired by Howard Hockman in 1919, and later run by his son, William. The O. P. Chaney & Sons (A. A., W. B., & E. C. Chaney) Grain Elevator (NR) was later owned by D. F. Taylor (c. 1915), Huston & Swope (c. 1922), S. B. Swope, and Howard Hockman of the Winchester Milling Co. to the north, who acquired it in 1935, using it only for storage after this time. The Winchester Milling Company was the last vestige of Canal Winchester's milling business, closing in 1978. The main complex on the north side of the railroad tracks was demolished in 1987. The elevator complex on the south side of the tracks is currently owned by the Village and Canal Winchester Area Historical Society, who are working toward its preservation.

Agriculture-related businessmen other than farmers included veterinarians R. A. Shaefer; Louis Saylor, who lived on North High Street from 1914 - 1962 (NR-Hdist); Howard Hinchman; Dr. King, who built a house on East Mound Street, c. 1909 (NR-Hdist); and Judson Wynkoop, who lived on Washington Street from 1945 to the present (NR). R. J. Tussing (NR) and Schuler were greenhouse operators in the 20th century in Canal Winchester, serving the central Ohio market.

The local economy was beginning to diversify, with industry growing, but remaining primarily agriculture related. The Central Ohio Canning Factory opened a 3-acre plant for the processing of corn and tomatoes. Established in 1904, this was a seasonal operation which had a

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factory, husking shed and cooking rooms, storage building and boiler room. Other industry included the continued operation of the C. L. & W. D. Boyer Bros. Brick and Tile Factory (formerly Powell & Boyer) (NR-Cdist), and Geo. F. Bareis Lumber & Planing Mill, in operation until 1988. Not related to agriculture, Anchor-Hocking Glass of Lancaster built a factory in 1926-7 to machine cut and design glassware. Although no longer owned by Anchor-Hocking, the factory is still in use today.

The decade between 1910 and 1920 was the boom time for the interurban. It averaged over one million passengers per year from 1910 to 1924. At the same time, the Hocking Valley Railroad was in transition, being controlled by the Chesapeake & Ohio Railway Co. by 1915, with the two companies merging in 1930 and the Hocking Valley Railroad becoming the Hocking Division of the C. & O. Railroad. As the automobile became more commonplace after World War I, however, the interurban and the railroad felt its impact.

The Scioto Valley Traction Co. began selling electricity to residential customers, c. 1916, as a by-product. Following W.W.I, decline in the interurban business caused the company to rely more on the electric sales. By 1923, they had changed their name to the Scioto Valley Railway & Power Co., reflecting this new focus. In 1928 they decided it was more efficient to purchase electricity for their customers from Columbus & Southern Ohio Electric Co., and they shut down their power house. By 1930 they had completely abandoned the passenger service, and the last interurban train ran through Canal Winchester on September 30, 1930. The decline of the interurban was a national epidemic, primarily resulting from the popularity of the automobile. There were only two other interurbans still in operation in the county after the Scioto Valley Traction Co. closed.

Historic resources related to the interurban include a freight and passenger station, a substation, a concrete bridge abutment, and a sandstone and limestone round-arched culvert. Because the interurban followed the towpath of the canal for the most part, the still-existing line of power poles affiliated with the interurban help to define the path of the canal and the interurban. The freight & passenger station was remodeled for the Ohio-Midland Light & Power Company's offices in 1932 (formerly the Scioto Valley Railway & Power Co.). They served Franklin, Fairfield, Pickaway, Ross, and Hocking counties from this location. The building continues in use today as part of the offices of South Central Power Co., a major addition being attached to the front of the building in the 1950's, obscuring its presence in town.

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The first motor-driven and then gas operated cars in Columbus appeared in 1899. Others followed in 1901-2, after which they then quickly became a common sight. Increased automobile use caused the demise of the interurban and significantly effected the passenger service function of the railroads. By 1930 there were 107,000 motor cars owned/operated in Franklin County. The automobile provided new-found mobility and relatively fast transportation. With the increased use of automobiles came a focus on road improvements too. In addition, interstate bus lines and truck freight were established.

The commercial activities of Canal Winchester which included clothing, millinery, drug, hardware, undertaker/furniture, implement/carriage, and grocery stores catered to the local population. There were also 2 banks, 2 barber shops and 2 livery stables in business. It was during this era that the Peoples Bank constructed their new building in 1924 (NR). Daniel Alspach's restaurant and Bill King's Grocery were also in operation (early 20th century) (NR). New types of businesses established during this era included new car sales, gas/service stations, and tire/accessory stores. Businesses which continue in operation today that began during this era are Conrad's Market and Winchester Farm Sausage, both of which began in business in 1938. A local landmark restaurant, Shade's Restaurant, started in business in 1938 purchasing Corwin's Restaurant. This remained in the Shade family until c. 1980 and continues under new ownership today. As is the case today, in the early 1900's, the local businesses found themselves competing with the "city stores" and "mail order concerns", according to a souvenir booklet of 1907. These thriving enterprises employed not only the local people, but also people from the surrounding area. "Between the two (villages of Groveport and Canal Winchester) lie several smaller communities, with distinctive names, but unincorporated, whose residents for the most part are employed in Canal Winchester." (Moore, 1930).

Prominent businessmen and professionals were responsible for building the larger and more ornamental houses in town in the early 20th century. In addition to these, however, a significant number of Canal Winchester's more vernacular residential building stock was constructed after 1904. The houses were built in several different types, and as the automobile played a more predominate role in peoples lives, garages were being built in conjunction with the houses. Clarence and Bob Hoffman (Huffman), Luther Sanderson, William Burnett, and Jacob I. Zellers were among the builders/contractors active in town during the early 20th century. Factors contributing to the construction of these houses include the new generations of Canal

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Winchester families who were staying in the community and building houses for themselves; people relocating and building in town who were employed by the glass factory and other industries; and people who were employed in Columbus, now a reasonable commuting distance, who chose Canal Winchester as their home. "The close connections of Canal Winchester with the Capital City makes it a desirable place of residence for even city workers. A ride of 45 minutes or less takes a passenger to the heart of the city. To those employed in the city - our village offers an unequalled and healthful place to reside away from the turmoil and dust of the city streets" (Canal Winchester, Ohio, Historical and Industrial, 1907). Concentrations of these 20th century houses are located along West Waterloo Street (formerly U.S. 33); the eastern end of East Waterloo Street; North High Street, north of the railroad tracks; the east side of Trine Street; and otherwise scattered as infill along the other streets in town.

To accommodate the growing population in town, a second school building was constructed in 1908 on the Washington Street site, north of the 1862 building, and in 1929, an addition that connected the 1862 and 1908 buildings was built, with Tudor Revival details. This complex continues in use today. Mr. A. B. Weiser was a teacher, principal and superintendant of the Canal Winchester Schools from 1914 to 1950. He resided on E. Mound Street (NR - Mdist) and N. Trine Street. A new high school was built in 1976 on Washington Street, south of the older building.

Throughout this era, the railroad continued in operation, running passenger service through Canal Winchester until c. 1949, and freight service to the present day. Concurrently, the short-lived interurban functioned as a transporter of people and freight, with its last train running in 1930. Following World War I, the automobile grew in popularity, providing independence and mobility for the general population. This lead the way to a time when Canal Winchester, with its easy accessibility to and from Columbus, short commuting distance, and attractive small town environment, would become a "bedroom community" to Columbus, following World War II.

F. Associated Property Types

I. Name of Property Type 1. Vernacular domestic architecture of the Canal Era, 1827 - 1868

II. Description

Since the settlement of the area and the founding of Canal Winchester, vernacular building types have been the predominant architecture of both the village and the rural surrounding countryside. Because the incorporated limits of the village now include rural acreage, both "town" and rural properties are represented in this nomination. The rural component of the nomination is incomplete, representing only those rural areas within the incorporated limits. Additional survey in the remainder of Madison Township, and perhaps Violet Township, Fairfield County, would provide a more complete context. All of the house types represented are typical of central Ohio patterns. The nomination does not attempt to be conclusive. As new information is yielded, other house types and patterns of architecture may be identified.

CONTINUED

III. Significance

Vernacular farm and town houses of the canal era are the tangible link to the town's early settlement and pre-railroad times. These buildings provide insight into the economic conditions, available resources, and settlement patterns. They reveal much about the geographic background and socio-economic status of their builders and owners. The dominant types found in Canal Winchester are typical of the building traditions characteristic to central Ohio and much of the Midwest.

IV. Registration Requirements

These properties are noteworthy examples of identified regional house types. They reveal much about the evolution of rural and domestic architectural tastes and influences in Canal Winchester during the canal era, and therefore qualify under Criterion C of the National Register. While the majority of these property types will be listed under the Architecture area of significance, some may also be listed under Criterion A for Agriculture, Commerce and Industry, or depending on the occupation and significance of their past owners, under Criterion B.

To qualify for listing, these properties must be good and intact examples of one of the vernacular house types described in the Pre-Central Hall, Central Hall or other identified categories.

CONTINUED

☒ See continuation sheet

☒ See continuation sheet for additional property types

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Section number F.1. Page 1 1. Vernacular domestic architecture of the
Canal Era, 1827 - 1868. Description cont.

Town Properties:

The houses in town during the canal era were built as residences for the tradesmen, merchants/grain dealers, and professionals who populated the town. The first houses were of log construction, and soon thereafter frame. Circa 1832 there were only 12 hewn log buildings and two frame buildings standing in town. The first brick houses documented in town were built in the late 1830's. By the mid-late 1830's and 1840's many additional buildings were built. On an 1856 map there were over 100 houses within the town limits. From written accounts and the few buildings that remain, these early houses tended to be rectangular in plan, one or two-stories tall, and without significant detail. There are only two log structures documented in town, the Samuel Bartlit House (NR-Cdist), and a property at 90 Liberty Street, which was moved from the nearby vicinity. The Moore and Sponsler Houses (NR-Cdist) are representative of the early frame architecture. The Tallman- G. Hathaway- Heffley House (NR-Hdist) is an example of an early brick house dating to the late 1830's. There are basically two categories of house types during this era, the Pre-Central Hall and Central Hall types.

Pre-Central Hall types include the Hall & Parlor; 1 or 1 1/2 story, three bay, side bay entry type; and the Pre-Classical I-House. The Hall & Parlor is a "one or 1 1/2 story house two rooms wide and one room deep with side gabled plan. Usually measures approximately 30' X 20' with a three bay facade. The plan traditionally consists of a hall or general eating and living space, and a smaller, more formal parlor that may have been used as a sleeping chamber." (Gordon,1984). The 1 or 1 1/2 story, three bay, side bay entry type has a roof ridge parallel to the street and a single entry door in one of the side bays of the facade. "The I-House, so named because of its widespread distribution in Indiana, Illinois and Iowa, is actually a mainstream house type built throughout the eastern United States. The identifying features are its two story, single pile plan that is at least two rooms wide with side facing gables. Many I-Houses have one or two story kitchen ells. The I-House rapidly became a symbol of agricultural prosperity in the Midwest. In Ohio there are three principle versions of the I-House." Two of these versions were built as Pre-Central Hall types. One version has a "two over two arrangement, three bays wide, central doorway. Can have interior, interior end or exterior end chimneys." The second version has a "four bay facade, asymmetrical plan, usually two rooms over two." (Gordon,1984)

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Section number F.1. Page 2 1. Vernacular domestic architecture of the
Canal Era, 1827 - 1868. Description cont.

Central Hall types include the Center-Passage I-House; Classical I-House; 1 1/2 story, five bay, central gabled dormer type; 1 1/2 story, five bay, intersecting gable roof type; and Side Hallway. The Center Passage I-House is the third version of the I-House discussed above. It is "basically the same form as the Pre-Classical I-House except for the use of a central hallway," and it may be three or, less frequently, four bays wide. The Classical I-House is a term reserved for the "three over three plan I-House with central hallway, center doorway and five bay facade. Symmetry attained by placing the staircase in a central hallway. One or two story ell commonly attached to rear elevation." (Gordon, 1984) The Side Hallway is a "single or double pile arrangement. Sometimes called a 'half house' or two-thirds Georgian. Hallway always located at the extreme end of the front elevation" (Gordon, 1984). The 1 1/2 story, five bay wide, with central gabled dormer type is double pile on the first floor with four or five rooms and a central hallway. It only has two rooms on the second floor. On the first story of the facade is a centered entry and on the second story is a centered gabled wall dormer, hinting at Early Gothic Revival influence in the design. The roof ridge runs parallel to the street in this type and a porch is often added to the facade.

Another house type present during this era is the 1 1/2 story house with two or three bay facade and gable end facing the street. This type is found in both frame or brick construction, is small in size and of either rectangular or "L" plan. Its gable roof is generally steep with projecting eaves and interior brick chimneys are common. The house is usually one room wide and two rooms deep. The half-story window on the facade may be arched or flat. Porch and rear additions are also common.

In all of the above vernacular types, only minimal stylistic influences occur, including Greek Revival details like sidelights, transoms and cornice returns, or Early Gothic Revival influences like the centered gabled wall dormer. Variations occur in the types in the construction material (brick or frame), roof lines, chimney placement, window type, interior plan, and exterior additions/wings. Other areas where distinguishing characteristics occur are at the cornice line, foundation detail, porches and entry detail.

Rural Properties:

Houses in the rural areas of Canal Winchester were built for the farmers and their tenants. Settlers first built log cabins and houses in these areas. No frame houses dating to this era have been documented. The first documented brick house was constructed in 1819 (now demolished). The rural house types follow the same categories as the in town houses, Pre-Central Hall and Central Hall.

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1. Vernacular domestic architecture of the
Canal Era, 1827 - 1868.

Description cont.

Pre-Central Hall types include a 1 1/2 story, four bay, two centered doors type which is double pile with four rooms on the first floor and two on the second. The first floor facade is four bays wide with two single door entries in the center two bays. The roof ridge runs parallel to the road.

Central Hall types include the Center Passage I-House and Classical I-House types which are described above. Stylistic influences and detail are the same as for town structures.

Alteration:

While there is an extensive amount of 19th century fabric remaining in Canal Winchester, much of it has been altered. The most common changes in plan include the addition of kitchens and bathrooms, primarily to the rear or side elevations. Exterior alterations include the removal, replacement of 19th century porches or addition of 20th century ones, application of vinyl, aluminum or asbestos siding, replacement of original windows, abrasive cleaning and repointing of masonry.

Registration Requirements cont.

Although some minor changes may have occurred with time, the properties should be considered if they are recognizable to their period of significance and their original plan is intact or clearly evident and original materials are existing. Because of the extent of masonry buildings and equal extent of abrasive cleaning and repointing, this alteration alone, has not been used as a disqualifier for a building's inclusion. Alterations which are 50 years or older are reviewed for acquiring significance in their own right. Later alterations are reviewed on a case by case basis, evaluating the overall impact on the integrity of the structure. Greater flexibility was granted for alterations to structures of this time period than any other because of their limited context and relative historical significance.

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F. 2. Vernacular domestic architecture of the Railroad Era, 1869-1904

Description:

Subtype: Town

The houses in town during the railroad era, just as in the canal era, were built as residences for the tradesmen, merchants/grain dealers, and professionals who populated the town. There are approximately 165 structures illustrated on the 1872 Atlas map within the incorporated limits. A majority of these are still standing, although many are in altered condition. There are four categories of house types during this era, the Pre-Central Hall; Central Hall; "L", "T", or Cross plan types; and others.

Pre-Central Hall types constructed during the era are primarily the Hall & Parlor, or Pre-Classical I-House types or variations of them. (See description in F. 1.).

Central Hall types include the Classical I-House; 1 1/2 story, five bay, central gabled dormer type; 1 1/2 story, five bay, intersecting gable roof type; and Side Hallway, as in the canal era. (See F. 1.) Another central hall type built during this era is the "4 over 4", which is a "modified Georgian plan, double pile usually with central hallway and paired end chimneys or twin fireplaces sharing common chimney stack. Typically has five bays but can have three." (Gordon, 1984).

In all of the above vernacular types, only minimal stylistic influences occur, including Greek Revival details like sidelights, transoms and cornice returns, or Early Gothic Revival influences like the centered gabled wall dormer. Variations occur in the types in the construction material (brick or frame), roof lines, chimney placement, window type, interior plan, and exterior additions/wings. Other areas where distinguishing characteristics occur are at the cornice line, foundation detail, and entry detail.

L, T or Cross Plan house types include the Gabled Ell (or Victorian T-Plan), and a hipped ell, hipped T, and hipped cross. The Gabled Ell is a "post Civil War house type, with one or two stories and asymmetrical fenestration. McAlester describes this as a Victorian gable front and wing; other sources refer to it as the T plan house or cottage. The gabled ell has a long history of use in rural, small-town and small city

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Section number F.2. Page 2Vernacular domestic architecture of the
Railroad Era, 1869 - 1904. Description cont.

development. In simplest terms the house is characterized by a half I form that is perpendicular to a wing with gabled ends. The long axis usually faces the road and typically exhibits a decorative jigsawn porch or porches flanked by the projecting gabled wing. The wing may have one or two bays while the block parallel with the street seldom has fewer than two bays. The projecting wing often is beveled or exhibits a bay window. The gable ends may have attic vents, decorative shingles, bracing and variegated wall treatments. The rear elevations may have a porch along with later additions." (Gordon, 1984). A variation of this house type has a hip roof instead of a gable roof, and is therefore referred to as the "hipped ell." There are also several hipped roof structures which are a T or Cross plan. Features in common to all of these hipped-roof types are the low-pitched hip roof, projecting cornice, and vertical proportions. Also common is the irregular interpretation of the L, T, or Cross plan.

High style influences occur during this era in the L, T, or Cross plan house types, and they are most often Italianate or Queen Anne. Italianate details include brackets, wide eaves, attenuated windows, 2/2 light sash, hoodmolds, segmental arched openings, cornice decoration, string courses, and porches. Queen Anne details, which are rare and modest in Canal Winchester, include asymmetry, towers, ornamental porches, either jigsawn or Eastlake in design, projecting bays, shingle ornament, and variants of Palladian windows.

Other house types present during this era are the 1 1/2 story, two or three bay, with gable end to the street type, as described in F. 1., and the American Four-Square type. The American Four-Square appears late in this era and into the next. It is "characterized by its two story, almost square floor plan, and cubical shape topped by a low hip roof. There is usually a dormer in the front portion of the roof, and a porch extending across the full front of the house. The American Four-Square combined simplicity, economy and versatility. It was one of the nation's most popular urban and rural house types during the early twentieth century." (Gordon, 1984).

Subtype: Rural

The rural house types documented for this era include the 1 1/2 story, four bay, with two centered doors type (see F.1.), the Gabled Ell and the hipped cross (see above). The latter two have Italianate influences.

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Vernacular domestic architecture of the
Railroad Era, 1869 - 1904

Alterations:

While there is an extensive amount of 19th century fabric remaining in Canal Winchester, much of it has been altered. The most common changes in plan include the addition of kitchens and bathrooms, primarily to the rear or side elevations. Exterior alterations include the removal, replacement of 19th century porches or addition of 20th century ones, application of vinyl, aluminum or asbestos siding, replacement of original windows, abrasive cleaning and repointing of masonry.

Significance:

Vernacular farm and town houses of the railroad era are the tangible link to the town's railroad times when some its most intensive development occurred. These buildings provide insight into the economic conditions, available resources, and building trends. They reveal much about the geographic background and socio-economic status of their builders and owners. The dominant types found in Canal Winchester are typical of the building traditions characteristic to central Ohio and much of the Midwest.

Registration:

These properties are noteworthy examples of identified regional house types. They reveal much about the evolution of rural and domestic architectural tastes and influences in Canal Winchester during the railroad era, and therefore qualify under Criterion C of the National Register. While the majority of these property types will be listed under the Architecture area of significance, some may also be listed under Criterion A for Agriculture or Commerce, or depending on the occupation and significance of their past owners, under Criterion B.

To qualify for listing, these properties must be good and intact examples of one of the vernacular house types described in either the Pre-Central Hall; Central Hall; L, T, or Cross Plan type; or other identified categories. Although some minor changes may have occurred with time, the properties should be considered if they are recognizable to their period of significance and their original plan is intact or clearly evident and original materials are existing. Because of the extent of masonry buildings and equal extent of abrasive cleaning and repointing, this alteration alone, has not been used as a disqualifier for a building's inclusion. Alterations which are 50 years or older are reviewed for acquiring significance in their own right. Later alterations are reviewed on a case by case basis, evaluating the overall impact on the integrity of the structure.

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F. 3. Railroad, Agriculture, Commerce, Religion, Social History and Transportation related architecture of the Railroad Era, 1869-1904

Subtype: Railroad related

See National Register listing, "Columbus, Hocking Valley & Toledo Railway Depot", Canal Winchester, Franklin County, Ohio: 1/88.

Subtype: Agriculture related

See National Register listing, "O. P. Chaney Grain Elevator", Canal Winchester, Franklin County, Ohio: 1/88.

Subtype: Transportation related

See National Register listing, "Bergstresser-Deitz Covered Bridge", Canal Winchester, Franklin County, Ohio: 1974.

Subtype: Religion related

Description:

All four of the major denominations constructed churches within the incorporated limits during the railroad era, and all four are still in use. The churches were all built of brick construction in either the side steeple or center steeple plan, and all have Gothic Revival ecclesiastical design influence. Architects and contractors identified who worked on the church buildings include C. H. Griese (architect, Cleveland), J. C. Gault (architect), Vandamark Bros. (contractors, Pickerington), R. F. Henry (mason), and Charles Huffman (carpenter). For specifics on each of the churches, see the following National Register listings:

David's Reformed Church, 1881 - "David's Reformed Church", nomination attached.

David's Evangelical Lutheran Church, 1881 - "West Mound Street Historic District", Canal Winchester, Franklin County, Ohio: 1988.

Evangelical United Brethren Church, 1886-7 - "Columbus Street Historic District", Canal Winchester, Franklin County, Ohio: 1988.

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Railroad, Agriculture, Commerce, Religion, Social
History and Transportation related architecture
of the Railroad Era, 1869 - 1904

Canal Winchester Methodist Church, 1902 - "Canal Winchester Methodist Church", Canal Winchester, Franklin County, Ohio: 3/15/82.

Regarding National Register Criteria Consideration (Exception) A - Although these are properties owned by religious institutions and are used for religious purposes, each derives its primary significance from architectural distinction and/or historical importance, and two are integral parts of historic districts, therefore qualifying for National Register listing.

In addition to the churches, there are also many houses of assorted styles which are documented in the comprehensive survey as personages at various times for the various denominations.

Alterations:

All of the churches retain their architectural integrity, although each has witnessed alteration and additions. The most common include the addition of educational wings; the alteration of exterior masonry surface, by abrasive cleaning, repointing, or painting; changes to the entrances; and interior remodelings. Each of the four churches has a later educational wing attached. These are generally one-story in height, of masonry (brick or concrete block) construction, attached to the rear or side elevation of the original church building on adjacent lots with additional parking. These additions have been designed so that the form and plan of the original church buildings are clearly evident. If the wing is visible from the street, the materials and details have been designed to be compatible with the original structure. The changes to entrances and interiors vary with each structure, but include providing handicapped accessibility; new landscaping, walks, stairs, and/or protected entries; updated and/or redecorated naves, sanctuaries, pulpits. The redecorating has generally been sensitive to the historic features of the interiors, such as the wooden floors, pews, church furniture etc., and original interior plans are intact.

Subtype: Commerce related

Description:

Much of the commercial district of Canal Winchester developed after the railroad went through, with several new two-story brick commercial buildings being built, most with cast iron storefronts and Italianate bracketed cornices. Many of these late 19th century structures are still standing in the village. They are concentrated in the center of town, on High and E. Waterloo Streets, but for the most part are significantly altered. There are two commercial buildings which date as early as the

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Railroad, Agriculture, Commerce, Religion, Social
History and Transportation related architecture
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Section number F.3. Page 3

1850's, the first documented one being constructed in 1851 by Samuel Bartlit at the southeast corner of High & Waterloo (now Canal View Pharmacy). These were both remodeled with Italianate features in the 1880's. The other buildings date from c. 1870 to c. 1890. There are a total of 11 19th century buildings standing in the commercial district, eight of which are two-story brick structures ("two-part commercial block" types per Longstreth), one is a two-story frame building (predating the others, the earliest section c. 1830's), one is a one-story brick (1887), and one is a one story frame addition (c. 1875) (the latter two being "one-part commercial block" types per Longstreth). The area of the central business district has changed very little since established in the canal era. The earlier buildings were for the most part replaced by the structures from this era or remodeled at this time. It is estimated that there were only approximately five other commercial buildings from this time period which once stood in the central business district, but have since been demolished. In addition to the central business district, the frame lumber company buildings (1884) are located just east of the commercial district on East Waterloo. Also there is a two-story frame commercial building and a two-story brick grange hall from this time period mixed in with the residential architecture on North High Street. Some of the residential architecture on this street also had a combined commercial use. (See North High Street Historic District nomination attached).

Alteration:

The majority of these commercial buildings have been extensively altered in the mid-20th century, by the removal of cornices, addition of fixed canopies, new store fronts, and new exterior surface treatments, significantly affecting the integrity of the original structures. Because of the overall degree of alteration, the central business district does not meet the National Register criteria. The area is designated a local historic district, however, by the Village of Canal Winchester and the Canal Winchester Landmarks Commission.

Subtype: Social History related

Description:

Fraternal organizations played an important role in the social history of Canal Winchester. Their prominence is illustrated by the large number of different organizations chartered and the number of meeting spaces built for lodge hall use specifically which were incorporated into major commercial buildings when constructed in the town during this era of growth and commercial development. One organization was chartered and

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Railroad, Agriculture, Commerce, Religion, Social
History and Transportation related architecture
of the Railroad Era, 1869 - 1904. Descript. cont.

meeting in the local schoolhouse as early as 1853. By 1868 a space above the C. P. Rees Store (now apartments above Roman's Pizza, 17 N. High) was outfitted as a lodge hall. Other spaces used included an old warehouse, the third floor of the Town Hall, the Bergstresser Hall, and the Opera House (all demolished). The first of four buildings which incorporated a lodge hall when built was the Grange Hall constructed in 1874. The other three were the Solomon S. Lehman Block/Lodge Hall built in 1884, the I.O.O.F. Hall built in 1888 (now above Conrad's Market), and the Times Building/Lodge Hall built in 1902. These were each two-story brick two-part commercial blocks with the meeting spaces in the upper story. The Lehman Block and the I.O.O.F. Hall were designed with Italianate details, including ornamental cornices, brackets, entablature, and attenuated windows with hoodmolds. The Grange Hall and The Times Building had less ornamentation. Several of the fraternal organizations continue to be active, however the Lehman Block was the last facility to be used as a lodge hall, closing in 1988. Each of these four buildings as well as the C. P. Rees store are still standing and three are being nominated. For specifics see the following National Register nominations attached: The Times Building and the North High Street Historic District (Grange Hall). The C. P. Rees Store building and the I.O.O.F. Hall are not being nominated because of the degree of alteration to these buildings. Current uses of the meeting spaces include gallery space, apartments, vacant, meeting space for non-lodge entities, and storage. Interior features in some of the lodge hall spaces include large open plan, wood floors, wainscoting and chair rail, pressed tin ceilings, shuttered windows, natural or painted woodwork, and assorted lodge paraphernalia. The degree of integrity of interiors of some spaces is not known because of inaccessibility.

Alterations:

See Subtype: Commerce related, "Alterations"

Significance for all subtypes:

See above-referenced National Register of Historic Places nominations for each of the Subtypes listed for relative significance of each. These resources of the railroad era in combination with the residential architecture of the era (F.2.) are the tangible link to the town's railroad times when some its most intensive development occurred. These buildings provide insight into the economic conditions, available resources, and building trends. They reveal much about the geographic background and socio-economic status of their builders and owners. The dominant types and subtypes found in Canal Winchester are typical of the building traditions characteristic to central Ohio and much of the Midwest.

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Railroad, Agriculture, Commerce, Religion, Social
History and Transportation related architecture of
the Railroad Era, 1869 - 1904.

Registration requirements for all subtypes:

These properties are noteworthy examples of identified regional building types and cultural resources. They reveal much about the evolution of architectural tastes and influences in Canal Winchester during the railroad era, and therefore qualify under Criterion C. of the National Register. While the majority of these property types will be listed under the Architecture area of significance, they will also be categorized under Transportation; Agriculture; Religion; Commerce; and/or Social History, depending on the subtype, and therefore eligible under Criterion A.

To qualify for listing, these properties must be good and intact examples of one of the property types described, being one of the following: Railroad related, Agriculture related, Religion related, Commerce related, or Transportation related. Although some minor changes may have occurred with time, the properties should be considered if they are recognizable to their period of significance and their original distinguishing characteristics are intact and original materials are existing. Because of the extent of masonry buildings and equal extent of abrasive cleaning and repointing, this alteration alone, has not been used as a disqualifier for a building's inclusion. Alterations which are 50 years or older are reviewed for acquiring significance in their own right. Later alterations are reviewed on a case by case basis, evaluating the overall impact on the integrity of the structure and the relative context of each.

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F. 4. Domestic & commercial architecture of the Interurban-Auto Era, 1905-1938

Subtype: Domestic/Town

Description:

The houses in town built during the Interurban-Auto Era were built as houses for the merchants, industry workers, professionals, retired farmers, Columbus commuters and others who lived in town. They were built in assorted types and styles including the vernacular American Four-Square, Gabled Ell, Hipped Ell, Side Hallway and other types, and the Bungalow and Period Revival styles. In addition, there were several different brands of pre-cut and pre-fabricated houses constructed in town in the late 1920's and 1930's, including Sears & Roebuck, Montgomery Ward, Aladdin and National. As the automobile became popular after World War I, unattached garages were being built in conjunction with the houses.

Fifty-six percent (56%) (or 200 out of 356) of the resources surveyed in Canal Winchester were built in this time period. The vast majority are of frame construction. Frank Packard (Columbus) and R. Gilmer Hanford (Columbus), A. B. Van Gundy (Lancaster) were the architects from out of town identified who designed houses in Canal Winchester, each designing one. Local people attributed with architectural design included George Bareis and Emma Chaney. Several contractors/builders were identified for this era. Those credited with more than one house include the Hoffman Bros. (Clarence/Robert) of Waterloo, Luther Sanderson, William Burnett, Alfred/Francis Cherry, W. D. Beck, Bill Swartz (Schwartz), and the Behm Bros. of Lancaster.

The American Four-Square; Gabled Ell; Hipped Ell; 1 1/2 story, two or three bay with gable "L" to street; 1 1/2-story "L" plan; Preclassical I-House (2 or 4 bay); Central Hall I-House (3 bay) and Side Hallway type houses were some of the predominant vernacular house types being built during this era, all of which had been constructed in earlier time periods also (See F. 1. and 2. for descriptions). Vernacular types not previously identified include a two-story, two bay wide house with hip roof; and a two-story, two bay wide house with gable roof (ridge perpendicular ("L") to street) (see diagrams). Variations to the American Four-Square type include porches which extend around at least two sides of the house, rather than just on the facade; the elongation of the plan from a square to a rectangle, providing an additional room in the plan; and projecting gabled bays to the front, sides or rear of the otherwise square plan.

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Domestic and commercial architecture of the
Interurban/ Auto Era, 1905 - 1938. Descript. cont.

Other house types common during this era were the Bungalow/Bungaloid style house and assorted Period Revival styles. "Bungalow house types generally followed the tradition of the Craftsmen movement which stressed utility and simplicity. It was named for the Bangla Houses of India. The bungalow is best identified as a low, small house that prototyped informal living, used natural materials, adapted well to sites and relied on simplicity. The typical bungalow is a 1 or 1 1/2-story frame or masonry building distinguished by low-pitched roofs, overhanging eaves, exposed roof rafters and beams or bracing commonly added under the gables. An additional gable occasionally covers an open porch. The bungalow was a common house type during the second and third decades of the twentieth century. Two basic subtypes (in Ohio) include the Dormer Front and California type." (Gordon, 1984) The Dormer Front type bungalow has the main gable roof ridge running parallel to the street with a dormer on the front elevation. The California type has the main gable roof ridge running perpendicular to the street, with an additional smaller gable of a porch-veranda to one side of the front. The Dormer Front type is the most common in Canal Winchester. The Zellers-Langel House (NR) is a variation of the California type in that the main part of the house has a hip roof instead of a gable, but it does have a projecting front gabled porch to the side.

Period Revival styles are a part of the movement of traditionalism or historical eclecticism in American architecture, with a trend toward academicism and the "correct", culled from styles of the past, which when interpreted in the 1920's and later, become mainly a style of ornament, using a greater freedom of interpretation (Whiffen, 1969). These styles which influenced design in Canal Winchester include Tudor Revival, Colonial Revival, Georgian Colonial, Dutch Colonial and Neo-Classical Revival.

Subtype: Domestic/Rural

Farm houses surveyed that were built in the early 20th century (within the incorporated limits) were variations of the American Four-Square, Gabled Ell, Pre-Classical I-House or Period Revival influenced house types, or otherwise uncategorized vernacular house types as discussed in individual nominations. (See above).

Alterations:

Many of the residential structures from this era have witnessed alterations. Because of the prominence of frame buildings, the addition of artificial siding is the major alteration affecting these structures. Other alterations include the remodeling of bathrooms and kitchens, the addition or enclosure of porches, the addition of rooms to the rear, and

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Domestic and commercial architecture of the
Interurban/ Auto Era, 1905 - 1938. Alter. cont.

replacement of windows. Some of the larger scale residences were converted to multiple family dwellings in the 1950's-1970's and many of them have more recently been returned to single family dwellings.

Subtype: Commercial

Description:

There are ten commercial buildings surveyed from this era. They include the Peoples Bank Building (NR), and 3 frame commercial buildings within the central business district, concentrated in the center of town, on High and East Waterloo Streets. In addition, six other buildings in town are 1 story brick or frame construction commercial buildings ("enframed window wall type" per Longstreth), all related to gas service, sales, storage or repair of automobiles or agricultural implements, all of which are located along West Waterloo Street. (Three other 20th century commercial buildings were constructed after 1940.) The commercial buildings from this era, for the most part, are one and two-story vernacular types ("one or two-part commercial blocks") with few stylistic influences. The Peoples Bank is a "one-part commercial block" (Longstreth) which has Neo-Classical Revival elements (see NR nomination attached). One of the automobile dealership buildings, an "enframed window wall" type, has some Art Deco influence in its parapet detail. (Also see F.3. regarding one other 20th century commercial building, The Times Building/Lodge Hall, built in 1902, during the previous thematic era.) Longstreth defines a two-part commercial block as being "limited to structures of two to four stories,...characterized by a horizontal division into two distinct zones....The two part division reflects differences in use inside. The single story lower zone, at street level, indicates public spaces such as retail stores, a banking room, insurance office or hotel lobby. The upper zone suggests more private spaces, including offices, hotel rooms or a meeting hall." The one-part commercial block "only a single story,...is a simple box with a decorated facade...." The enframed window wall type is visually unified by enframing the large center section with a wide and often continuous border, which is treated as a single compositional unit. For surrounds that enframe a facade of one, two or three stories, the width of a front is usually at least twice as great as most individual bays of the one- and two-part commercial block." (Longstreth, 1987)

Alteration:

The major alteration to the commercial buildings from this era is the change in exterior surfaces. One of the brick structures has been stuccoed and six of the frame buildings have been artificially sided.

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Section number F.4. Page 4 Domestic and commercial architecture of the
Interurban/ Auto Era, 1905 - 1938. Alt. cont.

The other common alteration has been change to the commercial storefront openings. Because of the overall degree of alteration in the central business district, it does not meet the National Register criteria. The area is designated a local historic district, however, by the Village of Canal Winchester and the Canal Winchester Landmarks Commission.

Significance for all subtypes:

Vernacular and stylistically-influenced houses and commercial buildings of the interurban-auto era are the tangible link to the town's 20th century development. These buildings provide insight into the economic conditions, available resources, and building trends. They reveal much about the geographic background and socio-economic status of their builders and owners. The dominant types and subtypes found in Canal Winchester are typical of the building traditions characteristic to central Ohio and much of the Midwest, both in terms of residential and commercial architecture.

Registration for all subtypes:

These properties are noteworthy examples of identified regional building types and cultural resources. They reveal much about the evolution of architectural tastes and influences in Canal Winchester during the interurban-auto era, and therefore qualify under Criterion C of the National Register. While the majority of these property types will be listed under the Architecture area of significance, they may also be listed under Criterion A for Agriculture or Commerce, or depending on the occupations and significance of the former owners, under Criterion B.

To qualify for listing, these properties must be good and intact examples of one of the property subtypes described, being either vernacular or stylistically influenced residential or commercial buildings. Although some minor changes may have occurred with time, the properties should be considered if they are recognizable to their period of significance and their original distinguishing characteristics are intact and original materials are existing. Alterations which are 50 years or older are reviewed for acquiring significance in their own right. Later alterations are reviewed on a case by case basis, evaluating the overall impact on the integrity of the structure and the relative context of each. The addition of artificial siding is a justification for exclusion from the nomination.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

The comprehensive survey of Canal Winchester was conducted in four stages. The first in 1975 identified 30 miscellaneous outstanding architectural and historical resources and was conducted by a student; the second involved the recording of approximately 4 miscellaneous rural farms in the incorporated limits as a part of a Franklin County reconnaissance survey in 1975; the third was a complementary survey of approximately 125 additional buildings, undertaken by a preservation consultant in 1984; and the fourth, also conducted by a preservation consultant in 1987, was a comprehensive inventory of an additional 204 structures, all dating prior to 1940. As a result, every building in the community 47 years old or older was surveyed. These surveys combined recorded approximately 363 buildings, out of approximately 700 total households within the incorporated limits of the village. The last two surveys involved a team of volunteer local historical society members and

☒ See continuation sheet

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☒ See continuation sheet

Primary location of additional documentation:

- ☒ State historic preservation office
☐ Other State agency
☐ Federal agency

- ☐ Local government
☐ University
☒ Other

Specify repository: Ohio Historical Society Archives

Canal Winchester Area Historical Society

I. Form Prepared By

name/title	Kathy Mast Kane	Historic Preservation Consultant
organization	with Canal Winchester Area Historical Soc.	date June 27, 1988
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Landmarks Commission members to assist in historical research. Architectural data and photographs were collected in the field, and assorted residents and owners were interviewed. Primary and secondary research included the use of miscellaneous abstracts and court house records and other references in bibliography. Ohio Historic Inventory forms were used to record the information. Rough drafts, negatives and notes have been retained by the local historical society. A final report was prepared for the last two surveys. Inventory forms are now on file at the Ohio Historic Preservation Office, the local historical society headquarters (Prentiss School), and the local school library.

Decisions regarding National Register selection involved a committee of local historical society and Landmarks Commission representatives in combination with representatives from the Ohio Historic Preservation Office and the preservation consultant. This committee was actively involved in defining historic contexts using data from the comprehensive survey summary and general historical knowledge of the community. The selection process involved a substantial review of over 100 surveyed structures and approx. 50 site visits (which included interior inspection). Prior to the required OHPO/NPS notification procedures, owners were contacted, site visits were made, letters & National Register fact sheets were sent, an informational meeting was held, and a narrated slide show presented.

The typology was based on chronology, architectural style/type and thematic association, those being the most evident characteristics shared by all the resources.

Requirements of integrity for the listing of related properties was derived from a knowledge of the condition of all existing properties. Based on the National Register standards for assessing integrity, the relative condition and scarcity of each property type was taken into consideration to determine the degree to which allowances should be made for alteration and deterioration.

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